



City and Borough of Juneau
 City & Borough Manager's Office
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TO: Deputy Mayor Gladyszewski and Assembly COW

February 26, 2020

FROM: Rorie Watt, City Manager

RE: Archipelago Development....Parking Variance....Parking Code

On February 18th, we received the attached letter from Mr. Kuhar of the Morris group regarding their rejected request for a parking variance. As noted in the letter, the applicant has stated that they do not intend to appeal the decision.

By considering this issue before the 20 day appeal period is over, if the applicant reverses course and appeals, and the Assembly takes up the issue now, the Assembly likely may not be able to hear an appeal at a later date. As a practical matter, the applicant greatly desires that the Assembly take the parking code up as a possible code amendment. In their letter, they note that the timing of appeals is not at all favorable or helpful. Moreover, there is little to no sense that the Commission ruled improperly. The applicant, staff and the Commission recognize that CBJ code likely needs adjustment.

The fundamental question that the Assembly is being asked to consider is whether or not the parking requirements are appropriate and equitable. If the Assembly desires to change those requirements, then in accordance with 49.10.170 (d), the Planning Commission must advise the Assembly.

Parking issues are never easy - parking is land intensive and usually costly. In considering parking policy, the following issues have to be weighed:

A. Appropriate requirements for new development.

Over time, Assemblies have found that lesser parking requirements are necessary and appropriate for downtown developments. The attached PD-1 and PD-2 Parking Districts are zoning overlays that allow for 60% and 30% parking reduction (as compared to the borough wide requirements) because the desired model of development downtown was determined to be different than that of a residential neighborhood, or a commercial shopping retailer (examples include Mendenhall Valley neighborhoods, or grocery stores).

Even with these overlay reductions in place, at a later date the Assembly still found in 2006 that downtown development was still too difficult and authorized the Fee-In-Lieu District overlay. The FIL allows a developer to pay cash as an alternate to providing parking. When the Assembly adopted this code section, they did so partly because developers could not realistically develop without creative "solutions" like the shuttles to the rock dump that Mr. Kuhar mentions.

Even with both of these parking relaxations, there has been limited new development over the past 20 years.

B. Lack of historical requirements.

Numerous properties were developed without parking. The existing City Hall and the Front Street businesses are good examples. Both City Hall and Front Street rely upon

public on-street parking, and public garage parking. Neither City Hall, nor Front Street, provide parking or contributed through a FIL measure (which was implemented after the facilities were constructed).

Other properties have developed by claiming existing parking. The SHI Soboleff center is a good example. When it was constructed, it satisfied the parking code by allocating space across the street Sealaska Building parking lot. Because of the applicant's ownership circumstances, the code requirement was minimally satisfied in a manner that did not create or fund new parking.

C. Development Goals.

In making parking decisions, the Assembly can steer development patterns. If provision of parking is important, require it. If greater pedestrian orientation is desired, then we should incentivize it.

There is a valid argument that the most appreciated portions of downtown were developed before there were parking requirements and that imposition of parking requirements has dis-incentivized that type of investment. That argument has to be balanced against a secondary argument – that downtown property receives valuable commerce and those owners should contribute to the greater parking good. And again, a counter balancing argument that downtown properties are valuable, pay large property tax and are hard to operate (because they don't control their parking and have places for useful things like garbage cans, fuel tanks, dedicated customer parking...).

There is no one right answer, this is a difficult issue and the Assembly has to balance competing interests.

Recommendations:

Parking is a weedy and difficult issue. CDD staff and the Planning Commission are the best part of the CBJ to work on possible changes.

1. Forward consideration of parking code amendments to the Planning Commission.
2. Direct CDD and Planning Commission to only work on the issue globally, for all of downtown, not specifically for Archipelago development.
3. Ask the Planning Commission to invite code amendment comments from the public.
4. Tonight or at a later date, consider providing some guidance to CDD or the Planning Commission.

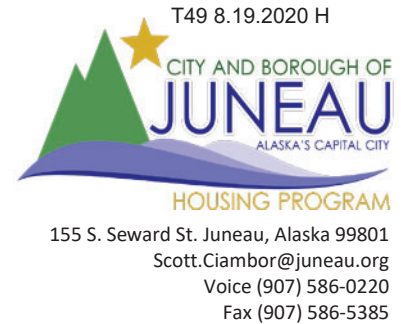
Advisory Notes:

- A. When the Assembly considers means to incentivize housing downtown, please be advised that a very likely and obvious recommendation will be to greatly reduce the parking requirement for housing (new or renovated), perhaps to zero.
- B. The Morris group is anxious and wants to proceed with their development. I have counseled patience, the Assembly could ask CDD and the Planning Commission to prioritize this issue.

Planning Commission
49.10.170 - Duties.

(d) Development code amendments. The commission shall make recommendations to the assembly on all proposed amendments to this title, zonings and rezonings, indicating compliance with the provisions of this title and the comprehensive plan.

MEMORANDUM



Date: August 10, 2020

TO: Lands Committee

CC: Public Works & Facilities Committee

FROM:

Jill Maclean, Director, Community Development Department, AICP

Scott Ciambor, Chief Housing Officer 

Re: Upstairs Downtown Housing Inventory, Downtown Parking & Tax Abatement

Dear Lands Committee:

The goal of encouraging more development – both residential and commercial - in downtown has been a long-standing priority, most recently identified in the Juneau Economic Development Plan and the Housing Action Plan, and is currently under discussion in Blueprint Downtown Juneau.

Upstairs Downtown Housing Inventory

At the [March 2, 2020 Lands Committee meeting](#), CBJ staff presented the Upstairs Downtown Housing Inventory Story Map to visualize the challenges to residential and commercial development in the downtown.

Key points from the Upstairs Downtown Housing Inventory Story Map exercise include:

- Only 181 housing units in the study area;
 - 37 short-term rentals currently registered on AirBNB/VRBO; total employee assisted housing (seasonal rentals for employees) is unknown;
- Study area has the characteristics of a business district: 100 business/government use building vs. 37 residential Creating a downtown mainly populated 9am to 5pm;
- Age demographics in downtown housing are 18-49 (2010 census).
- Zero housing units developed in the study area since 2017;
- Age and condition of the buildings are a pro and a con - expensive to rehabilitate or convert to housing, providing character and maybe Historic Tax Credit grant eligible;
- 79% of the properties are locally owned; and
- Significant barriers to development include hazard zones, parking regulations and management.

Municipal Tools to Bridge the Financing Gap and Promote Downtown Development

Municipalities have numerous tools to encourage development. Each of following are listed in either the Juneau Economic Development Plan or the Housing Action Plan.

- Parking
 - Lower / zero parking requirements
 - Eliminate fee-in-lieu payments
 - Cover costs of parking

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- Downtown Tax Abatement
- Grant Programs
 - Juneau Affordable Housing Fund
 - Upstairs Downtown Grant Program (eligibility: units of new development, code compliance)
- Loans
- Provide Land for Development

Repeatedly, property owners and developers have expressed that it is cost prohibitive to develop downtown and create additional housing downtown or commercial developments, unless one of more of the previous incentives are implemented and, in the case of parking, eliminated.

A partial list of housing incentive requests was gathered for the August 9, 2018 COW meeting. ([Attachment A: Housing Incentives request 2016-2018](#))

Downtown Parking Regulations

Although it may not be apparent at first glance, many of the 2020 Assembly Goals revolve around land use. Land use codes, including parking regulations, can either be tools for development—or challenges. Either way, they shape our community. In a place such as Juneau, where costs to development are high and construction is complicated due to climate and terrain, the CBJ should eliminate the obstacles that it has control of, while balancing the needs of surrounding neighborhoods, to revitalize and incentivize a seven-day a week, year-long vibrant downtown.

Many communities recognize that parking should be market driven with the belief that a developer will not intentionally set their development up for failure by not providing enough parking. If the necessary land is not available for their needs, they will choose another location. Developers opting for downtown development seek out opportunities that are supported by a walkable, vibrant, pedestrian-friendly areas that are not vehicle-centric.

Parking regulations in downtown are contrary to many adopted plans—yet it is one area that CBJ has complete control of. A majority of downtown was developed prior to the automobile, and the Parking 1 (PD1), Parking 2 (PD2) and Fee-in-Lieu Districts (FIL) were created to off-set the requirement of providing off-street parking recognizing that it was not possible without demolishing many buildings. Without relief, many buildings would sit vacant. As time as shown, the relief provided is not enough for infill development and expansions. Further, these districts are inequitable—changes in use are not required to pay FIL or provide parking; yet a new development and expansions are required to.

Since Fee-in-Lieu was adopted in October 2006, only 4 developments have been required to pay for a total of \$175,904. Yet, how many changes of use or expansions within a building have occurred in these 14 years that have not provided parking for intensified uses?

CBJ has complete control of parking—and the ability to make change easily.

Downtown Housing Tax Abatement

A 2020 Assembly Goal is to “develop downtown housing incentives including tax abatement”.

Since the passage of Alaska SB 100 that gave municipalities the option to provide tax exemption or deferral for economic development property in 2017, the Assembly has discussed utilizing this tool on numerous occasions as it pertains to housing development.

Initial research on the application of SB100 and Housing Tax Exemption program was provided to the [Assembly Finance Committee on April 18, 2018](#). A table of examples from Washington State, Oregon ,and New York were included.

Property Tax Abatement for Senior Housing

At the [April 29, 2019](#) , [May 20, 2019](#), and [June 10, 2019 COW meeting](#), essential terms for tax abatement that would meet a variety of housing needs was discussed. (Downtown, senior, and workforce housing) This led to the introduction and passage of [Ordinance 2019-23](#), An Ordinance Providing for a Property Tax Abatement Program to Incentivize the Development of Assisted Living for Senior Citizens.

Anchorage Tax Incentives for Housing – January 2019

The municipality of Anchorage put into place Ord. No. 2019-12 to incentivize housing development for projects. A summary of the program including description of units created is included in a separate memo in this packet.

Draft language for a CBJ Downtown Housing Tax Abatement Program

The Lands Committee requested draft ordinance language for a Downtown Housing Tax Abatement program at the March 02, 2020 meeting. Terms in the draft ordinance are similar to the Anchorage program. (New units over four, time period of 12 years, tax exemption that applies to building/not the land).

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE**

March 2, 2020, 6:00 PM.
Assembly Chambers - Municipal Building

MINUTES

I. ROLL CALL

Deputy Mayor Maria Gladziszewski called the meeting to order at 6:02 p.m. in the Assembly Chambers.

Assemblymembers Present: Mayor Weldon (telephonic), Maria Gladziszewski, Loren Jones, Rob Edwardson, Wade Bryson, Carole Triem, Alicia Hughes-Skandijs, Michelle Hale and Greg Smith (telephonic)

Assemblymembers Absent: None.

Staff present: City Manager Rorie Watt, Deputy City Manager Mila Cosgrove, Municipal Clerk Beth McEwen, Chief Housing Officer Scott Ciambor, Finance Director Jeff Rogers, Public Works & Facilities Interim Director Robert Barr, Port Director Carl Uchytel, Community Development Director Jill Maclean, CDD Planner Beth McKibben, CDD Planner Irene Gallion, Museum Director Beth Weigel, Museum Public Programs Coordinator Elissa Borges

II. APPROVAL OF AGENDA

The agenda was approved as presented.

III. APPROVAL OF MINUTES

A. January 6, 2020 Assembly Committee of the Whole Draft Minutes

MOTION by Ms. Triem to approve the minutes of the January 6, 2020 Assembly Committee of the Whole meeting and asked for unanimous consent. *There being no objection, the minutes were approved.*

B. February 10, 2020 Assembly Committee of the Whole Draft Minutes

MOTION by Ms. Hale to approve the minutes of the January 6, 2020 Assembly Committee of the Whole meeting and asked for unanimous consent. *There being no objection, the minutes were approved.*

IV. AGENDA TOPICS

A. Affordable Housing Fund Process

Chief Housing Officer Scott Ciambor gave a presentation on the Affordable Housing Fund Program. The packet contained a memo from Mr. Ciambor setting out three decisions the Assembly should consider in order to fully implement the JAHF program.

- 1) Determine the funding amount available for the initial competitive round;
- 2) Confirm a timetable for Round One; and
- 3) Confirm a review committee structure.

Mr. Ciambor answered questions from Assemblymembers regarding various aspects of the program, terminology, and fund amounts and who would be eligible to receive the grants.

Mr. Jones said that the Assembly has not really had a chance to discuss the details and one of those details is the grant amount of \$50,000.

Assemblymembers then discussed the JAHF program proposals, grant amounts, the competition, the use of funds and leveraging dollars, who was eligible to apply and what that might look like.

MOTION #1 by Mr. Jones to accept the \$50,000 grant level provided the first year of the program was limited for downtown housing only.

ROLL CALL VOTE on Motion #1:

Ayes: Jones, Bryson

Nays: Edwardson, Hale, Hughes-Skandijs, Smith, Triem, Gladziszewski, Weldon

Motion failed 2 Ayes:7 Nays

Additional discussion took place on the program, and whether the downtown area should be prioritized over other areas of town.

MOTION #2 by Ms. Triem to add downtown housing to the list of priorities in the evaluation criteria as found on packet page 23 and add a new bullet item for Box #2 on the scoring sheet as downtown housing.

Ms. Hale objected and said she thought they should try to let the process work without micromanaging a piece of it and not incentivize some areas of town over others. Additional discussion took place about what that might look like in the evaluation criteria and how the scoring might be changed.

ROLL CALL VOTE on Motion #2:

Ayes: Jones, Bryson, Hughes-Skandijs, Smith, Triem, Gladziszewski

Nays: Edwardson, Hale, Weldon

Motion passed 6 Ayes:3 Nays

They then went through the three decisions requested as follows (and found on page one of Mr. Ciambor's memo - packet page #13).

1) Determine the funding amount available for the initial competitive round. As of July 1, 2020, the Juneau Affordable Housing Fund will have \$1,325,400 available for use toward the creation of the affordable and workforce housing units in the City and Borough of Juneau. *This amount was affirmed by unanimous consent.*

2) Confirm a timetable for Round One. Staff recommended establishing an annual competition timeline similar to other CBJ processes for grant funding, like the CDD Block Grant process and would begin July 2020. Discussion took place regarding the reasoning behind the timing/calendar. They agreed that the consistency piece is the most important. *The timetable referenced in the memo passed by unanimous consent.*

3) Confirm a review committee structure. Ms. Gladziszewski noted that Mr. Ciambor's memo suggested the committee would include one member of the local housing development or banking community who is not associated with any potential JAHF applications to assist in ranking and review of applications.

MOTION #3 by Mayor Weldon that the review committee include staff plus two people - 1

representative from the local housing development community, 1 member of the banking community.

Objection by Ms. Hale who said that Mr. Ciambor ran the senior housing proposal through an internal staff review process.

Mr. Ciambor said there are a number of ways they could review this. It could be done through a staff review process similar to the Community Development Block Grant review process or it could be done with a small committee with members from the banking and housing development community on the committee.

The committee then discussed the terminology related to the types of bankers and/or those familiar with real estate. The committee asked the Mayor for clarification on the intent of her motion. Mayor Weldon clarified that she preferred one member to come from the local housing development community and one member from the banking community as they would have experience with local housing and local banking knowledge.

Mr. Edwardson said he didn't object but that there are a lot of different flavors of bankers and asked if it should be specified that it should be someone familiar with commercial and residential construction for banking. Mayor Weldon said that is what she was assuming and would include that in her motion. Mr. Bryson clarified that "commercial lenders" is the terminology the Mayor was searching for. *Hearing no objection, that motion, as clarified, passed by unanimous consent.*

MOTION #4 by Ms. Triem that the Committee of the Whole forward to the Assembly Finance Committee a recommendation of expending \$525,400 in the first year of the Affordable Housing Fund grants. *Hearing no objection, that motion passed by unanimous consent.*

B. Franklin Dock

Mr. Watt gave a presentation regarding the Franklin Dock Proposed Floating Berth and Seawalk Negotiation. Ms. Gladyszewski asked the Manager to explain what action was needed from the committee at this time.

Mr. Watt explained that the following actions needed to occur:

- 1) An ordinance drafted allowing Mr. Stoops to lease the tidelands for the construction of the floating berth.
- 2) Assembly to pass a motion authorizing the Manager to negotiate with Mr. Stoops re: Seawalk.
- 3) Answer the question of whether the Assembly is interested in leasing or trading the National Guard dock facility to Mr. Stoops.

Mr. Watt explained that on the tidelands that we own, we are restricted from selling them but we can lease them. Mr. Stoops owns tidelands "fee simple" due to grandfathered rights prior to statehood. Mr. Watt then proceeded to answer many questions from the Assembly and Assemblymembers discussed the various aspects of the ordinance, motion, and negotiation requests above.

Mr. Uchytel then provided additional detailed information about the National Guard dock, its present uses, the status of the uplands and the opportunity to negotiate for the seawalk if new infrastructure and new access was added.

Additional discussion took place re: uplands needs as well as the action the Assembly is being asked to take. Members stated that they would favor splitting the questions (1-3 above) apart and taking them up as individual actions.

MOTION #1 by Mr. Edwardson to negotiate with the original proposer in their request to lease additional tidelands to the Franklin Dock to allow construction of a floating berth. *Hearing no*

objection, the motion passed by unanimous consent.

MOTION #2 by Mr. Edwardson to forward to the Assembly the recommendation that the Assembly directs the manager to negotiate with the original applicant for negotiation of easements to allow the extension of the waterfront seawalk.

AMENDMENT #1 by Ms. Triem that the negotiations would prohibit lightering from large cruise ships to the National Guard dock area.

Additional discussion then took place regarding the scope of what the negotiation might include and whether the National Guard Dock would be part of any negotiations.

The meeting took a brief at ease at 8:21 p.m.

Upon reconvening, Mr. Edwardson withdrew Motion #2 and reserved his right to bring it back up again after further discussion and clarification.

Ms. Gladziszewski invited Mr. Reed Stoops to come forward to provide information and answer questions of the Assembly. She then proceeded to ask Mr. Stoops if they have any specific plans for the National Guard Dock and/or the surrounding area. Mr. Stoops explained they don't have specific plans at this time. He said they are mainly looking to obtain it to allow for clear access to upland easements but also to allow for various possibilities in the future depending on the sizes of future ships and other future unknowns. Their priority issue at this time is the floating berth which was the first issue taken up by the committee. The other issue is related because it involved adjacent tidelands. The second issue isn't on the same timeline as the first issue.

Additional discussion took place regarding the process in CBJ Code and what the timelines would be involved as well as the public process involved and what the competitive process would be. They also discussed what the process and timelines would be for a lease from DNR. Mr. Watt said that he and Mr. Uchtyl have asked DNR those questions but have not received that information from DNR.

Assemblymembers expressed their concern regarding the public process and if other proposers might want to also negotiate for this area. They also expressed their concerns with respect to giving up control of part of the waterfront.

MOTION #2 by Mr. Edwardson to forward to the Assembly the recommendation that the Assembly direct the manager to negotiate with the original applicant for easements to allow the extension of the waterfront seawalk.

Ms. Gladziszewski asked Mr. Edwardson to clarify if his motion includes the National Guard Dock or not. Mr. Edwardson said it could or couldn't include the dock depending on what is in the best interest of CBJ during the negotiations. He said he would prefer to leave his motion as is but if someone wanted to amend it, that would be fine too.

Additional discussion took place with Ms. Hale expressing her concerns about process and that this was the first time they are hearing about this or receiving any information on this request. Mr. Edwardson clarified that the process is in the code and that in past instances of this process, while the Assembly passed a motion allowing the manager to enter into negotiations there was nothing in that process that committed the Assembly to final action if they didn't agree to what was negotiated. Other members then discussed the process as provided in the code as well as in the Assembly Rules of Procedure.

When asked, Mr. Edwardson clarified that his motion is to forward a recommendation to the Assembly at its meeting on March 16 to direct the manager to negotiate with the original applicant for easements to allow the extension of the waterfront seawalk.

ROLL CALL VOTE ON MOTION #2

Ayes: Edwardson, Bryson, Triem, Smith, Jones, Hughes-Skandijs, Weldon, Gladziszewski

Nays: Hale

Motion carried 8:1.

C. Morris Letter/Parking

Mr. Watt recognized Planning Commissioner Arndt for his stamina in sticking through the meeting. Mr. Watt recommended the Assembly forward this matter to the Planning Commission to work on with at least items 1-3 in his memo as follows:

1. Forward consideration of parking code amendments to the Planning Commission.
2. Direct CDD and Planning Commission to only work on the issue globally, for all of downtown, not specifically for Archipelago development.
3. Ask the Planning Commission to invite code amendment comments from the public.

Mr. Watt said he didn't think the Assembly was wanting to take the time at the late hour to begin tackling #4 which was "Tonight, or at a later date, consider providing some guidance to CDD or the Planning Commission."

Members then asked questions of Mr. Watt and also discussed some of the particulars with respect to the Archipelago process that had been before the Assembly prior to it going to the Planning Commission.

Ms. Hale said that she wanted to add an item #5 that any discussions involved with parking in the downtown area that provides for considerations of public transportation to be a key element in those provisions.

MOTION by Mayor Weldon for the Planning Commission to consider global parking code amendments with the opportunity for the public comment and ask them to prioritize this issue due to the time constraints. (Memo recommendations 1, 2, 3 & B)

AMENDMENT by Ms. Hale that the Planning Commission include public transit in their consideration for example, fee in lieu of parking applied towards Capital Transit.

Ms. Hale then simplified her amendment as follows:

AMENDMENT by Ms. Hale that the Planning Commission include considering public transit.

Mayor Weldon objected to the amendment. Ms. Weldon said she appreciates Ms. Hale's reasoning but she doesn't want to tie the Planning Commission to any restrictions in their consideration of this matter.

Mr. Jones expressed his concern that Ms. Hale's amendment would fall under #4 and they had agreed that they would not be taking up #4 at this time and he too would have a number of questions and suggestions when they take up #4. Other members also provided their comments on the timelines and process for when and how #4 and Assembly discussion on this might take place.

Ms. Hale clarified that her amendment was to provide the Planning Commission with the instructions to include improving public transit in their considerations of the parking issue.

ROLL CALL VOTE on Amendment

Ayes: Hale, Edwardson, Triem, Smith

Nays: Bryson, Hughes-Skandijs, Jones, Gladziszewski, Weldon

Motion failed 4:5

Ms. Gladziszewski asked if there was any objection to the main motion. Hearing none, the MOTION by Mayor Weldon for the Planning Commission to consider global parking code

amendments with the opportunity for the public comment and ask them to prioritize this issue due to the time constraints. (Memo recommendations 1, 2, 3 & B) passed by unanimous consent.

D. Museum Update

Mr. Watt said that the Assembly asked for an update on the Museum proposal. Mr. Watt provided two memos in the packet and explained the process on developing a campus plan similar to what was done at Dimond Park.

The committee had a lengthy discussion regarding the City Museum and the parking ramifications including the fee in lieu of process, the potential use of parking garages, public transit and all the interconnected pieces and challenges that might be faced if/when CBJ decides to develop any new structures in the downtown area such as the museum or a new City Hall.

MOTION by Mayor Weldon to forward the Museum Concept as a City Project Review to the Planning Commission for public comment and work down the funding steps as outlined in the Manager's memo.

Objection by Mr. Jones. Mr. Jones said that he is not in favor of spending any money on this project and there would not be anything to go to the Planning Commission unless there was funding provided to spend on a project that would be reviewed by the Planning Commission.

Additional discussion took place regarding funding needs for CBJ and Mr. Watt answered questions from the Assembly about process and potential funding sources and whether CBJ should be involved in this project at all.

Mayor Weldon said that while she appreciates the concerns members have raised, she was putting forward a motion to enable a process by which the public could weigh in on this concept and process.

Additional discussion took place on the public process of what may or may not go into that location.

ROLL CALL VOTE ON MOTION

Ayes: Weldon, Triem, Smith, Bryson

Nays: Edwardson, Hale, Hughes-Skandijs, Jones, Gladziszewski

Motion failed 4:5

Ms. Hale noted that the vote on this motion clearly demonstrates why they need to have the conversation regarding the second memo for the Assembly to meet with the Planning Commission to discuss the Downtown Infrastructure Plan Concept in April or when the Assembly receives an update from the Blueprint Downtown planning process.

MOTION by Mr. Smith that the Assembly direct staff to solicit ideas and public comment to determine the public's desire for development of CBJ's portion of the Archipelago Lot.

Mr. Jones objected for the same reasons he stated earlier.

Additional discussion took place about what giving direction or non-direction to staff would mean. Mr. Watt suggested the Assembly take his two memos and give them to the Blueprint Downtown and see what they come back to the Assembly with.

ROLL CALL VOTE ON MOTION

Ayes: Triem, Smith, Bryson, Hale, Hughes-Skandijs, Edwardson, Gladziszewski

Nays: Jones, Weldon

Motion passed 7:2

ADDITIONAL AGENDA ITEM:

Mr. Watt said in response to the Coronavirus issue, he is suggesting they hold a Special Assembly Committee of the Whole public information session on Monday, March 9 at 6p.m. which would be broadcast on KTOO. They would be inviting representatives from the hospital and Mr. Tibbles from CLIAA, to speak as a panel to the COW. Mr. Edwardson asked if anyone representing the US Coast Guard would be present. Mr. Watt said they were invited to participate in the radio spot earlier that day and they declined to participate and he didn't think they would be wanting to participate in the COW meeting.

Additional discussion took place regarding what CBJ could be doing to help coordinate the questions from the public and the various things that will need to be considered when the first cruise ships arrive. Ms. Hale said that this is an ever evolving issue and what might be appropriate today may not be an appropriate response tomorrow or a week from now.

Ms. Gladziszewski noted that if anyone from the Assembly or public had questions that they wanted addressed at that meeting to please forward them to the City Manager's office.

OTHER BUSINESS:

Ms. Cosgrove noted that Ms. Maclean had asked that the Assembly be reminded that there would be a meeting on Tuesday, March 10 at 5p.m. at which there would be a full recap of the Auke Bay Vision Plan and what they did in terms of public process for the rezoning.

Mr. Bryson said that the Full Assembly sitting as the Human Resources Committee needs to set a date for interviewing applicants for the Planning Commission. They set the meeting for April 30 at 5:30p.m.

Ms. Cosgrove reminded members to wear their Census Counts pins.

Ms. McEwen reminded members that there was a joint Assembly and Planning Commission meeting set for March 31 with start time to be announced.

V. ADJOURNMENT

There being no further business to come before the committee, the meeting was adjourned at 9:47 p.m.

*Respectfully submitted,
Beth McEwen, MMC
Municipal Clerk*