

PRELIMINARY HILL 560 CONCEPTUAL DEVELOPMENT PLAN

11. RECOMMENDATIONS

Following are recommendations for CBJ's and SOLM's consideration:

11.1 Obtain additional topographic information

In any development scenario, it is important to know if Road "E" could be developed from the Glacier Highway through to Mendenhall Back Loop Road. If it is not feasible (or feasible at a very high cost) further consideration of the upper Areas could be discarded, simplifying possibilities. This road is the key to developing the remainder of the subdivision. We recommend a design survey and some preliminary engineering in the near future.

For actual subdivision design, a complete topographic design survey will be necessary so that plan and profile sheets can be prepared for roads, water and sewer lines, and so that drainage, driveway, and hillside development issues can be resolved.

11.2 Obtain soils information

The wetland areas need to be accurately identified. This could be done in conjunction with the road alignment/lot configuration topographic survey. It is possible to do some of the wetland delineation work with the Pathfinder.

A detailed soils investigation is needed for road and lot design and for developing reliable estimates of the excavation requirements for a project. Test holes would be spaced at approximately 500 feet on-center along the street right of way, and a technician would log each hole. Representative samples would be taken from the different soil layers encountered. The samples will be analyzed in the lab if necessary to determine moisture content, particle size gradation, silt content, and frost susceptibility. This should be done concurrently with the detailed topographic survey.

11.3 Land Acquisition

As discussed in Section 7.7, acquisition of the following parcels may assist in making the project viable. If the Toner-Nordling Montana Creek Corridor is an option, then they definitely need to be purchased.

- Tract A, U.S. Survey 1041
- A portion of the U.S. Survey 1041 Fraction

Some small parcel of land may have to be purchased to improve approach angles onto the Glacier Highway and Back Loop Road.

11.4 Evaluate Montana Creek Road Corridor Concurrently with this Project

As discussed in Section 7.6, the concept of a Montana Creek Road Corridor should be revisited in conjunction with this development. Prior to finalizing development plans, it is strongly recommended that the proposed Toner-Nordling Arterial along Montana Creek be resolved one way or the other as this arterial has a significant affect on the design of the subdivision, particularly in Area "C" (Blocks 1 and 2), and to a lesser extent, Area "B" (Blocks 3 and 4), and access.

11.5 Determine the Landward Boundary of the Open Space easement

We assume the intent of the Open Space easement is to protect the view shed from across Auke Lake and to protect the ancient protected forest along the base of Hill 560. This will require site inspection and topographic information as well as input from the CBJ and should be done early in the project development.

11.6 Consider Phased Development

Geographically, there are several optimal development scenarios. One is to build in five phases beginning in Areas "A-C" (Blocks 1-6)*, then Area "H" (Blocks 17-19), and then split the remaining Areas into thirds according to natural lines and develop in three consecutive years. Considering the demand for housing, Areas "A-C" and "H" (Blocks 1-6 and 17-19) could be developed with areas zoned for high-level condominiums or other multiple family dwellings.

A compelling scenario is to develop Area "H" (Blocks 17-19) (or further) as soon as possible to help relieve the tight real estate market. This can be done because sewer and water are already adjacent to the subdivision.

Some of the advantages of phase development are:

- Less money is tied up in development for a quicker return on investment.
- There is greater potential for reimbursement on the cost of the electrical and telecommunications hardware.
- The market is not flooded with new lots driving the price of existing lots down.

The disadvantages are:

- Some fixed costs of development cannot be phased, such as those associated with survey and engineering design, which must consider the whole subdivision development.
- The economy of scale in the survey, engineering, project management, and construction costs are lost.

* Items in () are from the preliminary Master Plan developed in the first submittal and attached in the back.

Although the Juneau platting regulations do not address the details of phase development, it could be done either of two ways:

- 1] Prepare a Master Plan and develop the subdivision in phases according to that Master Plan. The Mat-Su Borough, for example, has a 5-year sunset on a Master Plan. At the end of that period, the developer must attend a hearing of the planning commission on the Plan. At the hearing, he should be prepared to show some progress or state the reasons why progress has not occurred. If there have been major changes in the design standards or planning concepts within the Borough and the Borough can show good cause, the plan may be amended.
- 2] Subdivide each phase in sequence and place the remaining property into Tracts.

Determining the phasing, timing, and number of lots and boundaries involves marketing and political strategy that is beyond the scope of this report.

11.7 Consider Re-zoning Options

The Property is zoned for single-family dwellings and duplexes only. While the Master Plan is consistent with the zoning designation, it does not address the need for housing at all levels. According to the 1999 Land Management Plan: "There remains a significant need for affordable housing, because most of the housing being produced today exceeds what is considered affordable for low and moderate-income households." The biggest shortages were noted as being single-family houses selling for \$160,000 or less and multi-family housing units at \$65,000 or less. A 1997 socioeconomic study by Reed Hansen and Associates found a strong preference for single family and zero-lot units by those seeking affordable housing.

SOLM and CBJ may wish to consider how these demands could best be met, beginning with a petition to re-zone at least a portion of the Property. If zero-lot or multi-family units (condominiums, e.g.) are considered, proposals from interested developers could be solicited.

11.8 Consider Non-residential Uses

Some sites within the development may warrant non-residential development.

Glacier View Knob off of Road "E" is situated on a ridge that terminates on an impressive promontory overlooking the Mendenhall Valley, with vistas down the Gastineau Channel and up to the Mendenhall Glacier (see Photos "F-H"). This area could be considered for such development as an overlook and visitors' center, a restaurant, lodge, or some combination thereof. Whatever it is will have to compete with the fact that these lots are worth a significant amount of money (\$150,000 to \$200,000 or more).

There are two other potential sites to consider for alternative development on knobs at the northern end of the Property.

11.9 No Development or Partial Development Options

If the construction of the critical Road "E" is not feasible for a high volume road, then one has to consider alternate uses for the upper portion of the property. The increased elevation and rolling level terrain could provide approximately 15 km or more of cross-country ski trails. A more mountain type road could be built to access the knoll discussed above and a trailhead developed. This low development option would enhance the Universities' environment and view shed, but at a price:

- The University needs to make money from its lands; CBJ should offer to purchase the property if it is going to develop the upper areas as a park.
- CBJ needs to have building lots available for future growth, losing the upper portion of the Property to a park will remove up to 67% of prime developable land from future inventory.

The two lower areas on the north and the south do not require such large outlays of capital because of reduced costs for road construction, water and sewer. The amount of traffic generated by those areas may be capable of being absorbed by the existing infrastructure without major changes. There would still be a requirement for topographic survey to determine the limits of development.

11.10 PUDs

The idea behind a PUD is to group housing and create larger areas of open space. Designing a PUD into this subdivision is an attractive idea, however, much of the terrain in this development is not friendly to PUD's. A glance at the preliminary Master Plan would show that traffic circulation is already a problem. Additionally, there already is a large amount of green space and open areas surrounding developed areas. Areas "B", "C", and possibly "H" could possibly entertain a PUD development.

11.11 Misc. Considerations

- "Hill 560" is an arbitrary name derived from the USGS map. CBJ and SOLM may wish to rename "Hill 560" as part of their review comments.
- CBJ and SOLM need to resolve development vs. environment conflicts and then prioritize their needs.
- CBJ and SOLM will need to work out details of their business partnership, such as how costs and returns would be shared.
- The "Open Space" easement should be platted as a tract or an easement.