

## Transportation Impact Analysis

# VOA VISTA DRIVE RESIDENTIAL HOUSING TIA

Juneau, Alaska

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## Section 1 Executive Summary

## EXECUTIVE SUMMARY

The Volunteers of America (VOA) are proposing to develop 75 condominium style residential units in Juneau, Alaska. The project is located along Vista Drive west of Douglas Highway on Douglas Island. The purpose of this Traffic Impact Analysis (TIA) is to provide information about the transportation impacts of the residential project. The analysis was completed in accordance with Alaska Department of Transportation and Public Facilities (DOTPF) and City and Borough of Juneau (CBJ) TIA requirements.

## PROJECT BACKGROUND

The proposed residential development by VOA will provide condominium style housing units with a goal of having 60% of the units be occupied by low income qualifiers. This development is being planned for an area previously designed for additional residential units adjacent to the existing 30 units of the Crest at Lawson Creek project. Project development has been planned over two phases: the first phase would include approximately 40 units with occupancy anticipated during 2015, and the second phase would add approximately 35 condominium units and begin occupancy in 2016.

## CONDITIONS

Douglas Highway is controlled by the DOTPF and is classified as a Major Collector. Douglas Highway has two 12-foot paved lanes with 8-foot shoulders, curb/gutter, street lighting, and a paved 5-foot pedestrian trail behind the curb along the east side. The highway is nearly straight in the area of Vista Drive with a roadway slope of less than 2%.

Capital Transit provides half-hour bus service along Douglas Highway seven days a week. Douglas Drive has a daily traffic volume of between 6,000 to 7,000 trips per day, which appears to be slowly decreasing over the last

12 years. The AM peak hour (7:15 AM to 8:15 AM) count on Douglas Highway was 612 vehicles, and the PM peak hour (5:00 PM to 6:00 PM) vehicle count was 647 vehicles. The AM peak hour included seven bikes/pedestrians with the PM peak hour showing four bikes/pedestrians. The bikes used the shoulder area with the pedestrians using the paved pedestrian trail.



Vista Drive is a Local Street maintained by CBJ. Vista Drive is a 26-foot wide paved two lane local residential street. The roadway proceeds west and south from Douglas Highway and currently terminates in the parking area for the Crest at Lawson Creek Condominiums. The plan for Vista Drive

includes two connections to two adjacent properties for future development that could result in additional access points for this area. It has a 10 to 13%+ grade and allows limited parking on the east side as it approaches the parking area. The street includes five foot sidewalks along both sides, street lighting, side ditch drainage and curb and gutter improvements. The AM peak hour count on Vista Drive was eight vehicles (six exiting and two entering), and the PM count was 18 vehicles (seven exiting and 11 entering). The sight distance for vehicles entering Douglas Highway from Vista Drive meets standards in both directions, but right-of-way (ROW) brush along the west side of Douglas Drive south of Vista Drive is encroaching on that sight distance.



There has been one crash associated with this intersection in the most recent five year period that crash data is available (2006 to 2010). For an intersection with an entering volume of 6,500 ADT, that relates to a crash rate of 0.08 crashes per 1,000,000 entering vehicles. The DOTPF Highway Safety Improvement Program (HSIP) shows an average crash rate of 0.48 for a stop controlled three-way intersection. The Douglas Highway /Vista Drive intersection is well below the average crash level.

## FINDINGS

Using the Institute of Transportation Engineers (ITE) Trip Generation factors, this proposed development is estimated to generate 33 new trips in the AM peak hour and 39 new trips in the PM peak hour. Based upon the current peak hour traffic counts, about 90% of the current trips have an origin or destination north of Vista Drive with about 10% focused on Douglas Highway to the south.

The future traffic demands were developed by adding the projected trip generated volumes to the projected background trip volumes. The background volumes were developed by applying the DOTPF supplied growth rate of 0.5% per year to the background traffic. This resulted in intersection turning movement counts for the project years of 2015, 2016, and 2036.

Using the adopted *Highway Capacity Manual* procedures, the current and projected Levels of Service (LOS) were determined for all intersection conditions. The results are shown in Table 1.

**Table 1. Douglas Highway/Vista Drive Current and Projected Level of Service**

Year	Condition	Peak Hour	Douglas Highway	Vista Drive	
			Level of Service	Level of Service	Delay
2013	Current No Construction	AM	A	B	12.8
		PM	A	B	11.4
2015	40 units total	AM	A	B	13.3
		PM	A	B	11.4
2016	75 units Total	AM	A	B	14.0
		PM	A	B	11.5
2036	No construction	AM	A	B	13.7
		PM	A	B	11.9
2036	75 units total	AM	A	B	14.8
		PM	A	B	11.9

The analysis shows Douglas Highway operating at LOS “A” for the current year 2013, 2015-planned 40-unit occupancy, 2016-additonal 35-unit occupancy, and the 2036 project plan year. The analysis also shows Vista Drive operating at LOS “B” at its stop sign controlled intersection with Douglas Highway in its current condition and in the 2015, 2016, and 2036 years even with the growth from this planned residential development. In general, when both the development peak hour traffic and the projected growth of Douglas Highway is added to the current Douglas Highway traffic, it only results in a +5.5% total change. This results in little change in the intersection LOS and in the delay to the Vista Drive vehicles.

## RECOMMENDATIONS

The project will have minor traffic impacts on the Douglas Highway and Vista Drive intersection. The current and future intersection volumes do not meet any of the *Manual on Uniform Traffic Control Devices* (MUTCD) criteria for signalization or other traffic control device installation. Due to the low volumes from Vista Drive onto Douglas Highway, there was no need to widen to provide separated turn pockets; therefore, no improvements were identified. The extension of Vista Drive to the new development from the existing parking area will need proper signage to reduce traffic circulation confusion. The maintenance of Vista Drive has been mentioned as a concern during the winter months. This concern needs to be forwarded to the CBJ Street Maintenance for consideration. The Douglas Highway maintenance crew should see that the brush along the west side of the Douglas Highway ROW south of Vista Drive is eliminated so as to improve sign distance for vehicles entering Douglas Highway from Vista Drive.

Additional details of the study methodology, findings, and recommendations are provided in the sections below.

## Section 2 Introduction

## INTRODUCTION

### SCOPE OF THIS REPORT

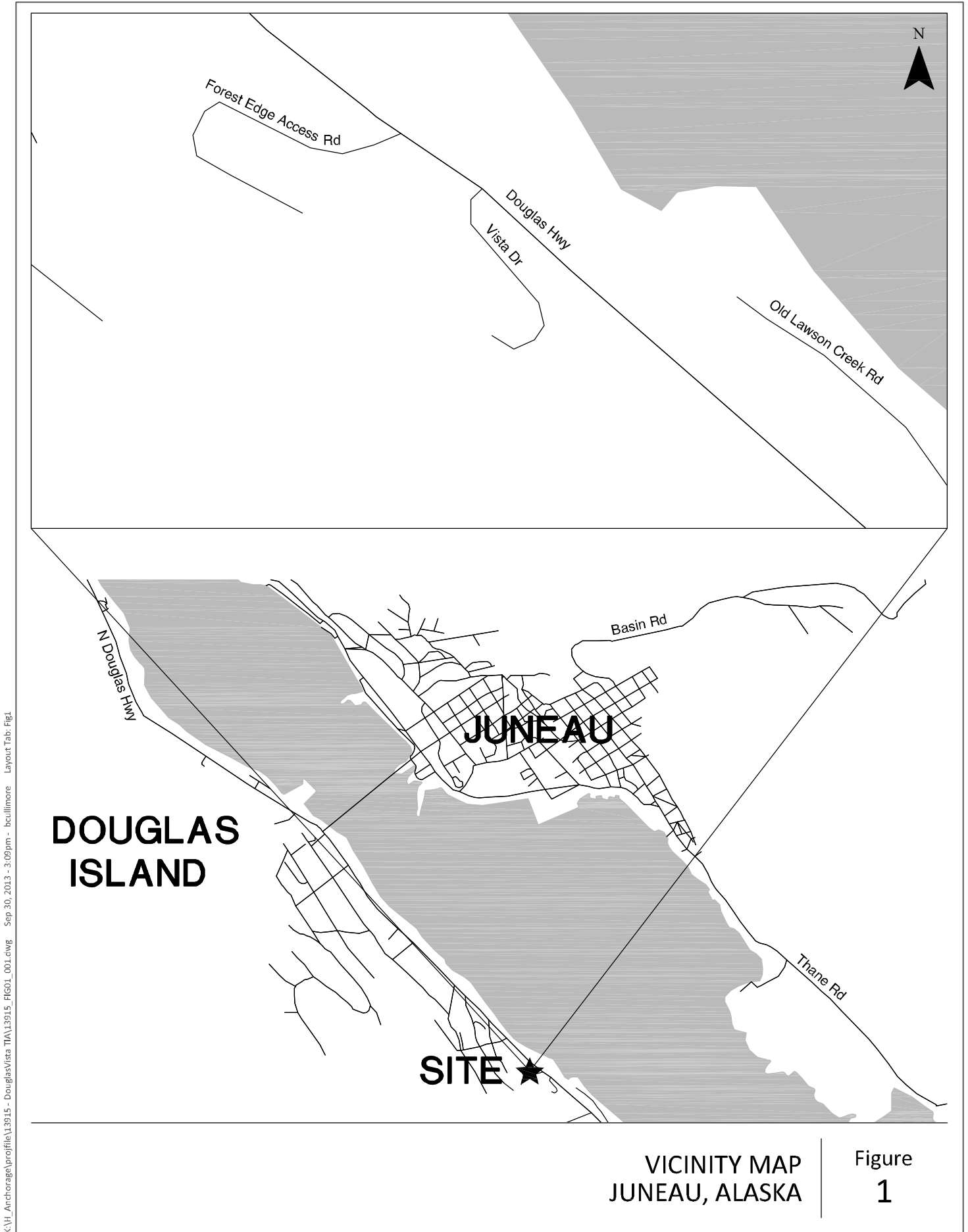
This analysis determines the transportation-related impacts associated with the proposed VOA Vista Drive Residential development. The format for this report follows the DOTPF TIA checklist and the Juneau Zoning Code Section 49.40.305 TIA requirements. The data collected and analysis included in the TIA are based upon information gathered from the DOTPF records and a site visit performed on September 18 and 19, 2013. Pre-TIA meetings were held with David Epstein, DOTPF Regional Traffic and Safety Engineer; Marie Heidemann, DOTPF SE Region Planner; and Beth McKibben, CBJ Senior Planner. As a result of those meetings, the following items were proposed for the TIA study:

1. The main study intersection is Vista Drive and Douglas Highway.
2. No roadway or development projects are planned for the near term within the study area.
3. The Safe Routes to School project has recommended to “add a sidewalk on the school-side of Douglas Highway, from Lawson Creek (or Vista Drive) to Gastineau Elementary School (approx. 2,000-3,000 feet).” Currently there is no funding for the design or construction of this project.
4. Analyze current year (2013) existing land-use and transportation system conditions during the weekday AM and PM peak conditions.
5. Use trip generation rates based upon the ITE Trip Generation Manual, 9<sup>th</sup> Edition.
6. Forecast year 2015 background and Phase One 40-unit development traffic conditions during the AM and PM peak periods.
7. Forecast year 2016 Phase One plus Phase Two 75-unit development traffic conditions during the AM and PM peak periods.
8. Forecast year 2036 background traffic conditions (no development) during the AM and PM peak periods.
9. Forecast year 2036 background and Phase One plus Phase Two 75-unit development traffic conditions during the AM and PM peak periods.
10. The study review must address vehicle, pedestrian, and bicycle transportation and safety impacts.

### PROJECT BACKGROUND

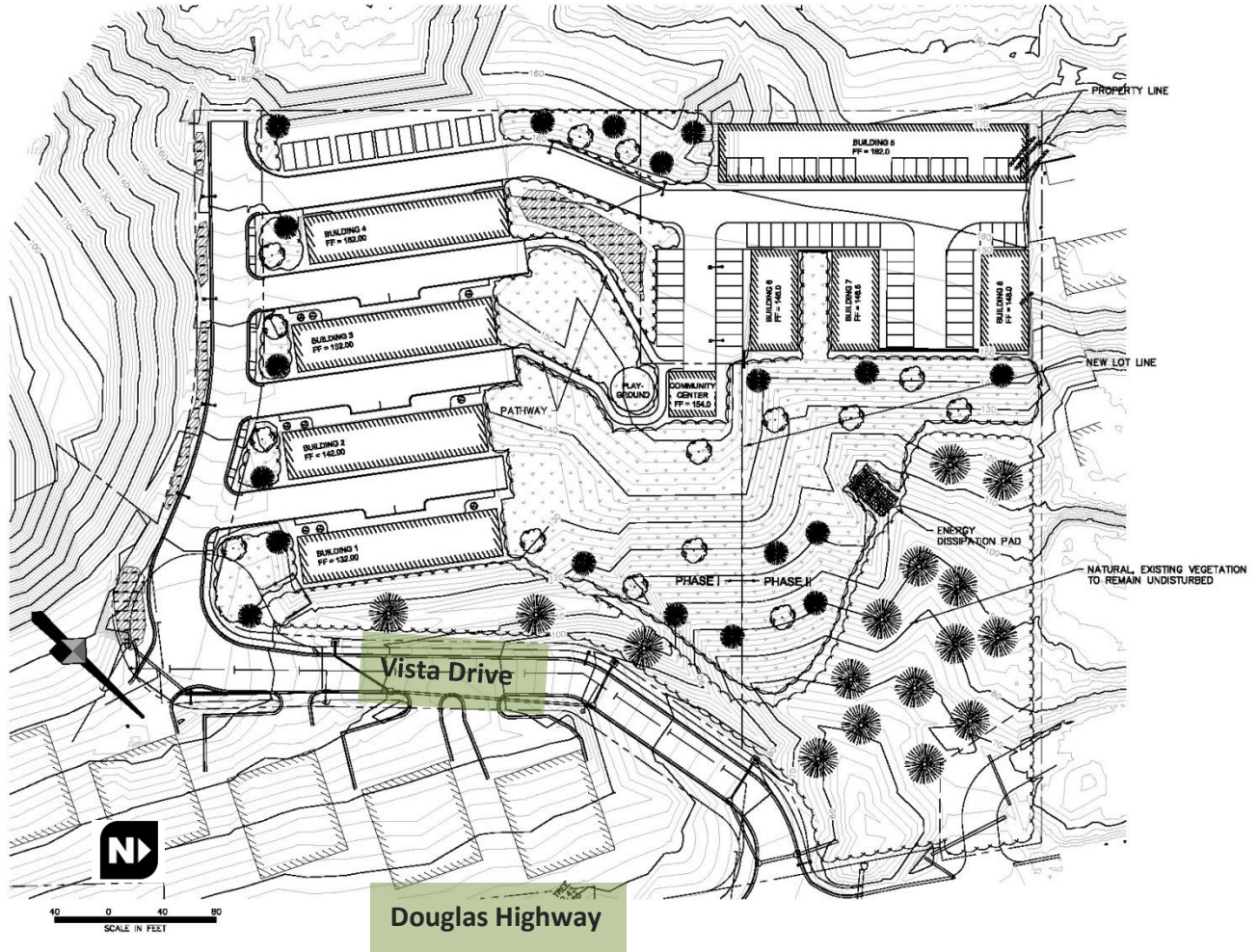
The Juneau Volunteers of America is proposing to develop approximately 75 condominium residential units in Juneau, Alaska. The development will occur along Vista Drive west of its intersection with Douglas Highway. Figure 1 illustrates the site vicinity. The subject property covers approximately 6 acres and was originally approved for expansion of the Crest at Lawson Creek Condominiums. The property is zoned D-18. This residential district is intended to accommodate primarily multifamily development at a density of 18 dwelling units per acre. This is a high density multifamily zoning district intended to accommodate midrise-type development. The construction of the 40-unit Phase One residential development is scheduled to start in 2014 with occupancy in 2015. The construction of the

35 units of Phase Two 35 could begin as early as 2015 with occupancy in 2016. Figure 2 illustrates the proposed development plan. At completion, the 75-unit complex will have a density of approximately 13 units per acre.



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Figure 2. Proposed Development Plan



## Section 3 Existing Conditions

## EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of the roadways within the study area. These conditions will be compared with future conditions later in this report.

Kittelson & Associates, Inc. (KAI) staff visited and inventoried the proposed VOA Vista Drive development site and surrounding study area in September 2013. At that time, KAI collected information regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

## SITE CONDITIONS AND ADJACENT LAND USES

The proposed site is currently vacant and is zoned D-18 for multi-family residential use. The surrounding land uses are also residential and zoned D-18 multi-family use. The 6-acre site of the proposed development was originally planned to be a later phase of the existing 30-unit Crest at Lawson Creek condominium project also located on Vista Drive.

## TRANSPORTATION FACILITIES

**Table 2. Existing Transportation Facilities and Roadways in the Study Area**

Roadway	Functional Classification <sup>1</sup>	Number of Lanes	Posted Speed (mph)	Sidewalks	Bicycle Lanes	On-Street Parking
Douglas Highway (DOTPF)	Major Collector	2 Lanes	40	5' Asphalt East side	8' shoulder on both sides	No
Vista Drive (CBJ)	Local Street	2 Lanes	None posted	5' Asphalt Both sides	No	Limited

<sup>1</sup> Per DOTPF

<sup>2</sup> Mph represents miles per hour

### Roadway Facilities

#### *Douglas Highway*

Douglas Highway in the vicinity of Vista Drive is a two-lane facility with 12-foot lanes and 8-foot shoulders used by bicycles that is owned by the DOTPF. No parking is allowed on Douglas Highway near this intersection. Parking is allowed farther north of the intersection on the east side of the roadway. Douglas Highway near Vista Drive has a total of three street lights, which include two continuous roadway lights on Douglas Highway and one intersection light installed for Vista Drive.



### Vista Drive

This CBJ-maintained roadway is a 26-foot wide two-lane facility with curb and gutter and sidewalks. The asphalt sidewalks are 5-feet wide and placed directly behind the curb. There are street lights along Vista Drive. The section of Vista Drive above the first condominium driveway allows parking on the east side except between November 1 and April 1.



### Pedestrian and Bicycle Facilities

The bicycle lanes along Douglas Highway were observed to have two cyclists during the AM and four cyclists during the PM peak hour counts. The sidewalk along the east side of Douglas Highway had five pedestrians during the AM peak hour and two pedestrians during the PM peak hour. The only pedestrian usage of the Vista Drive sidewalk during the count period was a student emerging from a school bus at Vista Drive and Douglas Highway at approximately 4:25 PM and walking to the Crest at Lawson Creek development. Conversation with the Gastineau Community School staff noted they plan to bus any students from the Vista Drive area to the school since no sidewalk connection exists on the west side of Douglas Highway between Vista Drive and the school. The Safe Routes to School (SRTS) plan for Gastineau School shows the need to construct a sidewalk along the west side of Douglas Highway connecting to Lawson Creek/Vista Drive, but no design or project construction is funded/scheduled at this time. According to the school staff, at this time there is no school bus service to Vista Drive since there are no children from Vista Drive using Gastineau School.

### Transit Facilities

Local transit service is provided by the City and Borough of Juneau Capital Transit. The system provides seven day per week service (Monday through Saturday 7 AM to 11:30 PM and Sunday 9 AM to 6:30 PM) on a half hour schedule. The nearest transit stop/pullouts along Douglas Highway are located at Douglas Highway and Forest Edge Road approximately 120 feet from the north Vista Drive sidewalk. Table 3 shows transit ridership information provided by Capital Transit and taken from a survey completed in April 2013. The figures are for passengers using the nearest bus stops at Forest Edge Road.

**Table 3. Transit ridership at Forest Edge Road bus stop**

Passenger Activity	Inbound towards Juneau		Outbound towards Douglas	
	On	Off	On	Off
Total for survey day	5	0	0	6

### Traffic Volumes and Peak Hour Operations

During the September site visit, manual peak hour turning-movement counts were collected for analysis. The counts used in this analysis were from the evening of Wednesday, September 18, 2013 (3:30 to 6:00 PM) and Thursday, September 19, 2013 during the morning (6:00 to 8:45 AM). The intersection morning and evening peak hours were found to occur between 7:15 AM and 8:15 AM and 5:00 PM and 6:00 PM, respectively. Figure 4 provides a summary of the turning-movement counts. Appendix "A" contains the AM and PM traffic count worksheets used in this study.



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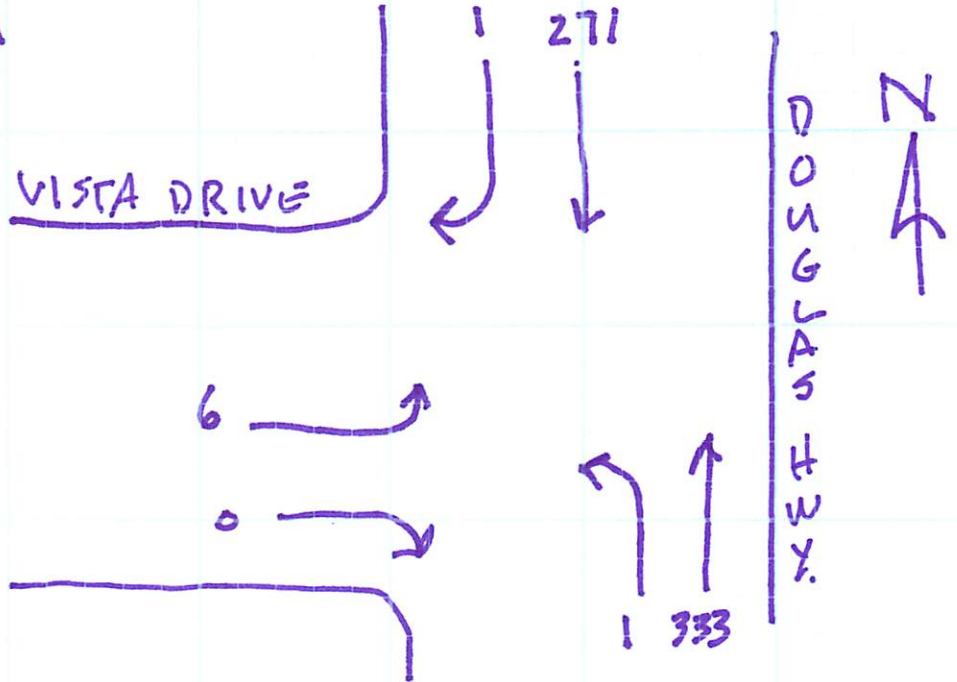
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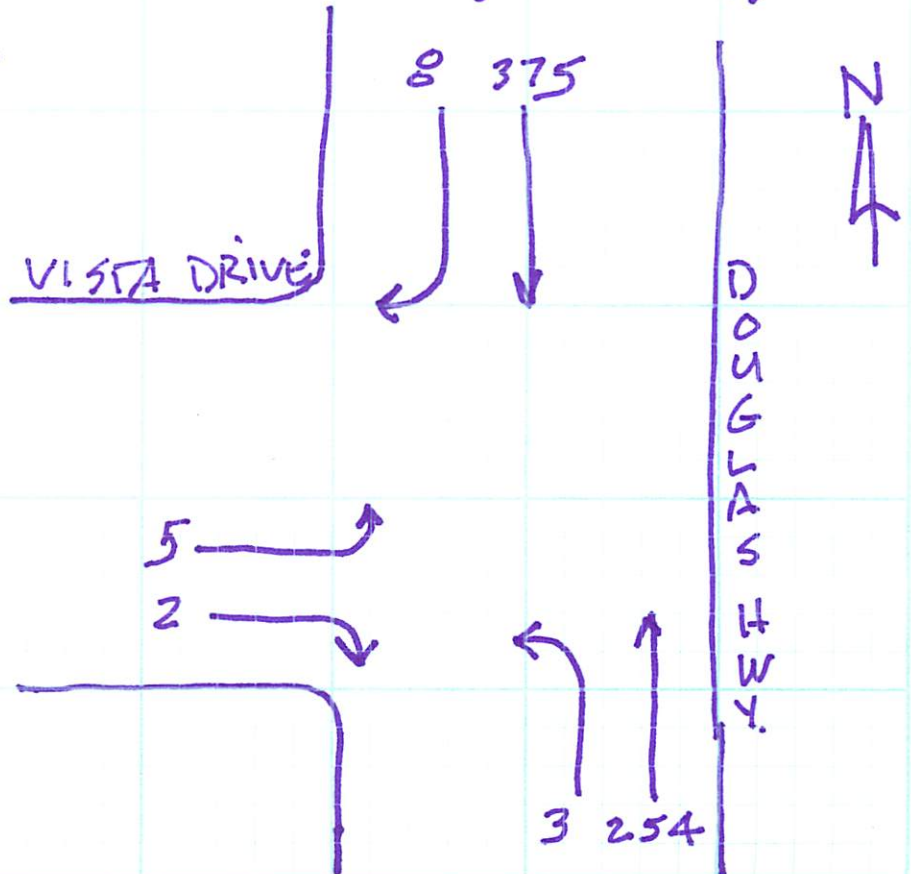
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AM PEAK HOUR (THURSDAY 9-19-13)  
7:15 - 8:15 AM



PM PEAK HOUR (WEDNESDAY 9-18-13)  
5:00 - 6:00 PM





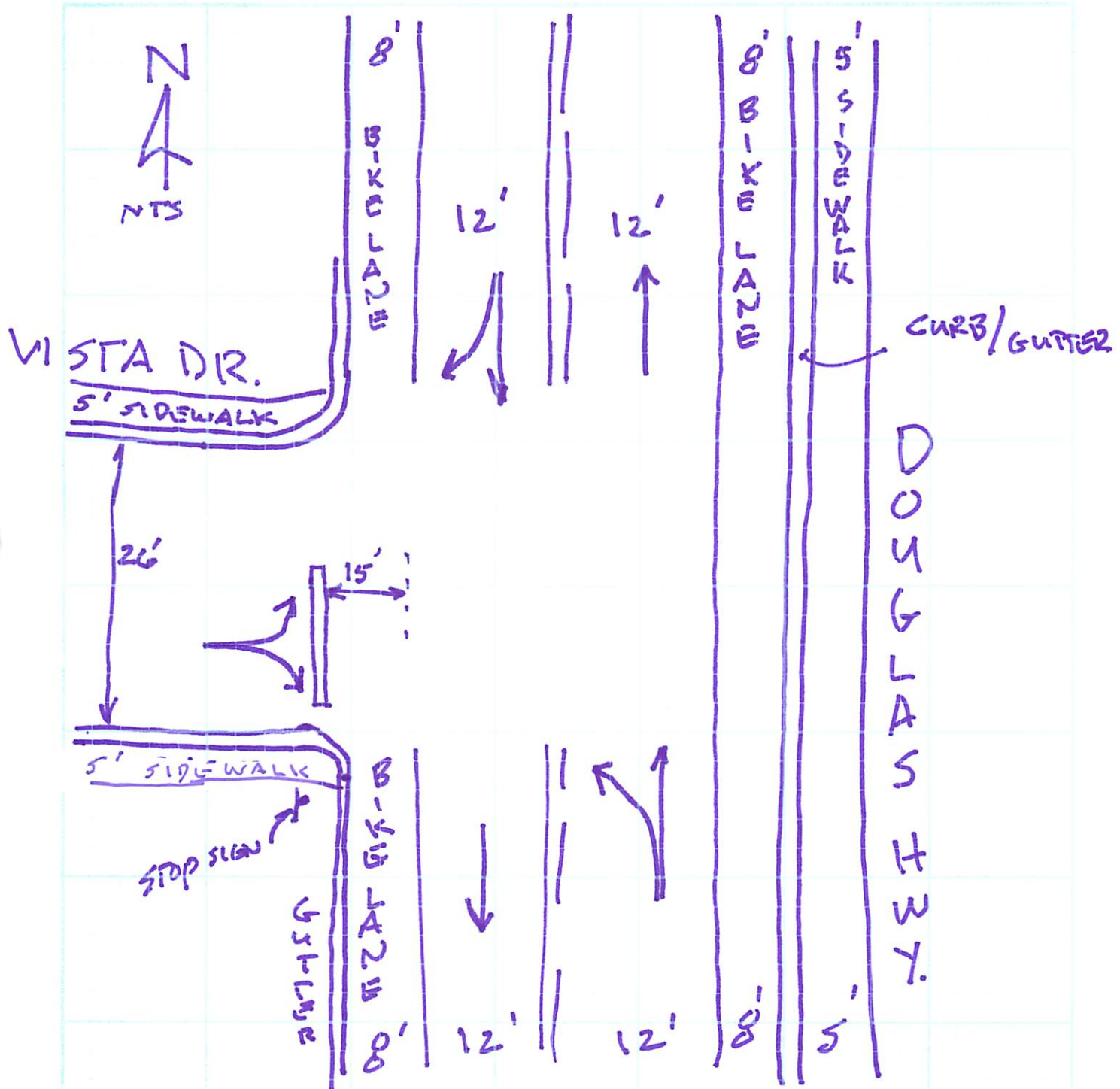
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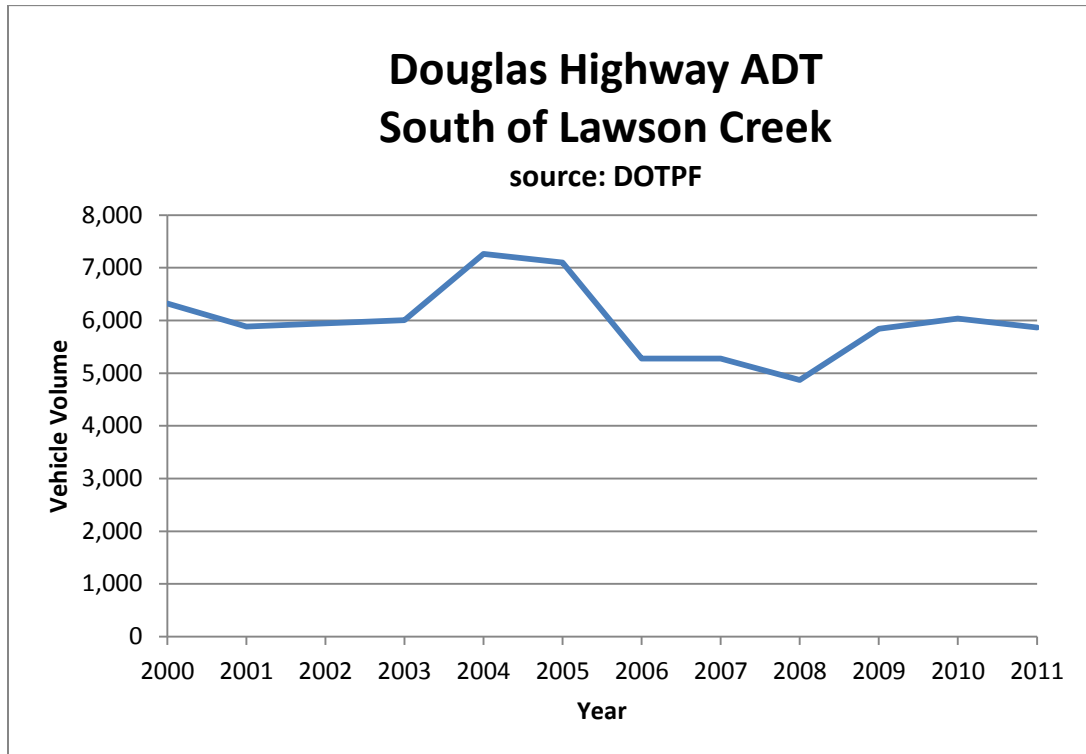
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The daily traffic volume pattern on Douglas Drive south of Lawson Creek has been declining in volume as shown in Figure 5. For purposes of this analysis, DOTPF staff recommended we use a future growth rate of 0.5% annual growth per year. This results in a net 11% growth between the current year 2013 and 2036 the project plan year.

**Figure 5. Douglas Highway ADT, 2000 – 2011 near Lawson Creek**



## Existing Levels of Service

All LOS analyses described in this report were performed in accordance with the procedures stated in the 2000 *Highway Capacity Manual* (Reference 6). A description of level of service and the criteria by which they are determined is presented in Appendix “B”. Appendix “B” also indicates how LOS is measured. Intersection LOS is analogous to the letter grades in a school report card. Motorists using an intersection that operates at LOS “A” experience very little delay, while those using an intersection that operates at LOS “F” will experience intolerably long delays. The CBJ TIA guidelines note the minimum acceptable LOS for this project is LOS D.

All intersection LOS evaluations used the peak 15-minute flow rate during the weekday AM and PM peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. The transportation system will likely operate under conditions better than those described in this report during all other time periods.

Table 4 summarizes the LOS analysis for the existing study intersection under current weekday AM and PM peak hour traffic conditions. The Douglas Highway/Vista Drive intersection operates at a LOS A/B during the weekday AM and PM peak hours.

**Table 4. Douglas Highway/Vista Drive Existing Level of Service**

Year	Condition	Douglas Highway		Vista Drive	
		Peak Hour	Level of Service	Level of Service	Delay
2013	Current	AM	A	B	12.8
		PM	A	B	11.4

## Traffic Crashes

The crash history at the study intersection was reviewed to identify potential safety issues. DOTPF provided crash records from the study intersection for the most recent available five-year period, from January 1, 2006, through December 31, 2010. There was one vehicle crash in the study area during this period. It involved a single northbound vehicle turning left into Vista Drive from Douglas Highway.

**Table 5. Douglas Highway/Vista Drive Crash History**

Year	Crash Type							Crash Severity		Total
	Angle	Turning	Rear End	Overturn	Backed Into	Side Swipe	Fence	PDO*	Injury	
2006	0	0	0	0	0	0	0	1	0	1
* PDO = Property Damage Only										

## Intersection Sight Distance

Figure 1160-8 of the DOTPF Pre-Construction Manual shows a minimum required intersection sight distance of 305 feet for the main roadway with a speed limit of 40 miles per hour (mph). The Douglas/Vista intersection sight distances were field measured with the north view exceeding 600 feet and the south view approaching 400 feet. Therefore, the Douglas Highway/Vista Drive intersection sight distance meets the design standards. The stop bar on Vista Drive is set back 15 feet from the near edge of the bike lane. During the field observation a majority of the vehicles on Vista Drive used the stop bar to stop and then pulled closer to Douglas Drive before entering it. It appears they creep out since the brush in the ROW area along the west side of Douglas Highway south of Vista Drive has grown to partially impede sight distance for the vehicles pulling out of Vista Drive making a left turn.

## Section 4 Transportation Impact Analysis

## TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate in the year the proposed development phases are expected to be fully built, years 2015 and 2016, and in the future project planning year 2036. Following is the basis for the traffic growth, the impacts of adding the development traffic and the intersection LOS analysis.

### TRAFFIC GROWTH

The future traffic conditions during the weekday AM and PM peak hours were examined by developing the background traffic volumes (no development) including projected growth and then adding the development estimated traffic.

The background weekday AM and PM peak hour traffic conditions were developed by applying the DOTPF recommended 0.5-percent annual growth rate to the existing traffic volumes to account for regional growth in the site vicinity for years 2013, 2015, 2016, and 2036. Table 6 represents this information.

**Table 6. Background Traffic ADT Analysis (base + growth, no construction)**

AM Peak Hour					
Volume based upon growth		100.0%	101.0%	101.5%	111.0%
Direction	Movement	2013 Current	2015	2016	2035 Project Year
Douglas/Northbound	Through	333	336	341	370
	Left	1	1	1	1
Douglas/Southbound	Through	271	274	275	301
	Right	1	1	1	1
Vista/Eastbound	Left	6	6	6	7
	Right	1	1	1	1
PM Peak Hour					
Volume based upon growth		100.0%	101.0%	101.5%	111.0%
Direction	Movement	2013 Current	2015	2016	2035 Project Year
Douglas/Northbound	Through	254	257	258	282
	Left	3	3	3	3
Douglas/Southbound	Through	375	379	381	416
	Right	8	8	8	9
Vista/Eastbound	Left	5	5	5	6
	Right	2	2	2	2

## PROJECT TRAFFIC ESTIMATION

The total traffic generated by the proposed development was estimated using ITE Trip Generation Manual, 9<sup>th</sup> Edition. Category 230 shows trip rates for Residential Condominium townhouses. The full build-out of 75 units would generate 33 vehicle trips in the AM peak hour. These trips were estimated using 0.44 trips per unit for the proposed 75 units. Similarly, the full build-out 75 units would generate 39 vehicle trips in the PM peak hour. These trips were estimated using 0.52 trips per unit for 75 units. With some of the development focusing on low income housing, this trip rate is probably higher than what will be seen at full development as a portion of the residents will probably use other modes of travel including walking, bicycling, and busing on the Capital Transit system. As a conservative approach to this analysis, the trips were all assumed to be by vehicle.

**Table 7. VOA Vista Residential Condominium Development: Trip Generation Rates**

Time Period	Vehicle Trips per Unit per Time Period	# of Units	Total Trips per Time Period
Weekday	5.81	75	436
AM Peak Hour of Douglas Highway	0.44	75	33
PM Peak Hour of Douglas Highway	0.52	75	39

Source: ITE Trip Generation, 9th Edition, Use Code 230 Residential Condominium Townhouse

The site trip distribution pattern was derived after viewing the existing traffic patterns. In general, it assumes approximately 90% of the traffic exiting from Vista Drive to Douglas Highway would turn left toward downtown Juneau, with approximately 10% turning right going to downtown Douglas. Similarly, for traffic generated by the development returning to the site, it was assumed 90% would come from the downtown Juneau direction and 10% from downtown Douglas.

**Table 8. VOA Vista Residential Condominium Development: Peak Hour Trips**

Vista Drive AM Peak Hour Trips				
	Units	Peak Hour Trips	Vista Drive Left Turns	Vista Drive Right Turns
			90%	10%
Phase 1	40	17.6	15.8	1.8
Phase 2	35	15.4	13.9	1.5
<b>TOTAL</b>	<b>75</b>	<b>33.0</b>	<b>29.7</b>	<b>3.3</b>
Vista Drive PM Peak Hour Trips				
	Units	Peak Hour Trips	Douglas Southbound Right Turn	Douglas Northbound Left Turn
			90%	10%
Phase 1	40	20.8	18.7	2.1
Phase 2	35	18.2	16.4	1.8
<b>TOTAL</b>	<b>75</b>	<b>39.0</b>	<b>35.1</b>	<b>3.9</b>

## FUTURE TRAFFIC VOLUMES WITH THE PROPOSED DEVELOPMENT

The estimate of the future traffic volumes is the result of adding the background traffic volumes to the proposed development traffic volumes. For purposes of this analysis we developed future traffic volumes for the following conditions:

1. **Background:** This condition represents the background traffic starting with the base year 2013 and showing the background for 2015, 2016, and 2036. Table 9 shows these volumes.

**Table 9. Background Traffic Volumes 2013, 2015, 2016, 2036 (base + growth, no constructions)**

AM Peak Hour					
Growth Projection		100.0%	101.0%	101.5%	111.0%
Direction	Movement	2013 Current	2015	2016	2035 Project Year
Douglas/Northbound	Through	333	336	341	370
	Left	1	1	1	1
Douglas/Southbound	Through	271	274	275	301
	Right	1	1	1	1
Vista/Eastbound	Left	6	6	6	7
	Right	1	1	1	1
PM Peak Hour					
Growth Projection		100.0%	101.0%	101.5%	111.0%
Direction	Movement	2013 Current	2015	2016	2035 Project Year
Douglas/Northbound	Through	254	257	258	282
	Left	3	3	3	3
Douglas/Southbound	Through	375	379	381	416
	Right	8	8	8	9
Vista/Eastbound	Left	5	5	5	6
	Right	2	2	2	2

2. **Phase One 40-Unit Occupancy:** This condition represents the traffic volumes comprised of the background volumes and the impacts of the Phase One 40 Occupancy. This is shown in Table 10.

**Table 10. Phase 1 Volumes for 2015, 2016, 2036 (40 Units)**

AM Peak Hour					
Volume based upon growth		100.0%	101.0%	101.0%	111.0%
Direction	Movement	2013 Current	2015 Background	2015 Phase 1 Occupancy	2035 Project Year
Douglas/Northbound	Through	333	336	336	370
	Left	1	1	1	1
Douglas/Southbound	Through	271	274	274	301
	Right	1	1	1	1
Vista/Eastbound	Left	6	6	22	23
	Right	1	1	3	3
PM Peak Hour					
Volume based upon growth		100.0%	101.0%	101.0%	111.0%
Direction	Movement	2013 Current	2015 Background	2015 Phase 1 Occupancy	2035 Project Year
Douglas/Northbound	Through	254	257	257	282
	Left	3	3	3	3
Douglas/Southbound	Through	375	379	379	416
	Right	8	8	8	9
Vista/Eastbound	Left	5	5	5	6
	Right	2	2	2	2

3. **Full Occupancy:** This condition represents the traffic volumes comprised of the background volumes and the impacts of the completion of the Phase One and Phase Two efforts for a total of 75 units. This is shown in Table 11.

**Table 11. Phase 2 Volumes for 2015, 2016, 2036 (75 Units)**

AM Peak Hour					
Volume based upon growth		100.0%	101.0%	101.5%	111.0%
Direction	Movement	2013 Current	2015 Background	2016 Phase 2 Occupancy	2035 Project Year
Douglas/Northbound	Through	333	336	338	370
	Left	1	1	1	1
Douglas/Southbound	Through	271	274	275	301
	Right	1	1	1	1
Vista/Eastbound	Left	6	6	39	40
	Right	1	1	4	4
PM Peak Hour					
Volume based upon growth		100.0%	101.0%	101.5%	111.0%
Direction	Movement	2013 Current	2015 Background	2016 Phase 2 Occupancy	2035 Project Year
Douglas/Northbound	Through	254	257	258	282
	Left	3	3	7	7
Douglas/Southbound	Through	375	379	381	416
	Right	8	8	43	44
Vista/Eastbound	Left	5	5	5	6
	Right	2	2	3	3

## LEVEL-OF-SERVICE ANALYSIS

All intersection level-of-service evaluations used the peak 15-minute flow rate during the weekday AM and PM peak hours. Using the peak 15-minute flow rate ensures that this analysis is based on a reasonable worst-case scenario. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. The transportation system will likely operate under conditions better than those described in this report during all other time periods.

The weekday AM and PM peak-hour turning-movement volumes shown in Tables 9, 10, and 11 were used to conduct an operational analysis for the Douglas Highway and Vista Drive study intersection for the various conditions. Table 12 shows that for all conditions of Background Traffic or Background plus growth traffic, the study intersection achieves an acceptable level of service (A/B), achieving the TIA guidelines requiring better than the LOS designation of D.

**Table 12. Douglas Highway/Vista Drive Level of Service**

Year	Condition	Peak Hour	Douglas Highway	Vista Drive	
			Level of Service	Level of Service	Delay
2013	Current No Construction	AM	A	B	12.8
		PM	A	B	11.4
2015	40 units total	AM	A	B	13.3
		PM	A	B	11.4
2016	75 units Total	AM	A	B	14.0
		PM	A	B	11.5
2036	No construction	AM	A	B	13.7
		PM	A	B	11.9
2036	75 units total	AM	A	B	14.8
		PM	A	B	11.9

## PEDESTRIAN AND BICYCLES

The current and future Vista Drive pedestrian and bicycle users can access the bike lanes or pedestrian walkways along Douglas Highway. For pedestrian access from Vista Drive, they must cross Douglas Highway to reach the pedestrian walkway along its eastern side. This is very similar to the numerous other residential developments along the west side of Douglas Highway where pedestrians cross over to the developed pathway on the east side of the road. The bicycle users can also gain access to the Douglas Highway bike lanes from Vista Drive. Those bicyclists wishing to use the eastern bike lane would cross Douglas Highway like the numerous other cyclists originating from residential developments on the west side of Douglas Highway.

The DOTPF has warrants and standards that deal with the installation of pedestrian crossing treatments based upon the site conditions, speeds, and the volume of pedestrians making the crossing. DOTPF is responsible for monitoring the roadways and determining what, if any, pedestrian crossing treatments are needed. For analysis purposes, it assumed that 15% of the new units would have a pedestrian/bicyclist during the peak hour, resulting in 11 pedestrians/bicyclists. This number falls below the DOTPF standards for pedestrian crossing treatments. As previously noted, the school staff stated students from this area will be bused to school when students begin to live in this area.

## Section 5 Findings and Recommendations

## FINDINGS AND RECOMMENDATIONS

### FINDINGS

The results of the traffic impact analysis indicate that the proposed VOA Vista Residential Condominium Development can be constructed while maintaining acceptable levels of service and safety. The proposed LOS for the project planning year of 2036 will still maintain the current LOS A on Douglas Highway and LOS B on Vista Drive. The project will have minor traffic impacts on the Douglas Highway and Vista Drive intersection. The current and future intersection volumes do not meet any of the MUTCD criteria for signalization or widening and therefore no improvements were identified.

### RECOMMENDATIONS

Due to the low volumes from Vista Drive onto Douglas Highway, there is no need to widen to provide separated turn pockets; therefore, no improvements were identified. The extension of Vista Drive to the new development from the existing parking area will need proper signage to reduce traffic circulation confusion. The maintenance of Vista Drive has been mentioned as a concern during the winter months. This concern needs to be forwarded to the CBJ Street Maintenance for consideration. The Douglas Highway maintenance crew should insure the brush along the west side of the Douglas Highway ROW south of Vista Drive is eliminated so as to improve sight distance for vehicles entering Douglas Highway from Vista Drive.

## Section 6    References

## REFERENCES

1. Transportation Research Board. *Highway Capacity Manual*. 2010.
2. Institute of Transportation Engineers. *9th Edition, Trip Generation Manual*. 2012.
3. U.S. Department of Transportation Federal Highway Administration. *Manual on Uniform Traffic Control Devices (MUTCD)*. 2003.

## Appendix 1 Traffic Count Data

Existing Douglas/Vista Drive Traffic Counts																	
9-19-13 AM Counts																	
Time Starting	Douglas Highway												Vista Drive		TOTAL VEHICLES		
	Northbound						Southbound						Eastbound				
	Through			Left			Through			Right			Left	Right			
	Vehicles	Peds	Bikes	Vehicles	Peds	Bikes	Vehicles	Peds	Bikes	Vehicles	Peds	Bikes			Douglas	Vista	TOTAL
6:00	8	1					6								14	0	14
6:15	24	1		10	1										34	0	34
6:30	39		1				12	1					1		51	1	52
6:45	62			26	1								2		88	2	90
7:00	51	1					33						3		84	3	87
7:15	78						59		1				1		137	1	138
7:30	92			1			53				1		2		146	2	148
7:45	127	2					92		1	1			2		220	2	222
8:00	36	2					67						1		103	1	104
8:15	72						41			3			2		116	2	118
8:30	60						37		1	1			6		98	6	104
Peak Hour	333	4	0	1	0	0	271	0	2	1	1	0	6	0	606	6	612
TOTAL	982	11	1	38	2	0	671	1	5	6	2	0	26	0	1697	26	1723

AM peak hour from 7:15 AM to 8:15 AM = 612 vehicles (606 on Douglas Highway and 6 on Vista Drive)

Douglas/Vista Drive Traffic Counts																	
9-18-13 PM Counts																	
Time Starting	Douglas Highway												Vista Drive		TOTAL VEHICLES		
	Northbound						Southbound						Eastbound				
	Through			Left			Through			Right			Left	Right			
	Vehicles	Peds	Bikes	Vehicles	Peds	Bikes	Vehicles	Peds	Bikes	Vehicles	Peds	Bikes			Douglas	Vista	TOTAL
3:45	53	1					67	1		3					123	0	123
4:00	59						65			1					125	0	125
4:15	66	1					77	1		3			1		146	1	147
4:30	54			1			100			1				1	156	1	157
4:45	52		2	1			80	2		2			2		135	2	137
5:00	70			2			104		1	2					178	0	178
5:15	57			0			110			2			1		169	1	170
5:30	67	1	1	1			83			2			1	1	153	2	155
5:45	60	1					78			2			3	1	140	4	144
Peak Hour	254	2	1	3	0	0	375	0	1	8	0	0	5	2	640	7	647
Total	792	6	4	8	0	0	1139	4	2	26	0	0	13	5	1965	18	1983

4:26 PM School bus southbound dropped one student who walked up Vista Drive

PM peak hour from 5:00 PM to 6:00 PM = 647 vehicles (640 on Douglas Highway and 7 on Vista Drive)

## Appendix 2    Methods and Criteria

## APPENDIX 2 LEVEL-OF-SERVICE CONCEPT

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from “A” to “F”.

### UNSIGNALIZED INTERSECTIONS

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The *2000 Highway Capacity Manual* (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table B1. A quantitative definition of level of service for unsignalized intersections is presented in Table B2. Using this definition, Level of Service “E” is generally considered to represent the minimum acceptable design standard.

**Table B1 Level-of-Service Criteria for Unsignalized Intersections**

Level of Service	Average Delay per Vehicle to Minor Street
A	<ul style="list-style-type: none"> <li>Nearly all drivers find freedom of operation.</li> <li>Very seldom is there more than one vehicle in queue.</li> </ul>
B	<ul style="list-style-type: none"> <li>Some drivers begin to consider the delay an inconvenience.</li> <li>Occasionally there is more than one vehicle in queue.</li> </ul>
C	<ul style="list-style-type: none"> <li>Many times there is more than one vehicle in queue.</li> <li>Most drivers feel restricted, but not objectionably so.</li> </ul>
D	<ul style="list-style-type: none"> <li>Often there is more than one vehicle in queue.</li> <li>Drivers feel quite restricted.</li> </ul>
E	<ul style="list-style-type: none"> <li>Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement.</li> <li>There is almost always more than one vehicle in queue.</li> <li>Drivers find the delays approaching intolerable levels.</li> </ul>
F	<ul style="list-style-type: none"> <li>Forced flow.</li> <li>Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.</li> </ul>

**Table B2 Level-of-Service Criteria for Unsignalized Intersections**

Level of Service	Average Control Delay per Vehicle (Seconds)
A	<10.0
B	>10.0 and ≤ 15.0
C	>15.0 and ≤ 25.0
D	>25.0 and ≤ 35.0
E	>35.0 and ≤ 50.0
F	>50.0

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

## Appendix 3    Level-of-Service Worksheets

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2013			
Analysis Time Period	AM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	1	333			271	1		
Peak-Hour Factor, PHF	0.69	0.69	1.00	1.00	0.69	0.69		
Hourly Flow Rate, HFR (veh/h)	1	482	0	0	392	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	6	0	1					
Peak-Hour Factor, PHF	0.69	0.69	0.69	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	8	0	1	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	1						9	
C (m) (veh/h)	1177						472	
v/c	0.00						0.02	
95% queue length	0.00						0.06	
Control Delay (s/veh)	8.1						12.8	
LOS	A						B	
Approach Delay (s/veh)	--	--				12.8		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2013			
Analysis Time Period	PM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	254			375	8		
Peak-Hour Factor, PHF	0.91	0.91	1.00	1.00	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	3	279	0	0	412	8		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5	0	2					
Peak-Hour Factor, PHF	0.91	0.91	0.91	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	5	0	2	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	3						7	
C (m) (veh/h)	1150						573	
v/c	0.00						0.01	
95% queue length	0.01						0.04	
Control Delay (s/veh)	8.1						11.4	
LOS	A						B	
Approach Delay (s/veh)	--	--				11.4		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2015, 40 Units			
Analysis Time Period	AM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	1	336			274	1		
Peak-Hour Factor, PHF	0.69	0.69	1.00	1.00	0.69	0.69		
Hourly Flow Rate, HFR (veh/h)	1	486	0	0	397	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	22	0	3					
Peak-Hour Factor, PHF	0.69	0.69	0.69	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	31	0	4	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	1						35	
C (m) (veh/h)	1172						468	
v/c	0.00						0.07	
95% queue length	0.00						0.24	
Control Delay (s/veh)	8.1						13.3	
LOS	A						B	
Approach Delay (s/veh)	--	--				13.3		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2015, 40 Units			
Analysis Time Period	PM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	257			379	8		
Peak-Hour Factor, PHF	0.91	0.91	1.00	1.00	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	3	282	0	0	416	8		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5	0	2					
Peak-Hour Factor, PHF	0.91	0.91	0.91	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	5	0	2	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	3						7	
C (m) (veh/h)	1146						569	
v/c	0.00						0.01	
95% queue length	0.01						0.04	
Control Delay (s/veh)	8.1						11.4	
LOS	A						B	
Approach Delay (s/veh)	--	--				11.4		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2016, Phase 2			
Analysis Time Period	AM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	1	341			278	1		
Peak-Hour Factor, PHF	0.69	0.69	1.00	1.00	0.69	0.69		
Hourly Flow Rate, HFR (veh/h)	1	494	0	0	402	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	36	0	4					
Peak-Hour Factor, PHF	0.69	0.69	0.69	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	52	0	5	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	1						57	
C (m) (veh/h)	1167						458	
v/c	0.00						0.12	
95% queue length	0.00						0.42	
Control Delay (s/veh)	8.1						14.0	
LOS	A						B	
Approach Delay (s/veh)	--	--				14.0		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2016, Phase 2			
Analysis Time Period	PM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	7	258			381	43		
Peak-Hour Factor, PHF	0.91	0.91	1.00	1.00	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	7	283	0	0	418	47		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5	0	3					
Peak-Hour Factor, PHF	0.91	0.91	0.91	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	5	0	3	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	7						8	
C (m) (veh/h)	1107						564	
v/c	0.01						0.01	
95% queue length	0.02						0.04	
Control Delay (s/veh)	8.3						11.5	
LOS	A						B	
Approach Delay (s/veh)	--	--				11.5		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2035, Background Conditions			
Analysis Time Period	AM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	1	370			301	1		
Peak-Hour Factor, PHF	0.69	0.69	1.00	1.00	0.69	0.69		
Hourly Flow Rate, HFR (veh/h)	1	536	0	0	436	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	7	0	1					
Peak-Hour Factor, PHF	0.69	0.69	0.69	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	0	1	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	1						11	
C (m) (veh/h)	1134						426	
v/c	0.00						0.03	
95% queue length	0.00						0.08	
Control Delay (s/veh)	8.2						13.7	
LOS	A						B	
Approach Delay (s/veh)	--	--				13.7		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2035, Background Conditions			
Analysis Time Period	PM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	282			416	9		
Peak-Hour Factor, PHF	0.91	0.91	1.00	1.00	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	3	309	0	0	457	9		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	6	0	2					
Peak-Hour Factor, PHF	0.91	0.91	0.91	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	6	0	2	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	3						8	
C (m) (veh/h)	1106						530	
v/c	0.00						0.02	
95% queue length	0.01						0.05	
Control Delay (s/veh)	8.3						11.9	
LOS	A						B	
Approach Delay (s/veh)	--	--				11.9		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2035, Total Traffic Conditions			
Analysis Time Period	AM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	1	370			301	1		
Peak-Hour Factor, PHF	0.69	0.69	1.00	1.00	0.69	0.69		
Hourly Flow Rate, HFR (veh/h)	1	536	0	0	436	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	36	0	4					
Peak-Hour Factor, PHF	0.69	0.69	0.69	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	52	0	5	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	1						57	
C (m) (veh/h)	1134						426	
v/c	0.00						0.13	
95% queue length	0.00						0.46	
Control Delay (s/veh)	8.2						14.8	
LOS	A						B	
Approach Delay (s/veh)	--	--				14.8		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	JXB			Intersection	Douglas Hwy/Vista Dr			
Agency/Co.	Kittelson & Associates, Inc.			Jurisdiction				
Date Performed	9/24/2013			Analysis Year	2035, Total Traffic Conditions			
Analysis Time Period	PM Peak Hour							
Project Description 13915								
East/West Street: Vista Dr				North/South Street: Douglas Hwy				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	7	282			416	44		
Peak-Hour Factor, PHF	0.91	0.91	1.00	1.00	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	7	309	0	0	457	48		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	6	0	3					
Peak-Hour Factor, PHF	0.91	0.91	0.91	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	6	0	3	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	-7			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LTR	
v (veh/h)	7						9	
C (m) (veh/h)	1070						527	
v/c	0.01						0.02	
95% queue length	0.02						0.05	
Control Delay (s/veh)	8.4						11.9	
LOS	A						B	
Approach Delay (s/veh)	--	--				11.9		
Approach LOS	--	--				B		

## **Attachment A: Public Comments**

1. Email from Daniel DeRoux, dated July 3, 2013
2. Email from Daniel DeRoux, dated July 3, 2013
3. Email with attachment from Daniel DeRoux, dated July 3, 2013
4. Letter from Daniel DeRoux, undated
5. Email from Betty and Norman Miller, dated July 3, 2013
6. Letter from Laurie Fuglvog, dated August 12, 2013
7. Email from Laurie Fuglvog, dated September 2, 2013
8. Memorandum from Laurie Fuglvog, dated October 6, 2013
9. Email from Kenneth Grummett, dated September 17, 2013
10. Letter from Joseph Thompson, dated September 2, 2013
11. Letter from Joseph Thompson, dated October 9, 2013
12. Letter from Norton Gegory on behalf of Juneau Affordable Housing Commission, dated October 2, 2013
13. Letter from Jim and Dot Wilson, dated October 3, 2013
14. Letter from Sandra Benzel, dated October 10, 2013
15. Letter from Forest Edge Condominium Association Board, dated October 11, 2013
16. Letter from Dave Hannah of JLC Properties, Inc., dated October 14, 2013
17. Letter from Crest Condo Association, dated October 16, 2013
18. Letter from George Cole, dated October 14, 2013
19. Letter from Erin & Travis Ohlson, undated
20. Letter from Gerald Power, undated
21. Email from Ellen Canapary, dated October 16, 2013
22. Letter from Debbi Cole, undated
23. Letter from Rebecca Watts, undated
24. Letter from JoAnn Grady, undated

## Heath Williams

---

**From:** daniel deroux <dเดอร์oux@gmail.com>  
**Sent:** Wednesday, July 03, 2013 12:06 PM  
**To:** Permits

Hello,

I am a 61 year resident of Juneau, recently moving into a home at the Crest Condominiums in West Juneau and I am concerned about the proposed Low Income Housing project being considered for the property adjacent to us on Vista Drive. I attended their public presentation last week at the library and I have to say it was extremely unprofessional, ill prepared and ill conceived. The architect and project manager could not show us the location on a map for orientation, they could not answer any of the questions from the condo association and there were many legitimate concerns aired, but unanswered. For instance, when asked about the winter traffic hazards at the highway intersection and hill, they suggested that eventually maybe in a future phase, they would connect through the woods to Simpson Avenue...which is not a solution at all. I have major concerns about the added traffic, about the real potential for increased crime and decreased property values. They say the population will be managed and screened, but my experience makes me doubt their ability to mitigate my fears.

There are next to no well built condos in Juneau for retaining a retiree population. We felt extremely fortunate to find the community at the Crest, and actually closed on our deal only 45 minutes after KINY was announcing the Alaska Housing news bulletin of their proposal.

--

Daniel DeRoux  
2551 Vista Drive C101  
Juneau, Alaska 99801  
(907)723-3381  
[www.danderoux.com](http://www.danderoux.com)

## Heath Williams

---

**From:** daniel deroux <dเดอร์oux@gmail.com>  
**Sent:** Wednesday, July 03, 2013 12:10 PM  
**To:** Permits

My apologies, that email sent before I was finished.....at any rate, we are very concerned and we intend to challenge this ill begotten plan through any means available. I think that there is probable cause for an Environmental Impact Statement to be required for the runoff in construction and for the preservation of Lawson Creek and the streams to the North of the project.

I feel there are other sites available for this sort of project that would serve the populace better, help retain our property values and help keep the retirees here.

Sincerely,  
Daniel DeRoux

--

Daniel DeRoux  
2551 Vista Drive C101  
Juneau, Alaska 99801  
(907)723-3381  
[www.danderoux.com](http://www.danderoux.com)

## Heath Williams

---

**From:** daniel deroux <dเดอร์oux@gmail.com>  
**Sent:** Wednesday, July 03, 2013 12:15 PM  
**To:** Permits

Hello-

I noticed that the story that the Empire ran last week about the Low Income Housing public meeting was also run in the San Francisco Chronicle on July 2.

-

Dan

--

Daniel DeRoux  
2551 Vista Drive C101  
Juneau, Alaska 99801  
(907)723-3381  
[www.danderoux.com](http://www.danderoux.com)


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# SFGate

Wednesday Jul 03, 2013 1:31 PM PT

**76° F** **San Francisco, CA**(change)

Mostly Cloudy

Today  
59/78

Thu.  
57/77

5 Day Forecast 1



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## Proposed low-income apartments angers neighbors

Published 1:39 pm, Saturday, June 29, 2013

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JUNEAU, Alaska (AP) — Plans for a new Juneau low-income apartment complex are already facing opposition from neighborhood groups who feel the project was pushed through without local input.

Neighbors are concerned the project will devalue their property and bring increased traffic and noise to the area, The Juneau Empire reported (<http://bit.ly/13gCLp9>).

"Bigwigs and rich contractors from Anchorage are spearheading this boondoggle that is quietly being pushed through with the tacit help of our politicians and bureaucrats," wrote George Cole, a Crest Condominium owner, in a letter to the Empire last week.

When the project was awarded a grant in May through the Alaska Housing Finance Corporation, some felt blindsided.

"It's too early to know what my concerns are because it's still conceptual," said Laurie Fuglvog, a Crest Condominium owner.

Fuglvog also worried that the project didn't consider issues with access and noise levels until the developers reassured homeowners that they were coming to them first to hear their concerns.

The proposed 40 unit complex would include 15 units open to all income levels. The selection process will be conducted by the property's owner, a limited liability company controlled by Volunteers of America Alaska.

Twenty-five units would target those with incomes between \$21,163 and \$48,920.

"We're really early in the project right now," said Ron Bateman who is the architect for the project. "We can't say with certainty what every part of the project will be."

The property would include such amenities as a community center, a playground, geothermal heating systems and a five-star plus energy rating.

The project has no official timeline, but the developers hope to break ground next spring.


"When you hear about affordable housing, you think it's subsidized housing," said Elaine Dahlgren, CEO of Volunteers of America Alaska. "When it says affordable housing, it looks at the other side of the scale where students, young couples with children, someone who might be disabled, a veteran, or young people can rent."


Volunteers of America National Services, Volunteers of America Alaska and development partners joint-ventured the project to construct and manage the additions.

"We are not here to upset your whole neighborhood," said Dahlgren. "What we really want to do is house people who can't afford to live in any other place."

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Information from: Juneau (Alaska) Empire, <http://www.juneauempire.com>

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- **Sex-tape stunner in Nadia Lockyer case**

City and Borough of Juneau  
Planning Commission – Proposed Vista Drive Development

Hello,

My wife and I have lived just off Douglas Highway in West Juneau for 6 years and we have serious reservations about the proposed development on Vista Drive-

1- It is unwarranted to increase the density of low income/subsidized housing in West Juneau. From Cordova to Gastineau School there is an over abundance of low income housing. I was raised in Cedar Park for several years and I appreciate, first hand, the need for low income housing. I also know the downside of low income housing and the attendant problems typical of such areas. A report from the Police Department confirms this. Police responding to calls on West Juneau are nearly exclusively the product of issues in these housing clusters, whereas, on the water side of the highway, life seems to be much ....different. These developments are proven to degrade property values. The management plan is faulty, their proposed manager was relieved of his duties at Forest Glenn and at the Crest Condominiums...a poor track record for their candidate and a presaging of what the management plan has in store for the neighborhood. Neighborhood degradation and reductions in property values due to new development is an issue that has been adopted into the comprehensive plan, which will hopefully remain in force.

2- After living on Foster Ave, Davis St. , Simpson St. and now Vista Drive, I know the winter driving hazard at Vista at Douglas Hwy. is dangerous, life threatening in fact. The combination of a near blind entrance, (it is very difficult to see south on Douglas from the Vista exit, and the vision problem is compounded in the winter with snow burms. Douglas Highway at Lawson Creek comes off a hill driving toward Juneau and when exiting Vista, you must enter fast because of the lack of visibility because of the lack of the uphill visibility of oncoming traffic. A combination of a 35 MPH oncoming car, icy pavement and poor visibility make it a dangerous entrance on an average day in the winter. The entrance to Vista, coming from Douglas, requires a very slow speed approach to negotiate the uphill turn, compounded in difficulty by winter conditions. The approach from Juneau is a little better but still necessitates a good slowing down to manage a 90 degree right turn up onto Vista Drive. I have been rear-ended and shoved out into traffic at the bottom of Cordova because of slippery conditions, and Vista Drive is steeper.

3.- We believe the developer should be required to post a bond to ensure proper methods are undertaken in the development of the land...that is to say the embankment above Lawson Creek will be stable and the building sites will sustain the construction and that the contractor will not get part way into the deforestation and earthwork and find the site unsuitable, or too expensive to bring up to code. We don't want to be left with a blighted hillside out our front door, or a degraded waterway feeding silt and runoff into Gastineau Channel.

We recommend the CBJ and VA and the Alaska Housing Authority consider the construction of these buildings somewhere more suitable with less liability and more conveniences for access for elderly and children. Shopping and school access is going to be problematic and dangerous. The Planning Commission should consider wisely in their decision and not regret having rushed through a project because the funding window was narrowing.

Sincerely,

Daniel DeRoux  
2551 Vista Drive C-101  
Juneau, Ak. 99801

**Brenwynne Jenkins**

---

**From:** Betty & Norman Miller <norbet1936@yahoo.com>  
**Sent:** Wednesday, July 03, 2013 10:46 AM  
**To:** PC\_Comments  
**Subject:** Planned 40-unit project on Vista Drive (Douglas Island)

We are not opposed to the idea of low-income housing for Juneau. We are opposed to it being built across the street from our Crest Condominium.

We already have low-income housing on both sides of The Crest. We also have JAMI down on the beach in front of The Crest. The ambulance followed by a noisy fire truck is called on an average of once a month to the JAMI house, sometimes at night waking us up.

I was born and raised here and our great grandchildren make a 7-generation Juneau family. The Crest is our last home until we have to go into the Pioneers Home. If you have to build the above project, please leave Vista Drive alone and use another way to enter the planned project. Most of the residents at The Crest are retired and older folks, we need to have our peace and quiet that the dead end Vista Drive allows just our residents.

A better idea would be to build the above project somewhere else other than Douglas Island. We have enough of low-income surrounding us already.

We have lived at The Crest since 1998.

Thank you for listening.

Betty (West) & Norman Miller Sr.

August 12, 2013

Michael Satre  
Chair  
Juneau Planning Commission  
155 S. Seward Street  
Juneau, Alaska 99801  
[PC\\_Comments@ci.juneau.ak.us](mailto:PC_Comments@ci.juneau.ak.us)

**RE: 40 Unit Mixed and Low Income Rental Housing Plan  
Vista Drive, Juneau, Alaska:**

Dear Mr. ~~Satre~~; *Ms. Grewe*;

The purpose of this letter is to strongly oppose the subject project which will be coming up on the Juneau Planning Commission agenda in the near future. I own a unit at the Crest at Lawson Creek Condominiums on Vista Drive, Juneau, Alaska, immediately adjacent to the proposed development.

When the Crest at Lawson Creek Condominiums were constructed in 1997 (30 condo units), the plan called for building 30 additional units of same or better quality on an extension of Vista Drive. This was an important factor when my neighbors and I purchased our units. Placing 40 mixed and low-income rental units on Vista Drive will significantly change the character of our neighborhood, particularly at the proposed density. It should also be noted that the proposed development will include a separate laundry, office, picnic area, playground and "community center," all of which will result in increased site impact.

Further, the developer acquired about six (6) acres total of which the subject project, Phase One, will occupy about three (3) acres. There have been vague descriptions of plans for the remaining three (3) acres, (with a potential for an additional 40 rental units). I have heard that this would be the first time in Juneau that such a development will not have its own separate access road/and no other way to access the street.

In reviewing the "Affordable Properties" information in the Novogradac (Market Feasibility Study) report it is clear that West Juneau/Douglas is being unfairly burdened with subsidized housing projects. There are currently six such projects within about one mile of The Crest at Lawson Creek Condominiums on Vista Drive:

- Hillview Apartments
- Orca Point Apartments
- Douglas Terrace Apartments
- Cedar Park
- Geneva Woods
- Channel Terrace Apartments

In order for me to support this project I would insist on the following conditions:

- Reducing the number of units from about 13.3 to 10 per acre to compensate for playground, picnic area, "community center" and associated parking spaces, office and shared laundry;
- Access from both Vista Drive and John Street (or David Street) for public safety, snow removal and traffic;
- Ensure that the project will attract seniors and disabled residents (as developer desires) by resolving the challenge of Vista Drive's steep road grade (in winter 4-wheel drive is often needed when snow and ice) to allow for emergency vehicle response access, and transportation for handicapped persons and seniors;
- City of Juneau start plowing the snow from existing sidewalks on Vista Drive;
- Create a pathway to allow pedestrians to walk down to the Douglas Highway to catch the bus, instead of on Vista;
- Generous natural screening between The Crest at Lawson Creek and the proposed developments which should include not having the playgrounds be facing The Crest as is currently in the conceptual plan (Phase One) and
- Approval of Phase One of the first 3 acres should be contingent upon a firm and legal understanding of subsequent development of the remaining 3 acres (Phase Two) to avoid piecemeal permitting.

In addition to my concern about West Juneau bearing a disproportionate number of subsidized housing projects, I am concerned about Federal and State funds being used in a manner that will potentially negatively impact property values. I appreciate the need for affordable housing in Juneau, and support its development as long as it is done in a responsible manner.

Sincerely,



Laurie Fuglvog  
Crest at Lawson Creek Condominium  
2551 Vista Drive, Unit B202  
Juneau, Alaska 99801  
Home Phone: (907) 364-2497  
Work Phone: (907) 465-5926  
[fuglvogl@hotmail.com](mailto:fuglvogl@hotmail.com)

cc: Dennis Watson, Vice-Chair Juneau Planning Commission  
Dan Miller, Clerk Juneau Planning Commission  
✓ Nicole Grewe, Vice-Clerk Juneau Planning Commission  
Marsha Bennett, Juneau Planning Commission  
Ben Haight, Juneau Planning Commission  
Nathan Bishop, Juneau Planning Commission  
Jerry Medina, Juneau Planning Commission  
Karen Lawfer, Juneau Planning Commission

## Beth McKibben

---

**From:** Rob Steedle  
**Sent:** Tuesday, September 03, 2013 9:42 AM  
**To:** Beth McKibben; Hal Hart  
**Subject:** FW: 40+ Unit Subsidized Rental Housing Plans on Vista Drive  
  
**Importance:** High

---

**From:** Laurie Fuglvog [mailto:fuglvogl@hotmail.com]  
**Sent:** Monday, September 02, 2013 7:48 PM  
**To:** Borough Assembly  
**Cc:** Kim Kiefer  
**Subject:** 40+ Unit Subsidized Rental Housing Plans on Vista Drive  
**Importance:** High

September 2, 2013

City of Juneau Assembly  
Juneau, Alaska

**RE: 40 Unit Subsidized Rental Housing Plan  
Vista Drive, Juneau, Alaska:**

To members of the City of Juneau, Alaska Assembly;

The purpose of this letter is to strongly oppose the subject project which will be coming up on the Juneau Planning Commission agenda in the near future. I own a unit at the Crest at Lawson Creek Condominiums on Vista Drive, Juneau, Alaska, immediately adjacent to the proposed development.

When the Crest at Lawson Creek Condominiums were constructed in 1997 (30 condo units), the plan called for building 30 additional units of same or better quality on an extension of Vista Drive. This was an important factor when my neighbors and I purchased our units. Placing 40 mixed and low-income rental units on Vista Drive will significantly change the character of our neighborhood, particularly at the proposed density. It should also be noted that the proposed development will include a separate laundry, office, picnic area, playground and "community center," all of which will result in increased site impact.

Further, the developer acquired about six (6) acres total of which the subject project, Phase One, will occupy about three (3) acres. There have been vague descriptions of plans for the remaining three (3) acres, (with a potential for an additional 40 rental units). I have heard that this would be the first time in Juneau that such a development will not have its own separate access road/and no other way to access the street.

In reviewing the "Affordable Properties" information in the Novogradac (Market Feasibility Study) report it is clear that West Juneau/Douglas is being unfairly burdened with subsidized housing projects. There are currently six such projects within about one mile of The Crest at Lawson Creek Condominiums on Vista Drive:

- Hillview Apartments
- Orca Point Apartments
- Douglas Terrace Apartments
- Cedar Park

- Geneva Woods
- Channel Terrace Apartments

In order for me to support this project I would insist on the following conditions:

- Reducing the number of units from about 13.3 to 10 per acre to compensate for playground, picnic area, “community center” and associated parking spaces, office and shared laundry;
- Access from both Vista Drive and John Street (or David Street) for public safety, snow removal and traffic or other separate access road;
- Ensure that the project will attract seniors and disabled residents (as developer desires) by resolving the challenge of Vista Drive’s steep road grade (in winter 4-wheel drive is often needed when snow and ice) to allow for emergency vehicle response access, and transportation for handicapped persons and seniors;
- City of Juneau start plowing the snow from existing sidewalks on Vista Drive;
- Create detached pathways for bikes and to allow pedestrians to walk down to the Douglas Highway to catch the bus, instead of on Vista where they will be competing with vehicles;
- Generous natural screening/sight barrier between The Crest at Lawson Creek and the proposed developments which should include not having the playgrounds be facing The Crest as is currently in the conceptual plan (Phase One) and
- Approval of Phase One of the first 3 acres should be contingent upon a firm and legal understanding of subsequent development of the remaining 3 acres (Phase Two) to avoid piecemeal permitting.
- Conduct a traffic study to determine possible dangers and possible solutions of having potentially 80 rental units and their vehicles added to Vista Drive.
- Double the barrier (to 100’) to protect the salmon stream, between Lawson Creek and the project.
- Assurances that any ‘on-site’ management or maintenance means that the persons responsible for such, be living in the complex and responsible for 24-7 attention to problems that naturally follow.
- Sound barrier between proposed playgrounds and established residential units.

In addition to my concern about West Juneau bearing a disproportionate number of subsidized housing projects and traffic overload, I am concerned about Federal and State funds being used in a manner that will potentially negatively impact property values. I appreciate the need for affordable housing in Juneau, and support its development as long as it is done in a responsible manner.

Sincerely,

Laurie Fuglvog  
 Crest at Lawson Creek Condominium  
 2551 Vista Drive, Unit B202  
 Juneau, Alaska 99801  
 Home Phone: (907) 364-2497  
 Work Phone: (907) 465-5926  
[fuglvogl@hotmail.com](mailto:fuglvogl@hotmail.com)

cc: Kim Kiefer, City and Borough of Juneau, City Manager

MEMORANDUM

Page 1 of 2

To: Beth McKibben,  
For CBJ Planning Commission  
To present with documents at the tentatively scheduled  
Oct. 22, 2013 Hearing for the Juneau Volunteers of America Juneau I Housing,  
Phase I Conditional Use Permit Application  
155 S. Seward St., Juneau, Alaska 99801  
907-586-0465, Beth\_mckibben@ci.juneau.ak.us

From: Laurie Fuglvog *Laurie Fuglvog*  
2551 Vista Drive, Unit B202, Juneau, Alaska 99801

RE: Proposed VOA Vista Drive Housing Development  
40 Apartments in Phase I  
Vista Drive, Juneau, AK

Date: October 6, 2013

Following are general comments, concerns and recommendations regarding the Vista Drive JVOA proposal/Conditional Use Permit Application submitted to CBJ dated September 3, 2013. I had an Alaska-registered civil engineer with over 40 years of experience, including in Southeastern Alaska, review this proposal.

General comments, concerns and recommendations:

1. **The community should insist on a topographic survey that meets national mapping standards before further consideration is given to this Plan.** The land above the Crest Condominiums is a steep, heavily timbered hillside. The proposed extension of Vista Drive is along the edge of a natural, precipitous drop-off into Lawson Creek, a ravine to the south of the proposed development. There are several sharp topographic breaks in the topography west of the Crest Condominiums, which the mapping provided by the developer does not accurately depict.
2. The proposed development is insensitive to the natural terrain. Instead, the developer is proposing a massive earthmoving operation to cut benches into the hillside, in some cases with cuts 30 feet deep. These cuts will include a variety of soil types, most of which are unsuitable for construction of roads and buildings. There are no quantities to show the amount of the different soil types that will be excavated and where and how that material will be placed on the site. **The owner should not be permitted to merely push this material into low lying areas or depressions on the site; they should be made to haul and dispose of it off-site.**
3. At the September 30, 2013 Neighborhood Meeting hosted by VOA presenters stated more than once that buildings will be founded on bedrock; even though there is no information in the materials provided to support that contention. How do the developers know that this will be possible? Further, the geotechnical information provided (presented in the CBJ Conditional Use Permit

Continued next page

Memo from Laurie Fuglvog to Beth McKibben for CBJ Planning Commission  
Vista JVOA CU Permit Applications Hearing

Application signed 8/30/13 & 9/3/13) was performed in about 1995 for the Crest Phase 2. It consists of a few test pits and several shallow probes. **The information was not adequate for the previous project, much less the current one. Few, if any of the probes or pits reaches the depths that are required for the proposed projects. At a minimum, borings should be made to a depth of 25-30 feet below the finish floor of buildings. For example, if the finish floor elevation is 162.00 feet (Building No. 4), borings should be advanced to elevation 132.00 feet, 50-60 feet below the existing terrain at that location. What is the developer's plan if bedrock is encountered at these grades? Do their current costs reflect the need to excavate bedrock if it is encountered? If so, how much bedrock?**

4. There is a natural buffer between the proposed development and the Crest Condominiums, a vegetated ridge to the east of the trail (right side as you walk up the trail) that takes off from the cul-de-sac above the dumpsters. This ridge provides a natural visual and sound buffer, which the developer proposes to bulldoze to elevation 132.00 feet, the same elevation as the cul-de-sac. As shown, Building No.1 is cut into the ridge with the southeast corner sitting on the edge of the existing dumpster pad. This seems contradictory to the statements made in the cover letter to the CBJ Engineering Department that says " will maintain vegetation along Vista Drive... move buildings further up hill away from properties below" and mentioned at the last neighborhood meeting that natural buffers will be maintained.

If this plan is allowed to move forward, no structures should be permitted east of the current location of Building No.2. In other words, Building No.1 should be sited at Building No. 2 and Building No. 4 should be moved to the north, possibly in the area designated for Phase 2. Phase 2 may never be constructed, and if it is, those structures can be reconfigured to meet occupancy needs.

5. The developer has included the original Phase 2 Crest plans to try and justify its plan. The original Phase 2 Crest plan was not a well thought out plan and does not meet current community standards either. Like the current JVOA plan, it used a heavy-handed approach to the natural topography and was likely not implemented because of the land development costs and probable community objections. It appears that the only reason the current Vista Drive plan is economically feasible is due to government subsidies. Why should government subsidies trump good community planning?

6. It is suprising that the drawings look like the City will allow snow to be pushed over the side of the proposed Vista Drive extension as shown in the drawings. There is a lot more stuff than just snow in plowings: sand, gravel, oil, trash etc. This material will end up Lawson Creek and degrade the quality of the water shed. Is there enough snow storage area designated?

All snow storage areas should be placed on impermeable membranes which include oil water separators.

*Laurie Fuglvog*

10/6/2013

## Beth McKibben

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**From:** PC\_Comments  
**Sent:** Wednesday, September 18, 2013 9:37 AM  
**To:** Beth McKibben  
**Subject:** FW: Vista Drive Housing Project

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**From:** KENNETH GRUMMETT [<mailto:kpgrumm@gci.net>]  
**Sent:** Tuesday, September 17, 2013 2:14 PM  
**To:** PC\_Comments; Hal Hart; Jonathan Lange; Borough Assembly; Kim Kiefer  
**Subject:** Vista Drive Housing Project

Ladies and Gentlemen,

I would like to submit this email for public record stating my opposition to the proposed 40 unit and 35 unit housing project on Vista Drive, Juneau, AK.

The main concern I have is the amount of increased traffic congestion this will create on Vista Drive to Douglas Highway. The Vista Drive hill is difficult enough to navigate without a back up of vehicles waiting to access Douglas Highway. In the winter the hill will be even more difficult to negotiate with vehicles stuck in the snow. Safety is a major concern for vehicle traffic and pedestrian traffic on Vista Drive.

I hope you will insist on a traffic study to determine possible dangers and possible solutions before approving any permits for this project.

Thank you for your consideration,

Ken Grummett

2551 Vista Dr., E-202

Juneau, AK 99801

907-586-2414 Wk

907-364-2277 Hm

DATE: September 2, 2013

TO: Elaine Dahlgren, VOA, Hal Hart-CBJ Planner, Jonathan Lange-CBJ Planner, CBJ Assembly, Kim Kiefer- CBJ City Manager, Randal Vigil-Army Corp of Engineers, Cora Campbell-Comm. Fish & Wildlife, Juneau Audubon Society

RE: 40 UNITS PLANNED CONSTRUCTION

Currently, there is development planned for 40 units above the existing Crest Condos which would use Vista Drive for access.

And because Juneau needs more housing, this development has not been given adequate analysis. This site and development is a flawed plan for the following reasons:

1. SALMON SPAWNING: Lawson Creek is a steep stream that at some point passes through Forest Service land and drains a square mile of wetlands which according to Alaska Fish and Game study does have salmon spawning at lower end of creek. Because of this, any development should be carefully reviewed and enforceable stipulations placed to maintain water quality. In addition, The Set back from Lawson Creek should be at least 100 feet.
2. SAFTY CONCERNS: The proposed development would
  - *Increase both pedestrian and vehicle traffic up/down steep (12-15%) road grade.*
  - *In an area that has obstructed view accessing onto Douglas highway, thereby further creating precarious situation.*
  - *During winter months, Vista Drive becomes dangerous due to ice, snow and steep grade. Vista Drive can be challenging during winters for the (30) Crest Condo households using Vista Drive, even with AWD and/or four wheel drive.*
3. SCHOOL AGE CHILDREN: Currently, few Crest families have school age children.
  - Development plans would accommodate up to 122 people of which 50 most likely will be school age children.
  - This means increased foot traffic to/from school and bus stop.
4. SCHOOL SYSTEM: the increase in school age children will put increased pressure on Douglas Elementary School. Can the school adequately meet increase requirement? Expansion does not appear to be an option as the school is sandwiched between two apartment complexes already.

5. DISABILITY UNITS: Eight units which will require more frequent transports to/from shopping, medical, hospital etc.
6. TRAFFIC LIGHT: Currently, there is no stop light at Vista Drive and Douglas highway. However, this development would create considerable increase in both vehicle and pedestrian traffic which does creates major safety concerns.
7. ON-SITE MANAGEMENT: With rental units invariably issues arise at various hours that require on site management attention 24/7.
8. FOUNDATION STABILITY: A recent meeting a Crest Condo owner made statement that he had noticed earth was already falling away (sliding downward) so assurance is needed that foundation will be secure (at bed rock).

If a second phase is developed as planned this would only further compound the already increased pressure on the traffic and related safety concerns on Vista Drive and Douglas highway. A comprehensive traffic study needs to be conducted to ensure all safety issues are addressed.

In summary, clearly Juneau needs more housing and some percentage should be affordable housing. However, affordable housing density should be taken into consideration when planning new development. Douglas already has a fairly generous number of affordable housing units.

It would also seem that development of affordable housing would be better suited in an area where shopping, schools, hospital and medical services are more readily available and indeed on less problematic terrain. It is our understanding that City/Borough of Juneau has offered such land which deserves serious consideration.

Thank you for giving your consideration to my letter.

Sincerely,

*Joseph Thompson*

Joseph Thompson

Crest Condo A-201

DATE: October 9, 2013

TO: Beth McKibben For CBJ Planning Commissioners

FOR: 10/22/13 Hearing of Anchorage VOA Proposed Phase I

Conditional Use Permit Application

Elaine Dahlgren, of volunteers of America has pointed out at each meeting that VOA is a faith based nonprofit corporation. This creates a warm fuzzy feeling. The developer on the other hand is a for profit corporation. I understand capitalism and support it 100%. I do admire the developer's expertise.

However, my problem with this arrangement is that the line between profit and nonprofit becomes blurred by the decision makers and the general public when confronted with the legitimate need for housing in Juneau. And because the demand for housing is so great, it becomes easier to error on the side of development rather than closely looking at the direction that the development is taking.

The developer rejected sites that would cut down their profit margins. Sites they say were too expensive, zoned wrong or that might require extra dirt work and would therefore cost them more to develop. This is a ten Million dollar project, with money that ultimately comes from tax dollars not directly from the pockets of Volunteers of America.

The developer's profit should not dictate where it is built. The priority must be for the people it will serve and those its proximity will affect.

With Juneau's need for more housing, a fair case could be made that part of the need exists at the low end of the socioeconomic scale. That is the small young families working to achieve the American dream.

On the flip side, it is common knowledge that there are those working the system with enough entitlement monies to qualify for affordable housing.

Anywhere that new affordable housing is built the goal should be to encourage those hard working individuals and to give them a boot up, so to speak.

However, I must say, those working the system and not employed should not be further encouraged by providing housing that is affordable.

Volunteers of America said that they have experience with providing housing and management that eliminates the possibility of that type of people from inhabiting their complexes. That is a great statement but I, for one, have only their word and the developer's word to go on. I do not have first-hand experience with their projects and I imagine most of the commissioners also have only their word and no actual experience as well regarding having lived in or by a VOA complex.

Be that as it may, there are other issues that are more relevant in relation to the proposed development on Vista Drive.

First and foremost, is **the huge safety issue** that has been pointed out to VOA at both the initial meeting and the recent public meeting 9/30/13 at Gastineau Elementary.

Douglas highway could be accurately described as the small neck of a large bottle. Currently Only 30 Crest households (of limited family size) exit and enter Douglas highway from vista drive. However, the plan is to add 40 more *families* and ultimately an additional 35 more households. Adding 75 more households that will further complicate an already dangerous traffic situation; trying to access Douglas highway during busy hours. **Douglas highway is flooded twice daily with adults and children going to and from work or school.**

The problem is that the developer and VOA are tasked with having to have a traffic study done. However, their preliminary study stated that according to CBJ regulations there will be no traffic problem, when **in fact there already is**- maybe not in the middle of the day but certainly during the morning and evening rush hours.

Any new study is not accessible to me at this time. But I suspect that VOA will hire the same group to do the new study. This may be standard operating procedure but it does leave a large gap whereby those with vested interest in the project can and will express the desired outcome- which is the planned development will have no significant impact on the traffic. That would be an untrue statement.

It further seems to me, to ensure and uphold the public interest for safety and quality, CBJ should have clear oversight of the independent firms that actually do the traffic studies. Two questions: does Alaska DOT substantiate and/or validate these traffic studies?

Lastly, the Vista Drive site is not in the best interest of the proposed occupants because of its distance away from the stores, doctors, pharmacy etc. (These goods and services are located in the valley)

The terrain at vista drive consists of a steep grade which creates slippery sidewalks and roads during winter months.

The steep hill on Vista drive creates a dangerous situation for access to public transportation for the handicapped, elderly and children. As is true with many older adults I doubt that the VOA president can make it down or up the winter slippery slope.

You must ask yourself- when you are no longer able to drive but can still make it to a bus stop, will you want to be close to service and shopping on flat ground or would you rather tackle a steep slope just for the exercise?

I am reminded of that dark winter evening when my wife and I just finished our shopping and on our way out of A&P, we encountered an elderly woman

carrying two bags of groceries, she had missed her bus. She was clearly upset. We offered her a ride and as it turned out she lived on Douglas highway. She had trouble recognizing her house as she stated that she had moved in with her daughter and didn't usually go out at night. After getting her safely home, we commented that someday we would be faced with similar challenges.

Indeed getting old is no fun but having it complicated by needing affordable housing and not being assured of safe and easy access to transportation or services is irresponsible thinking on the part of the owner and the entity charged with looking out for public interest. It should not and is not acceptable for the developers and owners to simply state that "it is a CBJ's problem".

I am requesting that CBJ require VOA to revisit other more appropriate location(s).

VOA must, if they are going to provide housing for the elderly and handicapped, insure safe and easy access to public transportation.

I am also asking that the blind corner from Vista Drive onto Douglas be given some real (serious) consideration regardless of what the traffic study report does or does not address.

Thank You for your consideration of this important issue.

Joseph L. Thompson and Maxine L. Thompson, Crest Condo #A201

P.O. Box 111; Angoon, Alaska 99820

# Juneau Affordable Housing Commission

## 2013 Commissioners

Norton Gregory, Chair  
Honey Bee Anderson  
Wayne Coogan  
Mandy O'Neal Cole  
Rosemary Hagevig  
Margaret O'Neal  
Shari Partin  
Tamara Rowcroft  
Justin Shearer

October 2, 2013

Mayor Merrill Sanford & Assembly  
Planning Commission Members  
City and Borough of Juneau  
155 S. Seward Street  
Juneau, AK 99801

**Re: Juneau Affordable Housing Commission Support for Volunteers of America 40-  
Unit Affordable Housing Development on Vista Drive**

Dear Mayor Sanford, Planning Commission and Assembly Members:

For over seven years Affordable Housing Commission has been working on a wide range of tasks and projects intended to spur development of affordable housing in Juneau. We know that Juneau has a critical shortage of rental housing that is affordable for residents with incomes below Juneau's median household income, which for renters is less than \$50,000 per year.

The Alaska Housing Finance Corporation has committed to invest over \$7 million into Juneau for housing priced to meet this critical need. Volunteers of America was awarded, on a competitive basis, a combination of grant and tax credit financing to build a 40-unit project with a mix of rental units that will provide permanently affordable workforce housing and ADA compliant units along with fair market rentals on Vista Drive. This location is suitable because it is zoned appropriately and is within the transit corridor.

We reviewed the project with the development team at our regular meeting last night and were very favorably impressed. We are confident Volunteers of America and its development partners have put together an excellent team and have the financial resources, commitment and experience to meet the CBJ's development standards.

The Affordable Housing Commission and all of its members strongly support this project. We encourage you to do so as well.

Sincerely,



Norton Gregory, Chair

Jim and Dot Wilson  
2551 Vista Drive #E302  
Juneau AK 99801  
October 3, 2013  
[Jimhelicopter@gmail.com](mailto:Jimhelicopter@gmail.com)  
[dotwakaz@gmail.com](mailto:dotwakaz@gmail.com)

To: Community Development  
Planning Commission

We own one of the Crest at Lawson Creek Condos and we have many concerns and questions about the proposed project.

First and foremost, please review realistically the effect 70 additional family units and community meeting rooms will have on the traffic and Safety on Vista Drive and on Douglas Highway. Please answer the following concerns:

1. Who will maintain Vista Drive when this project is completed? The street already has significant cracking and heaving either from use or by the improper sub-base material used during construction. The significant traffic by heavy vehicles during construction will take its toll and as owners, we do not want to be strapped with a rough broken street, or the cost of the repair-rebuild of Vista Drive.
2. Has there been a survey of the residents as to the condition of Vista during the winter months to determine if the City maintains the street adequately?
3. Since this project plans for handicapped residents, and stated that the "Care-A-Van" would be used to transport them, have they done any research on how often this street will not be used by Care-A-Van? There is at least one user of Care-A-Van living in The Crest, and he wrote the condo owners that several times each winter he cannot get to work or other appointments because Care-A-Van will not use Vista Drive because it is difficult to access. It will be much harder for the Van to go even further up the hill.
4. What provisions are being made for the safety of pedestrians and children playing in the area?
5. What safety precautions have been made for people crossing the street to catch the city bus or for middle and high school children to catch the school bus?
6. Since Vista Drive is located in the vicinity of numerous other multi-family housing units, what will be the impact on additional traffic accessing the Highway? Within a few hundred yards there are more than four multi-family complexes. From experience, we

have each had to wait several minutes for traffic to clear from both directions (the Bridge and Douglas) and even then, it is hazardous getting onto Douglas Highway. Visibility towards Douglas is greatly reduced by the hillside.

7. Do you know that Vista drive from just below the upper parking area to the flat prior to the STOP sign averages 12.5 percent grade with two 45 degree turns? Some of the areas near the first turn are at 16.5 percent and when the street is icy in the winter, it is hard to control the vehicle and not slide down the hill or onto the yard on either side.

8. The proposed extension of Vista is along a very steep ravine above Lawson Creek. The proposal shows snow storage on the creek side of the road. From the drawings submitted with the application it appears there will be less than 10' in some places and in most places only 3 feet to 5 feet. Based on the experience of Crest, that will not be adequate storage for Vista and the dead end side streets proposed. Also, their drawing appears to store snow where some of Crest electrical and phone boxes are located. Will you approve that?

9. What provisions are there to prevent children from playing on the Creek side of the road and falling into Lawson Creek?

10. What is the grade of the Vista Drive addition and will it pose a safety issue in the winter for those attempting to get onto Vista from Crest Condos?

11. Will fire engines and ambulances be capable of traversing the road and turning in the space proposed? What about in the winter?

12. Has there been a study concerning the safety of children walking to and from the bus stop, especially during the winter.

13. This project is on the "Dark side" and there are several months each year when direct sunlight does not reach this area. That condition contributes to more ice and less snow melt. Has that been considered when looking at the safety of pedestrians?

14. If this project is approved, what are plans for access and egress of Crest Condo residents during the construction process? Because some of our residents are either handicapped or have physical infirmities (due to age), walking up the hill is not an option.

15. VOA has stated that there will be several handicapped people living in the complex. Since nothing on the site is level, will it not be very difficult for those residents to get to the community room, office and maneuver around when outside?

Other Issues:

If there is no funding for phase two, why is the city spending tax dollars reviewing that phase?

From the drawings it looks like the most easterly of the small creeks running through the project will be in a pipe about 70 feet deep. How will maintenance be accomplished on this pipe? If there is a problem with this pipe, how will it effect the residents in the area. That creek can run with several hundred CFS and if overflowing occurs who is responsible and who pays the damages?

The play area for both phases looks very small for a complex that proposes 75 families. Is that adequate, and if not, where will the kids play? The steepness of the surrounding area looks like attractive hazards for kids looking for a place to play.

The space between the play area and Vista Drive is steep and will be very attractive for sledding. Does this not create a safety hazard on Vista?

Is the parking area adequate for residents, employees, and public meeting attendees? To say, as Mr. Hanna did, that the residents will have very few cars is only a guess unless that will be part of the contract residents sign.

Animals are another issue. Most residents at The Crest have animals. Animals have proven to be a health aid to older and to sick people, but animals that are allowed to wander into our yard without proper cleanup can be a stinky hazard for us. Will there be a pet walking area?

Is there any guarantee that this complex will not have an adverse effect on the value of the Crest Condo units?

Both sides of the ridge that this project plans to build on have several area of slides indicating unstable ground. What safe-guards are being implemented to prevent Lawson creek and the unnamed creek on the West side from causing additional mass wasting and slides?

Will the owner be required to post a bond for the protection of Vista Drive from the steep side hill they will be constructing on the South side of Vista Drive?

With so many people involved with this project, who will be the responsible person during construction? The Landowner, the developer, the Contractor, or VOA?

Has there been any consideration of using the relatively flat land that is for sale along Glacier Highway between Fred Meyer and Wal-Mart? This would be a much safer area for children and handicapped individuals. It is close to schools, shopping, and the bus line. The direct sunlight shines on this area year round and ice and snow is not as significant a factor. I would think site preparation would be significantly less expensive.

What happens to this area if after site preparation starts and the developer decides it is too expensive to complete? Will the landowner be required to post a bond to stabilize the area and restore Vista to its present condition?

Have soil borings been accomplished to verify the soil under the project is suitable for this type surface disturbance and still maintain its integrity for constructing several buildings and roadways?

We understand that elected officials, appointed officials, and city employees are not responsible for the decisions they make according to a section of the Hillside Development requirements. In approving this construction on such a steep hillside with all the inherent dangers that go with it, anyone who approves this project should be prepared to be not only legally, but also morally responsible for the injuries that will occur to residents should this project be completed.

We recognize we live next to this proposed development; however, our concerns are primarily for the safety of all the individuals that could live in this area. Vista Drive is a marginal street and I question why the city ever approved the construction of such a steep hill with two 45 degree turns in such a short distance for access to a residential area. We believe that each community should have low income housing, but in constructing that housing we need to also evaluate the safety of the people that will be living there. This area has significant hazards, the steep access, a small hillside play area next to a relatively busy steep street, an almost vertical bank terminating in Lawson creek, a side walk that does not get snow removal in the winter, and crossing a very busy highway for buss access, to name but a few.

Please work with the developer to locate a site that does not have the safety hazards this one does.

Sincerely

James M. Wilson  
Owners, #E302  
The Crest at Lawson Creek  
Vista Drive

Dorothy S. Wilson

Beth McKibben, Senior Planner  
CBJ Community Development Dept.  
155 S Seward St.  
Juneau, AK 99801

October 10, 2013

RE: Vista Drive Project for inclusion in the CBJ Planning Commission Information Packet

The 'Vista Project' seems to be '**fast tracked**' rather than being given the serious consideration needed. The neighborhood meeting was held, for example, WITHOUT having the soil tests, building information completed or provided for sharing. We were told it would be shared when it was submitted. Just because the applicant has a timeline for completion or it loses its funding, does not mean the CBJ should rush to meet their timeline, if it means, in the process approving a building plan without having the reports needed to review the process and plan for safety.

Please note that the majority of my concerns are in regards to human safety and not to quality of life for current residents on Vista Drive. Even though the neighborhood will drop from being 100% individual property owners to 80% or more, tenant rented.

Street Safety on Vista Drive and where it meets Douglas Highway:

1. If VOA had applied for conditional use permits at the same time, we were told there might be a traffic issue but by them separating the permits, and phasing them in via two permits, it looks like they avoid having to address the traffic problems which will still exist despite the Conditional Use Permit requests being submitted in two phases. The Vista Drive merge onto Douglas Highway will increase from 30 units where the occupancy ranges from one person per unit to three per unit, on average to 105 units where more than half of them will have more than three persons per unit.
2. The traffic report said we have two street lights around Vista Drive from the Douglas Highway but one is always blinking on and off and spends a lot of time off. On the Douglas side of Vista Drive along Douglas highway, there is a blind spot, because Douglas Highway goes up and down a slight grade during a curve, and drivers coming out of Vista Drive have a difficult time seeing to make sure it's clear of traffic coming from Douglas.
3. Snow on Vista Drive will now be plowed onto the Crest Condo side of the street according to VOA plan. It is currently being plowed to the vacant uphill side of the street, increasing the safety on the turn as the street reaches Douglas Highway.

4. The CBJ does not plough sidewalks on Vista Drive, so people will still be walking in the middle of the road to get to the highway when there is snow and ice on the ground.
5. At the previous meeting with Crest Condo owners, the developers said they'd build a set of stairs straight up to the lower building (follows our unnamed creek on the north side of Vista Drive), so tenants wouldn't have to try and navigate that steep hill in the winter. This would increase childrens safety going to and coming home from school, as otherwise, they will most likely end up walking the street instead of the sidewalk. That is not included in their current plan.

Parking and walking safety on the new street concerns: (which I am calling Vista Ridge to separate it from Vista Drive concerns):

1. The plan presented at the Neighborhood meeting showed a **lack of adequate parking**. There are fewer than 2 available parking spots per rental unit. Where will visitors park? Where will those using the 'public' meeting rooms park?
2. The planned street is along the Lawson Creek Ridge. The idea of cutting roads perpendicular to a slope is not ideal and could mean cars sliding down the hill into current buildings. Additionally it is a straight shot up and down the mountainside
3. There needs to be a snow storage area like they are doing in Anchorage now. Snow accumulation is an ongoing problem on Vista Drive.

Site Selection and Landscaping:

1. The rush to build means that a deep and steep ravine will be filled (north side of the property, which holds a small creek). Filling the ravine and then building on it immediately, without having a year or two to settle, means serious settling problems in the near future.
2. The land will basically be clear cut and then tiered for building...this increases the risk for slippage of land down to Vista Drive and current buildings.
3. We keep being told that the trees and natural vegetation separating the project from Vista Drive will remain, yet all plans shown to date, show it as clear cut with a few trees put back into as landscaping.

### Mail Delivery and New Street Name Recommendations:

Building E goes beyond the turnaround, where the street is supposed to make a right hand turn and go straight up the mountain. For directions it is still considered Vista Drive.

In the applicants plans they list the planned buildings as 1,2,3...etc. and also as A,B,C,D and E. Residents of Vista Drive ALREADY get each other's mail on a regular basis because there is not much difference between, for example, 2551 Vista Drive # B-101 and C-101 or C-102.

IF the plan is approved, the street going up the mountain past the turnaround needs its own name much like Cordova Street turns into Pioneer Avenue. If the word Vista is used, name the new street Vista Ridge for example, or some other name, once it turns right up the mountain. This will improve directions and mail delivery. The current street name of Vista Drive would remain the same. When **the new street** is built, it **will be given a different and separate name**, such as **Vista Ridge** or **Lawson Ridge** as there is a 90 degree turn to go up the mountainside.

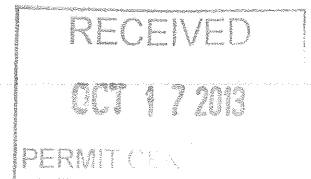
### Current Land Use and Ownership:

The Crest Condo dumpster area is omitted on the landscaping sit layout plans for the new building plan. Since our previous developer, Mr. Hanna, paved our dumpster site and fenced it, The Crest Condo owners have always thought the land belonged to the condo association. It's been 17 years as belonging to the Crest Condo...so if it isn't ours, it surely qualifies as imminent domain since the owner of the land, himself, built the dumpster site, paved and fenced it for us. It should be reflected in the VOA plans, so its site is accounted for in their placement of their first building.

Sincerely,

Sandra Benzel  
2551 Vista Drive, # B-102  
Juneau, AK 99801

October 11, 2013



Beth McKibben, Planner  
CBJ Community Development  
135 South Seward Street  
Juneau, AK 99801

Dear Beth McKibben and the CBJ Planning Committee,

The Board of Directors of Forest Edge Condominium Association has some concerns related to the conditional use permits for both Phase 1 and Phase 2 of the proposed development of the Juneau Volunteers of America housing project off Vista Drive. Like the proposed development, Forest Edge Condominiums are also built in two phases. Our Phase 1 is accessed along Douglas Highway, and David Street accesses our Phase 2. Our property is adjacent to the proposed housing project.

We agree that Juneau needs more affordable housing. Based on the information presented at the Gastineau School meeting on September 30<sup>th</sup>, it appears that the proposed development will help to meet some of those needs.

One of our concerns is the density issue. Our homeowners driving to access Douglas highway is from our private drive, next to Vista Drive, and from David Street during the peak morning hours will be made much more challenging with the additional traffic on Vista Drive from the proposed new development.

We have a bus stop at the bottom of our drive, at our Phase 1 access to Douglas Highway. The new renters who are not driving will likely be bus patrons, and with additional bus riders, there is concern about garbage accumulation at the bus stop. We want to protect the beauty of our property, as I'm sure you can understand. **We would propose a bear-proof city garbage can be located at the bus stop.**

A major concern we have regards the stability of the hillside. Forest Edge Condominiums sit adjacent to the property line to the north (bridge side) of the proposed development. Over the past 10 years, our homeowners have spent more than \$250,000 to stabilize our structures, due to settling of the hillside. We don't want our hard spent money and efforts to be compromised by the proposed development.

It appears from the revised plans presented at the September 30<sup>th</sup> meeting; the trees and vegetation to the north (bridge side) of the lower development will be left in place. **We want to make sure that is the case, that the "natural, existing vegetation to remain undisturbed", as stated on the Landscaping Plan sheet**

**3.2 of 16 of the JVOA Permit set.** This area is immediately adjacent to our property line. The trees and vegetation help stabilize the hillside, which has a relatively steep slope along the north side (bridge side).

Although we have been told that Phase 1 of the Vista Drive Development will not be built on fill, but instead on solid ground, the same was not said of Phase 2. At the September 30<sup>th</sup> meeting, we were told there would be a “fill slope with rock of 2:1”, or references to that effect. Although we don’t know exactly what this means, it does raise some red flags and questions, as there is a relatively steep slope with a small creek running on the north side (bridge side) of the proposed development, just over our property line. What assurances will we be given that our Forest Edge Condo buildings’ stability will not be affected by work as the project is developed, especially in the Phase 2 of this project?

We are also concerned about the positioning of the Phase 2 buildings, especially buildings 5 and 8. (Referencing sheet numbers C3.2 and C5.2 of 16, JVOA Permit set). The plans show these buildings up to the property line, which would place them within feet of our buildings, in both our upper level of condos in our Phase 1 and our Phase 2 building and carport. (It also shows some marks, unidentified on the legend, which is on our property.) The placement of buildings 5 and 8 raises concerns about stability, screening, landscaping, and sound for our homeowners. There are currently beautiful trees in that area. Will they be left in place, to provide hillside stability, screening and landscaping? There is a steep slope at the proposed Phase 2 level, and again there is talk of using fill in this area, so we worry about our structure’s stability, especially if the stream is filled in to build the proposed Phase 2. **We propose that the Phase 2 buildings 5 and 8 be moved away from the property line, with some of the existing trees left in place, to provide a screening and noise buffer as well as protection of the hillside’s stability.**

At the September 30<sup>th</sup> meeting during the slide presentation, there was mention made of the beautiful views from the hillside. We agree. We all love our views. We are concerned, though, that in the proposed Phase 2, their views will be obstructed by the trees, which the plans show being left in place at the lower level. Will they be chopped down later to provide a view to the occupants when Phase 2 is built? What safety guards will be in place to maintain these trees, which will provide screening as well as stability to the shared hillside?

In summary, what follows are the highlights of the Forest Edge Condominiums Board’s concerns about the proposed development, along with our proposals for the Planning Commission and the Planning Committee to consider.

- 1) Address the additional traffic onto Douglas Highway from the renters from the Juneau Volunteers of America housing project off Vista Drive.
- 2) Provide a bear-proof garbage can at the bus stop closest to the housing project.
- 3) Maintain the trees currently in place at the base of the hillside, between the property line of Forest Edge Condominiums Phase 1 and Phase 1 of

the Juneau Volunteers of America housing project off Vista Drive. This will help to maintain the stability of the hillside, and the stability of our buildings that we have worked hard to maintain.

- 4) In Phase 2 of this housing project, move buildings 5 and 8 to the south (towards Douglas), and maintain a tree buffer below and between the properties of Forest Edge Condos Phase 2 and Volunteers of America's housing project Phase 2. We feel this will help provide screening, landscaping, and stability to the hillside.
- 5) We have concerns about the Phase 2 of the Juneau Volunteers of America housing project off Vista Drive being built on ratio of fill to rock, based on the structural issues we have had to address on our property, and do not want our structures to be compromised by further building on fill in the nearby area.

Thank you for taking our concerns seriously and addressing these issues for the 52 homeowners in Forest Edge Condominium Association.

Sincerely,



Forest Edge Condominium Association Board:

Judy Cavanaugh, President

Armando DeGuzman, Vice-President

Ryan Aguilar, Secretary

Jennifer Miller, Treasurer

Johnny Zutz, Director

Jeanne Pederson, Director

Georgia Kaye, Director



# JCL Properties, Inc.

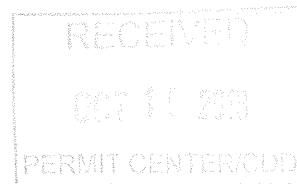
Box 20834 Juneau, AK 99802

Phone: (907) 789-1902

October 14, 2013

To: CBJ Planning Commission

Dear Commissioners:



I am taking this opportunity to respond to the onslaught of comments regarding the proposed development on our property on Vista Drive. While I am sure you have been given a good overview of our project in the staff report, sometimes it is helpful to summarize concerns and address them as succinctly as possible. I intend to testify at the public hearing and would be more than willing to expound on any of the subjects I broach herein.

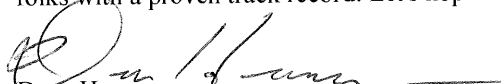
The most numerous complaint and suggestion I hear is there is too much low income housing in close proximity to the Crest owners and the project should move to the Switzer/Lemon area or to the Valley. This seems rather ironic as both these other neighborhoods have far more affordable, low income and public housing. This seems to be simply a case of "not in my back yard" and that they really don't care about the relative density in regards to the proposed residents. Along with this sentiment is that of "we don't want these people close by" and compares our project to public housing projects. This is indeed an unfair comparison. Testimony will demonstrate the difference between a well run affordable housing project and a public housing project forced to accept almost any category of tenant.

The unsafe condition of the hill and the intersection is repeatedly brought up. I have made many trips up Vista Drive in all conditions and it is much better than many of the streets in our community. It would take too long to list all the steeper and more treacherous streets in Juneau. Our extension of the street would be no steeper than currently exists and will sometimes be a shallower grade than what exists on Vista Drive. The City has assured us that increased traffic would result in more maintenance so the addition of our project will actually better the driving conditions on Vista Drive. Some of the residents have impugned the reliability of the traffic study done. I say shame on them. I would lump this in with the letter that slanders who the letter writer thought was to be the manager of the project. Perhaps desperation drives folks to write these things but it certainly does not excuse it.

Many concerns have been raised about the unstable hillside. These are brought out of ignorance. Soil borings and sound geotechnical work has developed a site development plan that ensures sound construction. Concerns were raised on impacts to Lawson Creek. A review of the plans reveals the entire site will drain away from Lawson Creek. The buffer area will be at least double that required and usually more. This project will have no impact on Lawson Creek. Final slopes will be constructed at less than maximum and well stabilized. The drainage system has been oversized to allow for any future uphill development, and thus, more than adequate for the work proposed. Concerns were raised about impacting Crest residents' access to their homes but a review of the plans shows that no work will occur on or in Vista Drive so these concerns are ill founded. Further review shows that almost the entirety of the site work is contained onsite with no material leaving and very little being imported. This is about as low of impact of development as you can get. I see the residents are also concerned about losing their ability to park on our property. This is true. However, I do not believe permission was ever given to park there in the first place. Further more, when I offered to help craft a solution to use some of their property to develop more parking, that idea was summarily rejected.

Lastly, I see many letters written deploring the fact that children may be occupying these units and suggesting they would crowd Gastineau School, be walking to school under hazardous conditions and be sledding from their playground onto Vista Drive. Gastineau School is desperately short of students and we are assured of the school bus stopping at Vista Drive. A review of the plans also shows many trees and a berm between the hillside and Vista Drive. I believe it is obvious that these claims are unfounded. There is one concern we have heard that may be valid. The proposed playground is located on the lower side of the development within earshot of the Crest. Some Crest residents abhor the idea of being subjected to the sounds of playing children. I have no ready answer; at least not fit to print.

We have before us a well thought out project that Juneau desperately needs, and that will be developed and managed by folks with a proven track record. Let's hope cooler heads prevail and Juneau gets some desperately needed housing..

  
Dave Hanna  
President, JLC Properties, Inc.

October 16, 2013

To: Beth McKibben, Senior Planner  
CBJ Community Development Dept.  
155 S. Seward St  
Juneau, AK 99801

From: Janice Spiech, Member at Large  
Crest Condo Association  
2551 Vista Dr. Unit E102  
Juneau, AK 99801

REF: Vista Drive Project

I am forwarding this letter on behalf of Arne Johnson, President of the Crest Condo Association, as he will be out of town until November 1. If you have any questions, I can be reached via telephone at 463-5168 or email at [spiechj1@gci.net](mailto:spiechj1@gci.net).

Sincerely,

Janice Spiech

# CREST CONDO ASSOCIATION

2551 Vista Dr. Unit #B301

Juneau, AK 99801

October 15, 2013

Beth McKibben, Senior Planner  
CBJ Community Development Dept.  
155 S Seward St.  
Juneau, AK 99801

REF: Vista Drive Project

Please accept these comments on behalf of the Crest Condominium Association which have been approved by the Board of Directors. At this stage of the conditional permit review, there are three major areas of concern that should be address by staff and the Planning Commission.

## Access

1. The applicant must expand the recently released traffic analysis to include pedestrian sidewalks, street crossings and public transportation loading areas. Many of the residents of this project will have to rely on public transportation services. Vista Drive was built at the maximum grade and is very difficult to negotiate in the winter in part due to the two curve design and construction of the street. The analysis should include the following:
  - o All traffic on Douglas Highway from the round-a-bout to Gastineau school
  - o Pedestrian access with sidewalks.
  - o Handicap access for the steep grade of the street.
  - o Snow removal plans and snow storage for the street and side walk
  - o Describe how public transportation vehicles ability to access the site in all weather conditions.
  - o Where are the turn-around bulbs for fire trucks and ambulances at the end of the street?
2. The Crest Condo addresses include building "E" which is past the turn around. If this project is permitted, Vista Dr. will be divided and the street serving "E" should receive a new name to avoid confusion with the delivery of mail and services.

## Site Selection

1. Applicant states they have no funding for Phase Two at this time but still has made application for a conditional use permit. The CBJ should only review Phase II in light of the Hillside endorsement ordinance and require the application to come back for a complete review in accordance with project review ordinances.
2. Site work is scheduled to begin in March of 2014. A project of this magnitude deserves sufficient time for both the CBJ and neighborhood. In light of the fact the site is missing sunlight for six months of the year, is a March startup feasible?

3. Geothermal heat is proposed for the buildings. How large an area will be disturbed to install the system of pipes and wells? Based on CBJ experience with these systems at the airport and valley pool, these are very expensive and complex to build. Where is the engineering data for the geothermal phase including as estimated cost to construct?
4. If this application is approved, one of the conditions should be to require a six foot perimeter fence to prevent playground equipment and sledding activities from going over the steep embankment and onto Vista Dr.
5. The Hillside Endorsement permit should include a requirement for a performance bond of \$10,000,000 to deal with unforeseen soil stability problems in the future. All of the high density development in West Juneau over the past thirty years has left evidence of soil instability. This bond would help protect the public interest in fixing problems as they occur. The storm water runoff plan is incomplete and needs more details. What are the contingency plans to stabilize the soil and protect adjacent property owners?
6. Has the water and sewer systems been evaluated to handle the additional capacity this project will place on the services. The results should be included in the application.
7. Has the civil engineering work and evaluation included on site test borings of the sub-surface soil composition? Where is the engineering data that supports the plans to build all foundations on undisturbed soil? How can the foundation work be accomplished without disturbing the soil?

## General

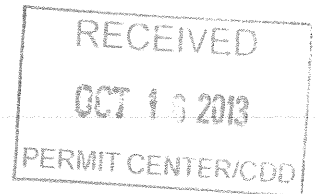
There are several local contractors and developers in Juneau who state the project is vastly underfunded and Phase I cannot even come close to being finished for the monies in hand. So what is the developer's contingency plan? How can the community be protected from a partially completed project that ran out of money? The Crest Condo Association strongly feel our concerns deserves more review by CBJ staff and the Planning Commission.

Sincerely yours,

*Arne Johnson*  
*by Janice Speich*

Arne Johnson, President  
Crest Condo Association  
2551 Vista Dr. Unit B301  
Juneau, AK 99801

Beth McKibben, Senior Planner  
CBJ Community Development Dept.  
155 S Seward St.  
Juneau, AK 99801



REF: Vista Drive Project

I endorse the concerns raised by the Crest Condominium Homeowners Association in their letter of October 14, 2013.

There are additional questions of a public safety nature that need to be addressed. Vista Drive terminates at Douglas Highway at the end of a sharp right curve with a maximum allowable down slope. Approaching Vista Drive from Douglas one crossed Lawson Creek and enters a left curve with a down slope. As a property owner on Vista Drive I have driven both approaches many times.

At a recent meeting it was reported that a study had been made where the maximum wait for a person entering Douglas Highway from Vista Drive is 8 seconds. You were at that meeting and I am sure you heard the murmur of disbelief at this preposterous statement. While 8 seconds might be the wait at mid day, I have personally experienced waits much longer than that during morning or afternoon rush. This is especially true in winter when one has to poke the nose of one's car into the traffic lane to see traffic approaching from Douglas.

Coming across the Lawson Creek Bridge at speed gives a driver about 5 or 6 seconds to observe the Vista Drive intersection. While this is probably adequate on dry pavement, it is certainly not adequate in winter. The down slope and curve combine to make stopping in order to turn onto Vista Drive or to stop for pedestrians crossing Douglas Highway problematic. On a couple of occasions in winter conditions, I was unable to slow sufficiently to safely turn onto Vista Drive and had to bypass it and turn around in order to access my condo. This would not be OK if there were children loading or unloading from a school bus.

The other side of this equation is that a person entering Douglas Highway from Vista Drive has that same 5 or 6 second window. I cannot tell you how many times I have carefully looked both ways, saw that Douglas Highway was clear, pulled out to head to town only to be surprised by a rapidly moving vehicle bearing down on me from the Lawson Creek Bridge. This is very dangerous in winter conditions.

At the meeting you hosted, the developer said he expected about 20 children to be residents of the proposed 75 unit apartment complex. I suggest you visit the 75 units at Cedar Park and observe the number of children going to school in the morning to see how absurd this projection is. My concern is that there will be a large number of children who will be waiting to board a school bus at the bottom of Vista Drive and the real and potential hazards they will be facing.

OCT 13 2013

PERMIT CENTER/CDD

There has been no discussion about constructing a school bus pullout so that children could be safely loaded and unloaded from a bus out of the traffic lane. There has been no discussion about a crosswalk, or warning lights, or constructing a pedestrian overpass to help people cross Douglas Highway at the Vista Drive intersection so they may access the sidewalk or public transportation. There has been no discussion about improving the traffic flow by adding a traffic control device or by constructing a better access route for Vista Drive. There was mention about reducing the speed limit on Douglas Highway but no discussion as to what effect this will have.

Exacerbating all these concerns is the fact that the road used by Forest Edge Condominiums to access Douglas Highway is about 50 feet from Vista Drive. We already experience problems caused by congestion when several cars are trying to get onto Douglas Highway from both roadways.

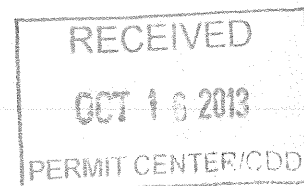
When some of these questions were asked of the developer, the reply was that these concerns were the province of the City and Borough of Juneau, or were parental issues. If true, the CBJ should thoroughly study the impact this project will have on public safety.

The time to address these concerns is now during the planning stage and not later when foreseeable dangers and hazards raise their heads.

Sincerely,



George Cole  
Owner, E-101  
Crest Condominiums



Beth McKibbin, Planner  
CBJ Community Development  
155 South Seward Street  
Juneau, AK 99801

Dear Beth McKibbin and the CBJ Planning Commission,

I am a Forest Edge Condominium owner and I support the concerns expressed in the letter from our Board.

Please consider the issues of concern expressed in the letter regarding: density, vegetation to provide screening and hillside stability, and the positioning of buildings in Phase 2.

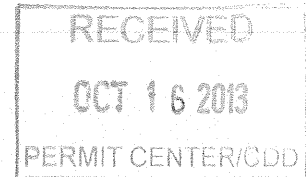
Thank you for your consideration.

Sincerely,

Erin & Travis Ohlson

Phase II, unit 39

Beth McKibbon, Planner  
CBJ Community Development  
155 South Seward Street  
Juneau, AK 99801



Dear Beth McKibben and the CBJ Planning Commission,

I am a Forest Edge Condominium owner and I support the concerns expressed in the letter from our Board.

Please consider the issues of concern expressed in the letter regarding: density, vegetation to provide screening and hillside stability, and the positioning of buildings in Phase 2.

Thank you for your consideration.

Sincerely,

*G. Power.*  
✓ GERALD POWER  
FOREST EDGE CONDOS  
PHASE II  
# 40.

## Beth McKibben

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**From:** ellen canapary <ellencanapary@yahoo.com>  
**Sent:** Wednesday, October 16, 2013 4:01 PM  
**To:** Beth McKibben  
**Subject:** Vista Dr. Development Concerns

October 15, 2013

Beth McKibben, Planner  
CBJ Community Development  
155 South Seward Street  
Juneau, AK 99801

Dear Beth McKibben and the CBJ Planning commission,

I attended the meeting on September 30<sup>th</sup> at Gastineau School in regards to the development slated to be built on the upper end of Vista Drive. As a potential neighbor of this site and Forest Edge Condo owner, I have numerous concerns about the project and appreciate you all taking the time to actively listen and take our concerns into consideration.

I am concerned about the structural stability of the units that will be on very steep slopes. Buildings shift over years. Forest Edge Condominiums (FECA) that are located right next to the proposed site has 52 units. Each owner had to pay a special assessment of approximately \$12,000 in large part to cover the costs of stabilizing some of the units. The present day cost of stabilization is about \$20,000 per unit. If stabilization becomes an issue in future years for this VOA development the cost will most likely increase significantly. Why would the building on even steeper slopes than the FECA's not have the same stabilization problems as has been so evident in this area?

FECA is an association with incoming funds. When the concern about VOA development stabilization was mentioned in the meeting we were told that the funders in NYC care about Juneau and they have a lot of money in reserves. Upon further questioning they stated they have only \$400,00 in reserves. It may seem like a lot but it is a minimal amount especially without any incoming funds, as does our condo association. Who will be responsible for the general expenses and upkeep let alone a possible big expense of stabilizing units within 15 to 20 years? And, do you think the folks in NYC will really care about a development in Alaska a few years down the line? Unlikely. Four thousand dollars is not adequate funding for a project built on a slope that will have most likely have stabilization issues in the future.

I have spoken with a Homeless Coalition representative in Montgomery County, Maryland. They have expressed A LOT of concern about Volunteers of America. VOA attempted to become involved in this county but had untrained staff and they never followed through with programs that were promised which ended up leaving the community in a bind. VOA is supposed to have a staff person at this new proposed development in Douglas. What guarantee do we have that it will be run effectively on a local level and from afar? I highly recommend you do solid research to determine long-term follow through of prior projects. Montgomery County is one of the richest counties in the country. What if VOA doesn't follow through and the city of Juneau needs to pick up the pieces? We certainly are not a rich county like Montgomery County, so where will the additional funds come from?

I am concerned about the lack of preservation of the trees. The report states that only 25% of the trees will be left after phase 1 of the development. What percentage will be left after phase 2? The adjacent woodlands is one of the reasons why many of the FECA owners purchased their units. Our children play in the woods, participate in egg hunts on Easter, we enjoy walks through the area and it is a sweet retreat. The majority of this area will be destroyed by the development. Please keep the woods area that we access and enjoy every day.

Please reconsider the placement of the buildings in Phase 2 so they are not so close to our FECA site. The loss of the trees, privacy, quiet surroundings and impact on FECA hillside stability are just a few reasons we are asking you to consider shifting the buildings further away from the property line to maintain the integrity of our property.

Also, what work is being done to make sure that Lawson Creek is being protected if this potential project is developed?

In addition, I support the concerns expressed in the letter from the Forest Edge Condominium Association Board. Please consider the issues of concern expressed in the letter regarding: density, vegetation to provide screening and hillside stability, and the positioning of buildings in Phase 2.

Thank you for taking these concerns into consideration,

Ellen Canapary  
PO Box 240393  
Douglas, AK 99824  
907-723-0148

Beth McKibben, Senior Planner  
CBJ Community Development Dept.  
155 S Seward St.  
Juneau, AK 99801

Regarding the Conditional Use Permit Application for Vista Drive Project:

At the Neighborhood Meeting on 09/30/2013, Glenn Gellert (developer) stated that about 20 children would be added to the schools from **Phase 1** of the project. This is untrue. They want to build 40 units:

- 10 – 3 bedroom units will house up to 40-50 children under the age of 18.
- 22 – 2 bedroom units will house up to 44-66 children under the age of 18.
- 8 – 1 bedroom units will house up to 8 children under the age of 18.

Please remember, that is only Phase 1, and Phase 2 will add 35 units that will also house children. Their total project is the same size as Cedar Park (75 units). The school buses (school days to pick up and drop off children) and the city buses go up to Cedar Park (every 30 minutes, every day) to pick up children and residents. No such plan has been suggested for this build.

Vista Drive as it sits today is an 11.5% grade. It is about half a block long, and the applicant wants to continue that same grade, up along Lawson Creek. This is right now a dangerous condition during winter and it will be much more dangerous with the planned extension.

I saw no bus turn around or bulbs for emergency vehicles in their application.

I saw no guardrails along Lawson Creek for vehicle traffic, or fences for child safety. Losing even one child in the long fall over the edge into Lawson Creek will be a preventable tragedy that we are telling you about right now.

I also did not see enough snow storage areas which means to me that they could plow the snow over the steep embankment into Lawson Creek. Probably not a good idea for the pink and chum runs, as there will be more than snow in what they send over the embankment. Please think about Jordan Creek and the pollution problem CBJ is trying to correct right now.

There are so many areas of concern and I know you have heard of them from many people: traffic, blind corners, water and sewer capacity concerns, fish and wildlife, safety of children and adults alike, noise and light pollution, access to and from the proposed build, and more than tripling the number of people using the access route with no thought being given to what impact this will have on the aforementioned concerns.

I understand about the "Fast Track", and I understand about the funding, and if I thought it was a good place to build anything, there would be no issues for me. But, in my opinion this is a bad build for this area. After the infrastructure is in place it will be too late to review the impact additional access will have, potential problems with the soil and bedrock, including winter driving conditions into the blatantly incomplete traffic analysis done so far. There should be additional in depth studies of all these issues and concerns before this project is allowed to proceed. Done properly, with these concerns addressed this project would be much improved and much more palatable.

And, this is Alaska and we should not be crammed together like sardines. Everyone needs space. Everyone. Spread it out.

Thank you, for your consideration.

Debi Cole  
2551 Vista Dr. E-101  
Juneau, AK 99801  
Phone: 907-723-4857

**Beth McKibbin, Planner**

**CBJ Community Development  
155 South Seward Street  
Juneau, AK 99801**

**Dear Beth McKibbin and the CBJ Planning Commission,**

**I am a Forest Edge Condominium owner and I support the concerns expressed in the letter from our Board.**

**Please consider the issues of concern expressed in the letter regarding: density, vegetation to provide screening and hillside stability, and the positioning of buildings in Phase 2.**

**Furthermore, after attending the community meeting held at Gastineau on September 30, I worry that very few of the concerns brought forth by community members living in the vicinity of the project were truly addressed. Many questions were raised about this potential project, but most went unanswered— as they did not seem to fit with the intended agenda. More time for public input, as well as time to properly address questions and concerns, is in order. This seems to be a project that is moving much too swiftly...**

**One of the concerns raised at the meeting, and in the letter from our FECA board, is in regards to hillside stability. In recent years, each of the 52 FECA homeowners faced approximately \$12,000 in special assessment fees. These monies went directly towards maintenance, repairs and stabilization projects that were a result of building on a steep hillside (similar to that of the proposed building site). Many other condo associations have faced similar issues (with even higher assessment fees)—just as the newly proposed housing development will certainly face, at some future point in time.**

**When this was addressed at the Gastineau meeting, and the question was raised as to how the proposed housing development would fund such a large project, we were simply told that there would be an adequate reserve account to cover such needs—a reserve account of nearly \$400,000. However, in my experience as a FECA homeowner, a reserve account of \$400,000 is really not much... Especially, considering our Association has spent nearly \$624,000 in vital maintenance, repairs and hillside stability work over the past two years alone.**

**Where will that money come from when such projects are needed for this new housing development, once the reserves run out? And, those projects certainly will be necessary as the property ages... Who will be responsible for ensuring that these new structures are properly maintained, and any stability issues are addressed in a timely manner, so that adjoining FECA properties are not compromised?**

Finally, it is also important to consider the potential impact 75 additional housing units may have on Douglas Island and the Gastineau School community. Although I do not represent the views of Gastineau Community School on the proposed housing development, nor those of the Juneau School District, I am both a teacher who works at Gastineau and a parent of a child who attends Gastineau.

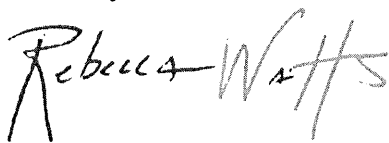
It is true that Gastineau is not at full capacity this year, as presented at the September 30<sup>th</sup> meeting. Indeed, our numbers fell short of the required intermediate student enrollment at the start of this school year (though not by many!), resulting in the loss of one intermediate teacher. However, class sizes are high across the intermediate grades: I began the school year with a classroom size of 30 students. And last year, even prior to the loss of an intermediate teaching position, I had 32 students.

While I certainly welcome the idea of more families at Gastineau, I worry about the potential balloon of students a new housing development of such scale may draw... A few more students would be great; restoring all classrooms and, potentially, lowering class sizes across grade bands. However, what happens when that number tips in the other direction? What will Gastineau Community School do when we exceed our student capacity?—which is a real possibility, should a majority of these housing units be occupied by families. Will we, then, really be able to adequately meet the needs of all our students?

Members of the CBJ Planning Committee, I urge you to consider these issues as you vote on whether or not to move forward with this housing development. I urge you to consider a different building site, where slope stability and population density are not major hindrances to the success of such a needed development. We can all agree that Juneau is in need of more affordable housing choices. I am just not sure that this is the best site for such development.

Thank you for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Rebecca Watts". The signature is fluid and cursive, with the first name "Rebecca" written in a larger, more prominent script than the last name "Watts".

Rebecca Watts

2575-4 Douglas HWY  
Juneau, AK 99801

TO: The Juneau Planning Commission

I respectfully submit the following for your consideration regarding the proposed low-income housing development on Vista Drive.

- Please responsibly collect sufficient traffic data in order to address the effects of the project on Douglas highway traffic capacity.
  - The existing street network or system, without a major revision, including a possible signal light, will pose a serious threat to the greatly increased number of drivers trying to enter the highway from Vista Drive.
  - Vista Drive dumps out on to a blind corner of Douglas Highway making for inadequate site distance from Vista looking back to Douglas.
  - I understand the steepness of the grade on Vista Drive is near the maximum allowed in the borough. This project will more than double the car usage on Vista during phase 1, and more than triple traffic if phase 2 is allowed to move forward. The increase in traffic on Vista will undoubtedly create a backup of traffic on a very steep (and in the winter, icy) hill with attendant risk to drivers and pedestrians alike.
- The geothermal aspect of this project has been drastically underbid. Please give serious consideration to other aspects of this budget as well.
  - It would be an embarrassment to the CBJ to have sanctioned a project that, after a hurried approval, fails on multiple levels, not to mention a burden should the developer turn to the City for additional funds to finish an unrealistically budgeted project.
- Is it true that the phase 2 conceptual design has access to Phase 2 through the parking area of phase 1? It seems completely out of the ordinary and dangerous for the project residents.
- It is also common knowledge that Phase 2 of the project has NOT been funded. It is curious as to why a developer would try and gain permits on an unfunded aspect of the project. This type of behavior raises public scrutiny and suspicion.

A good number of Juneau professionals and residents alike feel this project is ill conceived, hurried and poorly thought through. It does not seem defensible to approve this project without sufficient data. In addition, it seems a liability for the City to approve it without such information.

The intention of the City to provide additional low income housing is understood, and appreciated. However to 'fast track' a project which will undoubtedly create more problems than it solves, and disregard health and safety concerns for the residents and surrounding neighborhoods is short sighted, and basically, a mistake for which the CBJ will ultimately be responsible. Please take the time to consider the opinions of professionals who are raising serious questions regarding significant and dangerous complications this project will likely encounter.

Thank you for your time.

Sincerely,

JoAnn Grady

**Vista Drive Neighborhood Meeting - Gastineau Elementary**  
**September 30th, 2013 6:30pm-8:00pm**

NAME	ADDRESS	PHONE NUMBER
Shirley Carlson	2551 Vista Dr. C-301 Juneau 99801	364-3334
Betty & Norm Miller	2551 Vista Dr. C-201 Juneau	907-957-2907
Clayton & Sandy FLYER	2551 Vista Dr. D-102 Juneau	907-364-3247
Joseph & Dixie Thompson	2551 Vista Dr. A-201 Juneau	907-723-3261
Debi Cole	2551 Vista Dr. E-101 Juneau	907-723-4857
Sandi Beryl	2551 Vista Dr. B-100 Juneau	907-796-2637
Vicki Wilcox	3185 Pioneer Ave	209-1003
GEORGE COLE	2551 VISTA DR. E-101 JNU	723-0721
Kevin Ainsworth	2680 David St. Jun	209-4461
Seth Piper-Rebecca Havens	2583 Doyle Hwy #31	206-327-1709
Errol Champion	2103 N JORDAN	907-723 4816
DAVID HANNAH	11755 MAUNA LOA	789-1902
Gary Jenkins	5368 Commercial Blvd, Juneau 99801	780-3533
L WALSH	2456 CAUSEWAY CRAO DOUGLAS	364-2899
NATALIE ALTON	2662 Douglas Hwy	586-1408
Vj Cope	2820 Douglas Hwy	586-6840
Jean Murestreet	2660 Douglas Hwy	364-3651
Aimee MacKenzie	2668 Douglas Hwy	780-4148
Frank Schmitt	2646 DOUGLAS HWY	586-3824
Kathleen L. Schmitt	2646 Douglas Hwy	586-3824

**Vista Drive Neighborhood Meeting - Gastineau Elementary**  
**September 30th, 2013 6:30pm-8:00pm**

NAME	ADDRESS	PHONE NUMBER
JANICE SPIECH	2551 VISTA DR E102	463-5188
SHARYN ANDEL	2909 JACKSON RD	523-0683
Leo Bandiroula	2616 Douglas Hwy #106	809-4207
Carla Grabeel	2591 Simpson Ave	957-9200
Richard Grabeel	2591 Simpson Ave.	957-9201
Dorothy Worsley	2575 Douglas Hwy #B	523-2725
Mary Stemfeld	2559 David St Jun.	
MARCELO OLIVITO	2551 VISTA DR C202-	364-1501
Toby Cuthbertson	2521 David St Turner	463-3367
Dan DeSloover	2229 Grant Western St.	347-852-5190
Emily Coste-Matthew Thompson	2503 David St.	907-209-9852
Laurie Fuglveg	2551 Vista Drive, Unit-B202, Turner	907-364-2497
Anne & Holly Johnson	2551 Vista Dr. B301	723-3914
Theresa Shanley	2910 Douglas Hwy Turner 99802	321-1953
Ellen Canabary	2577 Douglas Hwy #21	703 0148
REBECCA WATTS	2575 Douglas Hwy	
Bob Scott	2575 Douglas Hwy Apt. 3	523-2725

**Vista Drive Multifamily Housing Project  
Neighborhood Meeting  
Gastineau Elementary  
September 30, 2013  
6:30-8:45**

<b>Neighborhood/Street</b>	<b>#</b>
Crest Condos	15
Douglas Highway	11
Forest Edge Condominiums	7
Villa Gastineau Condominiums	5
Pioneer	1
Cordova	1
Lawson Creek	1
David Street	1
St. Ann's Avenue	2
Great Western Street	1
Edgewater Estates Condominiums	1

All attendees introduced themselves. A few people explained during introductions that they were concerned about the increased density, traffic, and stability of the hillside.

Beth McKibben (BM) provided clarification that there was an official CBJ public notice sent out to residents within 500 feet of the project, and three advertisements in the newspaper. Another anonymously posted notice by a member of the public was posted on doors of residences outside the 500 foot radius. BM went on to explain the residential rules within the D18 zoning district and the Conditional Use permit process. She read from 49.15.30 to explain how CDD interprets code and gathers information. Beth then explained the public notice process and the public's role in the PC meeting. She forewarned them that cases can be continued and rescheduled. She then explained the NOD and appeal dates. If appealed, the case would be heard in front of the Assembly and any comments or questions would be answered by the Clerk's office. . Many attendants took notes on appeals process. The case will tentatively come before the Planning Commission on October 22<sup>nd</sup>. Currently there are two CUPs: one for 40 units that are funded, one for 35 units that is not funded. There is one Hillside Endorsement application based on the requirements of CBJ 49.70.200 due the steep slope. A Hillside Endorsement ensures control of erosion and drainage. The PC will review this endorsement with the CUPs. A resident asked for clarification on what might happen at the PC hearing. Another question was asked about the public notice procedure.

BM explained that Traffic Impact Analysis (TIA) was expected in the next few days.

**Q:** Will CBJ ensure a complete TIA analysis that includes both summer and winter activity?

**A:** A hired engineer compiles the information and completes the analysis for review.

**C:** Main concern is a complete TIA; there is a horrible blind spot on bottom of hill and a bad signal that works intermittently.

## **Attachment C**

**Q:** Does the TIA include the usage of the new 32 unties on Cordova?

**A:** Assume that they will include that data.

**Q:** A "TIA" was sent out to neighbors earlier that said the CBJ will verify additional information; where did this come from?

**A:** Initial TIA that was completed was sent out on behalf of Volunteers of America to homeowners.

**Q:** Is there a policy within the Comprehensive Plan that discusses the equal distribution of low-income housing throughout Juneau?

**A:** Will need to check the Comprehensive Plan first and do additional research.

Volunteers of America gave began presentation with overview of the organization. Attendants asked the presenters to move onto the Vista Drive project.

**Q:** Was an analysis completed for housing needs? Is this housing actually necessary in Juneau?

**A:** A 2010 Housing Needs Assessment was completed by JEDC and it was found that 500 additional housing units were needed that that time. Beth continued on to describe the assessment and how many units had been permitted since then.

**C:** A comment was made about the feasibility of building such a large complex on this property.

Glen Gellart along with his Development Team then showed examples of their previous work in Anchorage and Fairbanks, comparing the design and similarities of their low-income models with their high scale condominiums. They explained that VOA chose Juneau because there is a demonstrated need for housing. They also explained why the Vista Drive site was ideal for the project; good proximity to schools and possible work establishments, utilities available, optimal soil conditions, zoning, large density capabilities, etc. The site has been ready for development since 1996, since then two buyers have backed out due to lack of funding and tax credits.

DOWL HKM presented their engineering plans and explained how the design has changed since was first started in 1996 including minimizing the footprint of the structures, reducing fill, and maintaining a vegetative buffer. They explained the purpose of the Hillside Endorsement and how it pertains to the erosion and sediment control of the project.

**C:** The steep slope of the road (11.8%).

A: Developer explained that CBJ said they would give more attention with sanding and plowing once there was another development up there. BM further explained that CBJ Streets prioritizes based on density. Attendees disagreed, CBJ is already overtaxed.

C: Street access is still a huge issue with this project, an 11.7% grade is extremely steep and isn't appropriate for this location- needs to be addressed.

A: CBJ will be paying more attention (via snow plowing and sanding) to this area.

Q: If more vehicles will be using the road, will they begin plowing earlier? More frequently? What is the plan for this "more attention"?

C: Yes, even after snow plowing, sanding, and the use of ice-boots, I still fall down.

Q: Why is CBJ just now coming into the picture with giving more attention to the street? Why don't they start this process now and then we can see if it works and will make any difference?

A: The larger volume of traffic that a road receives, the more attention it will gain in regards to sanding/plowing requirements.

Q: Can they put in a traffic light?

A: A traffic light is a DOT matter, not CBJ.

Q: The residents of the street currently use the extra space for overflow parking of boats and cars; they will lose this extra parking and turn around area for emergency vehicles with this project. How will they be compensated for this loss?

A: Those vehicles are currently using a right-of-way for parking; there will be no compensation given. As for emergency vehicles, there is adequate space included in the project plans for a turnaround area.

Q: The City currently plows this road two times per day; how will you make this safe enough for all of us with the increased number

Q: There was a mention of access from above? Does this mean a new road?

A: This was in reference to Phase II, access would be for development purposes only to decrease disturbance.

Q: There is currently vegetation to the North (referring the view from Edgewater Condos), will the project involve cutting down trees to the property line?

A: Most likely yes- but according to the required setbacks and vegetative standards.

Q: It was mentioned earlier that some of the lots looked at for this project were too big; but this parcel will require a subdivision. Why this parcel?

A: Those lots, north of the bridge, were too expensive and too big for this particular project. In order to get the appropriate size needed for the project, for example 15 acres for \$2.5 million was looked at but the owner would not subdivide property and sell smaller portion at lower cost.

Q: Does North Douglas have a lot of D-18 zoned parcels? They don't seem that dense...

A: There has been lots of re-zones in that area, there are many parcels that are zoned D-18.

Q: Why couldn't this project have used one of them?

A: They weren't for sale...

Q: Will top access road connect through to John Street?

A: No, in the future he may expand Vista Drive past John Street possibly.

Q: In regards to Gastineau Elementary, concerns with enrollment of additional children- the school should be able to accommodate another 20 students. However, can the TIA include school crossings?

C/Q: It was stated earlier in the presentation that this location was chosen because it was close to places of employment, but all examples used were close to Lemon Creek. That's not a valid reason for using this land.

A: It'd be great if we were closer to those examples, but we're doing the best we can with what we have available.

C: Yes, TSAs can't be this far away from the airport. Are the people that you're targeting really able to live here?

The developers then mentioned that they anticipate that their reservation list will be full before the project is complete and a wait list will be in order- this is a high demand type of housing that will be used.

C: It doesn't matter about the reservation list and wait list; housing is needed in Juneau. What the main concerns are is the location and the safety of residents.

Q: With low-income housing, problems will happen. How are these people with minimal income supposed to pay for these types of problems (weather, etc)? They might ruin the neighborhood.

A: The owners of these types of projects are primarily large, corporate owners (VOA included), and they insist on certain amounts of reserved funds to be set aside for those types of situations

Q: Will there be a subdivision of this property?

A: There will be a minor subdivision, or it may already be in progress. This type of subdivision is done in-house, with the CBJ, a surveyor, etc.

Q: Will the TIA include Douglas Highway? How will this area accommodate the extra cars? There is already so much spill over parking that is blocking main tenants on the highway. (Mention of this area being one of the biggest issues in morning/afternoon traffic was brought up)

A: The TIA should include Douglas Highway. The true bottleneck of traffic has been found to be 10<sup>th</sup> and Egan.

Q: Why has this site been abandoned two times?

A: In 1996 we believe it has to do with the economic downturn. Second, the last group from Montana couldn't get the tax credits that VOA has managed to obtain; meaning they had no funding.

Q: In regards to tenants, VOA mentioned that there could be housing for homeless veterans included in this project...

A: No, that was an example of types of housing that VOA has provided in the past; it is not applicable to this project.

Q: Regarding the rent schedule that was posted, did that include subsidized credits already or not?

A: This is income based housing with low income tax credits; not subsidized credits. As a non-profit business, can lose tax credits if we rent to residents that do not qualify to live in these types of establishments. We will do our research to ensure they can pay their rent. Rent for the units will be based on a sliding scale that is income dependent. This is not subsidized housing. Applicants must pass a background check and cannot have criminal history, decent to good credit standing. 15 units will be rented at the market rate. The majority will be designated for people with disabilities.

Beth then interjected to ask what you'd have to show to qualify; proof of income.

C/Q: At Forest Edge Condos, we had to pay a \$8,000 each for assessments for our steep slope; income based housing tenants won't be able to afford something like that- what will this area look like without necessary income and attention?

A: VOA explained that low income tax credit programs are backed by large institutions such as banks and there will be \$400,000 in reserve. VOA also provides financial support. The developer reiterated that the new design is more stable because foundations will not be fill but native soil.

C: There are so many safety concerns to include with a higher volume of traffic; bicycles, pedestrians, cars, strollers, driveways, etc. We need the people evaluating the type of traffic to really experience what happens in this area.

C: We should lower the speed limit in these areas.

Q: Why is the project applying for two Conditional Use Permits if only one is funded? Shouldn't they wait?

A: BM - TIA and Hillside endorsement addresses both sites, but if substantial work hasn't been completed within 18 months of CU issuance it expires or the applicant can apply for an extension.

Q: Is there a likelihood of abandonment with this project?

A: No, we hope to break ground in March.

Q: Who pays for new roads?

A: The developer is paying for an access point.

BM closed the meeting with discussing the next steps. She explained case is tentatively scheduled for 10/22. Questions and comments for the staff report could be directed to her by 10/15. Comments received after that date would not be addressed in the staff report, but given to the Planning Commission.



## Beth McKibben

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**From:** Heidemann, Marie E (DOT) <marie.heidemann@alaska.gov>  
**Sent:** Friday, October 11, 2013 3:40 PM  
**To:** Beth McKibben  
**Cc:** Epstein, David B (DOT)  
**Subject:** RE: part 2 of review requested USE20130032 and USE20130033

Beth,

I did send this TIA out to several folks in our building. I haven't received comments, though it may not have been clear that comments were requested. In light of your follow up email to David Epstein, I was able to round up the following:

Traffic/Safety - I have reviewed Kittleson's TIA and have no objections or comments. The sight distance to the right on the Vista approach to Douglas Highway should be verified.

**David B. Epstein, P.E.**  
Regional Traffic and Safety Engineer  
Alaska DOT&PF – Southeast Region  
907-465-4483 office / 907-209-7995 cell  
Email: [david.epstein@alaska.gov](mailto:david.epstein@alaska.gov)

From a planning perspective, I would recommend that the developer consider whether it is possible to make a non-motorized connection to the Crow Hill/Great Western residential areas. This would facilitate more safe options for children to walk to school and is compatible with several CBJ plans that indicate a desire to connect neighborhoods.

Thanks for the opportunity to comment.

*Marie Heidemann*  
Transportation Planner  
State of Alaska DOT&PF - Southeast Region  
Phone: (907)-465-1775

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**From:** Beth McKibben [[mailto:Beth\\_McKibben@ci.juneau.ak.us](mailto:Beth_McKibben@ci.juneau.ak.us)]  
**Sent:** Friday, October 04, 2013 4:51 PM  
**To:** Dan Jager; Ron King; Charlie Ford; Brent Fischer; John Kern; Marlene Love; Dave Crabtree; Ken Huddlestun; Kirk Duncan; Tony Stoinich; Bryce A. Johnson; Ed Mercer; Greg Chaney; Wanstall, Sally S (DEC); Heidemann, Marie E (DOT); Timothy, Jackie L (DFG); Darrell Wetherall ([Darrell.Wetherall@aelp.com](mailto:Darrell.Wetherall@aelp.com)); [eric.eriksen@aelp.com](mailto:eric.eriksen@aelp.com)  
**Subject:** part 2 of review requested USE20130032 and USE20130033

Beth McKibben, AICP  
Senior Planner, CDD  
City & Borough of Juneau  
(907)586-0465 phone  
(907)5863365 FAX



Please consider the environment before printing this email.

## Beth McKibben

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**From:** Robert Kniefel <rkniefel@kittelson.com>  
**Sent:** Tuesday, October 15, 2013 2:18 AM  
**To:** Beth McKibben  
**Cc:** glenn.gellert@gmail.com  
**Subject:** RE: Vista Drive Project

Thanks for providing me the opportunity to provide comment on the letter from Mr. Cole.

- Delay time at intersection - My observations were taken during the AM and PM peak hours with the maximum delay of 8 secs in the afternoon peak hour.
- Vehicle sight distance coming from Lawson Creek - As noted in the report, the physical dimensions meet the standards from ADOTPF . It was noted in the report that some brush had grown on the west side of the roadway which partially impeded the view to the south from the Vista Drive intersection. It was recommended the brush be removed from the sight lines.
- School Bus pullout – The school bus stop recommendations from ADOTPF actually want the school bus to stop in the travelled way in order to stop vehicles in both directions to provide for a safe movement of school children across the roadway.

Please let me know if you need any additional input.

Bob Kniefel PE  
Senior Engineer  
Kittelson and Associates

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**From:** Beth McKibben [[mailto:Beth\\_McKibben@ci.juneau.ak.us](mailto:Beth_McKibben@ci.juneau.ak.us)]  
**Sent:** Monday, October 14, 2013 10:06 AM  
**To:** Robert Kniefel  
**Subject:** RE: Vista Drive Project

ASAP  
End of day Tuesday will work

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**From:** Robert Kniefel [<mailto:rkniefel@kittelson.com>]  
**Sent:** Monday, October 14, 2013 9:22 AM  
**To:** Beth McKibben  
**Cc:** [gjenkins@dowlhkm.com](mailto:gjenkins@dowlhkm.com); [glenn.gellert@gmail.com](mailto:glenn.gellert@gmail.com)  
**Subject:** RE: Vista Drive Project

What is your timeframe to have the responses back to you?

Bob Kniefel

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**From:** Beth McKibben [[mailto:Beth\\_McKibben@ci.juneau.ak.us](mailto:Beth_McKibben@ci.juneau.ak.us)]  
**Sent:** Monday, October 14, 2013 9:07 AM  
**To:** Robert Kniefel  
**Cc:** [gjenkins@dowlhkm.com](mailto:gjenkins@dowlhkm.com); [glenn.gellert@gmail.com](mailto:glenn.gellert@gmail.com)  
**Subject:** FW: Vista Drive Project

It would be helpful to have these comments addressed prior to publishing the staff report. Thanks

**Attachment F**

# MEMORANDUM

## CITY/BOROUGH OF JUNEAU

155 South Seward Street, Juneau, Alaska 99801

**TO:** Beth Mckibben, CDD

**DATE:** October 15, 2013

**FROM:** Ron King, General Engineering *RD King*

**FILE:** USE2013-33(1)  
VOA JUNEAU 1 HOUSING  
HILLSIDE DEVELOPMENT

### REVIEW COMMENTS

I have reviewed the submittals that accompany the Development Permit application finding the application complete and compliant with ARTICLE II, HILLSIDE DEVELOPMENT fulfilling the requirements as listed under:

PURPOSES 49.70.200. The purposes of this article are to:

- (1) Ensure that hillside development provides erosion and drainage control to protect adjoining parcels;
- (2) Protect waterways from sedimentation and pollution;
- (3) Minimize injury or damage to people or property from natural or artificial hazards in hillside development; and
- (4) Minimize any adverse aesthetic impact of hillside development.

COMMENTS; The project as submitted will be reviewed as one project that includes both phases. It is important to review this project in it's entirety as both phases must be constructed in harmony to meet requirements. However if only Phase I is constructed as a stand alone it will meet the requirements for Hillside Endorsement.

- (1) The civil design provides erosion and drainage control by the use of underground storm drainage system, filter strips, bioswales and energy dissipation devices. The features have been designed in accordance with the CBJ Manual of Stormwater Best Management Practices (SMBMP) and Title 19.12.120 Erosion control & stormwater quality. Based on the stormwater calculations submitted by the engineer the system has the capacity to function properly during heavy rain events.
- (2) Waterways will be protected from sedimentation and pollution during construction by the use of temporary erosion control devices that will add additional protection as required by the CBJ SMBMP.
- (3) The site design as presented is based on geotech analysis and engineering modeling required for a hillside development and does not present any additional hazards that may cause damage or injury.
- (4) The site preserves approximately 25% of the existing trees which minimizes the aesthetic impact from the existing dwelling units below the site.

The roadway section as designed meets CBJ Standards to allow for CBJ Street maintenance once a right of way is dedicated. However CBJ Engineering is suggesting a revision to the typical section.

The submitted roadway typical section delineates curb-gutter on each side of the roadway and sidewalk on one side. The road will be extended beyond the entrance of the last building to construct an approved hammer head that meets the requirements of the IFC for fire apparatus access. A request from CBJ Engineering is to modify the typical section to eliminate the curb-gutter and drainage structures on the south side of the new roadway. These items will be replaced with bio swales, cross culverts and dissipation devices that naturally treats the runoff before entering the Lawson Creek Drainage. Reasons for the change are as follows:

*October 17, 2013*

- 1) Drainage from the new roadway can be directed into the bioswale, treated and dispersed into the existing Lawson Creek drainage. This will eliminate most of the collected roadway runoff from the enclosed drainage system lessening the impact to the existing oil water separator at Douglas Highway.
- 2) The bioswale will be used as snow storage during CBJ plowing operations.
- 3) Deleting the cost of the curb-gutter and underground drainage will provide savings to the overall project.

In summary the submittal as presented is accepted as meeting the requirements of ARTICLE II, HILLSIDE DEVELOPMENT.