




(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

March 25, 2022

MEMO

From: Irene Gallion, Senior Planner 

To: Travis Arndt, Chair, Title 49 Committee

Through: Jill Maclean, AICP, Director
Scott Ciambor, Planning Manager

Case Number: AME2018 0004: Alternative Development Overlay District

RE: Proposed changes to Alternative Development Overlay District (ADOD) (emphasizing sight distance) and applicability of American Association of State Highway and Transportation Officials (AASHTO) standards

This memo outlines:

- Commissioner proposals for draft Alternative Development Overlay District (ADOD) code changes.
- Analysis of the application of American Association of State Highway and Transportation Officials (AASHTO) standards to the ADOD.

ADOD Code Changes

Attached are code review comments proposed by members of the Planning Commission. You will find:

Attachment A: A spreadsheet of comments received and, where possible, their resolution. Items highlighted in yellow seem to warrant further discussion.

Attachment B: Proposed edits from Paul Voelckers. Since he is the only one who provided edits to the code, we can use a pdf of his edits as the "opening position."

Attachment C: I've incorporated changes as needed into this version. I have provided a pdf copy so people can follow along with the changes, and a word version so people can play with the language.

Attachment D: Per a question from Commissioner Voelckers, I've provided the map of lots that are of size to subdivide under proposed code. Note that the lots above the blue line are in a severe hazard area and would not be sub-dividable under current code.

Attachment E: To clarify CDD processes, I've provided a copy of our Development Permit Application. This form accompanies every application. Applicants often apply for more than one permit at a time. This way the form can accompany each application through its process, and the information provided is consistent.

AASHTO Standards and the ADOD

Between projects on Calhoun Avenue, Harris Street and the ADOD, the role of the AASHTO standards and existing infrastructure is cloudy. In their Policy on Geometric Design of Highways and Streets (2018, 7th Edition), also known as the "Green Book," AASHTO acknowledges that the guidance is intended for new construction:

9.1 Introduction

The specific dimensional design criteria presented in this chapter are appropriate as a guide for new construction of intersections. Projects to improve existing intersections differ from new construction in that the performance of the existing intersection is known and can guide the design process. Features of existing design that are performing well may remain unchanged, while features that are performing poorly should be improved.

AASHTO further recognizes:

- Project purpose and need can be based on past performance data (Page 1-5).
- Projects need not address every aspect of poor performance. Purpose, need and limitations should be explicitly noted (Page 1-5).
- Reconstruction projects need flexibility to address corridor constraints (Page 1-29). Reconstruction is more difficult than new construction.
- Projects should not be undertaken merely to address AASHTO criteria. Projects should repair infrastructure, reduce operational challenges, or improve safety (Page 1-30).
- Existing geometric design can be retained unless (Page 1-31):
 - Crash history indicates a problem.
 - Traffic flow requires improvement.
- Design flexibility is used to meet current goals, not as an arbitrary way to continue current operations (Page 1-32).
- Design flexibility for existing roads can be based on performance (Page 1-33).
- Not all aspects of performance are quantifiable (Page 1-35). Qualitative performance can be considered.

CBJ code links waivers of street standards for road reconstruction to AASHTO standards (CBJ 49.35.240(i)(4):

- A) Roadway construction standards may be waived by the director if:
 - (iv) The proposed project complies with the American Association of State Highway and Transportation Officials' guidelines.

(B) Roadway construction standards may be waived by the commission if:

- (iv) Unique circumstances make compliance with the American Association of State Highway and Transportation Officials' guidelines unreasonable, and the commission requires sufficient safeguards to protect public health, safety, and welfare under the circumstances.

Staff suggests waivers for reconstruction of existing roads could be a Director decision, since AASHTO guidelines state that existing roads can use available operational data to guide the design process.

Staff suggests that AASHTO standards do not apply to ADOD because:

- Not all aspects of performance are quantifiable. Qualitative performance can be considered. There are no qualitative indicators that the ADOD as a whole has a menacing crash rate. Intersections can be addressed individually.
- The discussions on ADOD sight distances is anticipated to generate mitigations for infrastructure impacts on traffic operations.

ADOD Edits, T49 March 31. 2022

ATTACHMENT B From 2.22.2022 version				ATTACHMENT C Revised version						
#	Page	Line	49.70	Comment	Commenter	Page	Line	Citation	Response	Responder
1				Confirm that as currently drafted, subdivision would be allowed using included size requirements.	TA	4	21	1430(a)	Correct.	IMG
2				1. Min lot size vs no min lot size, allowing for subdivision: I understand the intention of eliminating lot size, making the existing substandard lots usable- but I am also concerned with the overall concept of in-fill, which I believe SHOULD be a priority for development within downtown. Thus I support the idea of retaining a min lot size if that allows for lots to subdivide down to the 3K minimum.	MC	4	21	1430(a)	As presented.	IMG
3				2. Sight Lines: I support Mr. Alper's general assertion that the AASHTO standards are incompatible with the ADOD with regard to sight lines. However, I am concerned about the idea of needing construction waivers with the 3 ft setbacks- that feels like a very compelling argument to increase the setbacks from 3ft, but not to the underlying district's 25ft. I have fewer concerns about the sight lines safety argument in the AASHTO discussion- between the low speed limits and narrow roadways, I believe traffic is calmed enough to dip below AASHTO. Mr. Chaney suggested 10ft, which seems reasonable, and there was some discussion about exempting corner lots. However, if 10ft would ensure that construction waivers were unnecessary, I would support that distance as the set back in the ADOD. If that doesn't get around the construction waiver issue, and the only choice is to go to 25ft, I support leaving the setbacks at 3ft and braving the waivers.	MC	5	25		20' radius proposed. Would be nice not to have a radius. Square? Exclusion box? Size?	
4				3. Parking Deck: I have no problem exempting the parking decks as unenclosed spaces.	MC	6	13	440(b)(3)	Done.	IMG
5	2	8	1400	change to residential only	PV	3	14	1410(a)	Changed - but I think T49 had intended this to apply to commercial as well	IMG
6	2	14	1410(a)	Change approval date	PV	3	15	1410(a)	Will be done when ordinance is updated	IMG
7	2	24	1410(f)	Are any parcels of significant size unsubdivided?	PV				There are some, but they seem to be currently in use or in a severe hazard area, which would preclude subdivision under current code. Attachment D.	IMG
8	3	10	1420(a)	Awkward, two parallel permits. Just one possible?	PV				This is consistent with our current practice. The DPA is submitted with any land use application. It includes contact information and permission of the property owner to proceed with the project. Applicants frequently have multiple permits to apply for - for instance, a building permit and an NCC. This way we can copy the DPA and each permit can follow its own process. Saves a little time for the applicant, and facilitates consistency. Attachment E.	IMG
9	3	17	1430	Move date information	PV	4	19	1430(a)	No longer applicable, as Law finds this arbitrary. Reverting to lot size proposed by T49	IMG
10	3	23	1430(a)(2)	Further?	PV	4	19	1430(a)	Comment no longer applicable, reverting to lot size proposed by T49.	IMG
11	4	5	1430(e)	Setbacks consistent with outslulation?	PV	8	17	1440(b)(5)	Included in exceptions, consistent with existing code 49.25.430(4)(O).	IMG
12	4	9	1430(e)(3)(A)	Sum of all setbacks equal to at least 20 feet - relative to min 50' D5, 40' D18	PV				?	

ATTACHMENT B From 2.22.2022 version				ATTACHMENT C Revised version						
#	Page	Line	49.70	Comment	Commenter	Page	Line	Citation	Response	Responder
13	4	10	1430(e)(3)(B)	Where is proportionally defined?	PV				It is not, it is a mathematical concept. Possible language might be modification of 49.25.430(4)(J), maybe...."Substandard lots. If the lot width is less than required, the corresponding setback sum may be reduced to the same percentage that the lot width bear to the ADOD requirements, except that in no case shall the setback sum be less than 12 feet, and in no case will an individual setback be less than three feet (figure depends on eventual setback)."	
14	4	24	1430(e)(3)(C)	A new or expanded structure built on a corner lot must meet setback-sightline requirements under 49.701410.	PV	5	25	1430(e)(3)(C)	Proposed, "Building expansions are not permitted through ADOD within a radius of 20 feet of the street travelled way intersection." Instead of creating a new section, just took the jist of it and moved it up. Note that a radius creates a curved line which is hard to measure. Maybe a XX setback? Box?	
15	5	2	1440(a)	Clarify "setback"	PV	6	2	1440(a)	Done.	IMG
16	5	3	1440(a)	Change "structures" to "elements"	PV	6	3	1440(a)	Done.	IMG
17	5	5	1440(b)(1)	Architectural "features" undefined, eliminate	PV	6	7	1440(b)(1)	Left as is. Verbiage exists under current code. Perhaps define architectural features? "Any part or appurtenance of a building or structure which is not a portion of the living area of the building structure. Examples include cornices, canopies, eaves, awnings, fireplaces, or projecting window elements." (per Law Insider)	
18	5	16	1440(b)(4)	Eliminate "Fences and Vegetation"	PV	6	14	1440(b)	The commission opted to revert to existing verbiage under 49.25.430(4)(L)	
19	5	21	IMAGE	Modify as appropriate. Combine images into one.	PV	6	14	1440(b)	The commission opted to revert to images under 49.25.430(4)(L)	
20	6	11	New	Street Sight Line Protections (a) Building extensions are not permitted through ADOD wtiin a radius of 20 feet of the street travelled way at street intersections. (b)Sight-obscuring fences and vegetaiton are limited to three feet in height within a radius of 20 feet of the street traveled way at street intersections. (c) Sight-obscuring trees are not allowed within a radius of 20 feet of the street travelled way at the street intersection.	PV				Take this OR, modify 1430(e)(3)(C) to include fences and sight-obscuring vegetation? If we take this we can modify the graphic appropriately. If there is an easier way than "radius" that would help.	

(PV annotations)

Presented by: The Manager
Presented:
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-36

**An Ordinance Amending the Land Use Code Relating to the Downtown
Juneau Alternative Development Overlay District.**

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJC 49.70.1210 is repealed.

~~49.70.1210 Overlay districts.~~

~~(a) Downtown Juneau overlay district. This article applies to property within the alternative development overlay district for Downtown Juneau as shown on the map dated May 25, 2017. The Downtown Juneau overlay district shall cease to exist and the provisions of this article shall not apply to property within the Downtown Juneau overlay district after August 1, 2022.~~

~~(b) Downtown Douglas overlay district. This article applies to property within the alternative development overlay district for Downtown Douglas as shown on the map dated May 25, 2017. The Downtown Douglas overlay district shall cease to exist and the provisions of this article shall not apply to property within the Downtown Douglas overlay district after December 31, 2021.~~

Section 8. Amendment of Chapter. Chapter 70 is amended by adding a new Article XIV to read:

ARTICLE XIV.

DOWNTOWN JUNEAU ALTERNATIVE DEVELOPMENT OVERLAY DISTRICT

49.70.1400 Purpose.

The purpose of this chapter is to establish optional alternative dimensional standards that are consistent with the built environment in established neighborhoods, reduce the number of nonconforming situations, and support public health, safety and welfare.

49.70.1410 Applicability.

(a) This ordinance applies to property within the Downtown Juneau Alternative Development Overlay District (ADOD) boundary as shown on the map dated August 30, 2018.

(b) Participation in the Downtown Juneau ADOD to facilitate conforming development is optional.

(c) This section specifically modifies certain dimensional standards. Unless noted in this section, all remaining requirements of the underlying zoning district apply.

(d) This ordinance does not modify permissible uses or the processes outlined in 49.15 Article II.

(e) When a landowner chooses to develop according to Downtown Juneau ADOD standards, the development must conform to all the standards outlined in 49.70.1430 and 49.70.1440.

(f) Downtown Juneau ADOD standards may be applied to a new subdivision within the ADOD boundary.

for residential construction only development

adopted (date approved)

Commented [RP1]: Current code (49.70.1210 a) uses a map dated May 25, 2017. Is there a new map?

Commented [RP2R1]: Jill checking

Commented [IG3R1]: Provided (Attachment 02) Gaps compared to last map (03) are areas where the underlying zoning does not benefit from an ADOD (04). Note that the northern boundary has been shortened somewhat

residential

(are any parcels of sufficient size unsubdivided?)

(g) Existing nonconforming lots and structures may be further developed following Downtown Juneau ADOD standards. Expansion of nonconforming structures must either meet the Downtown Juneau ADOD standards or the underlying zoning standards. The two standards cannot be combined.

49.70.1420 Downtown Juneau Alternative Development Overlay District procedure.

(a) An applicant affirms their participation in the Downtown Juneau Alternative Development Overlay District by submitting an alternative development permit application with their development permit application, and any other applications that may be required.

(b) The processes will be governed by corresponding permit type in accordance with Chapter 49.15.

49.70.1430 Downtown Juneau Alternative Development Overlay District Standards.

The following dimensional standards apply to lots within the Downtown Juneau ADOD boundary that existed on January 1, 2022, regardless of their underlying zoning district designation.

(a) Lot size.

- (1) There is no minimum lot size.
- (2) A lot benefiting from this article may not be further subdivided.

(b) Lot width.

- (1) Minimum lot width is 25 feet.
- (c) Minimum vegetative cover is 15 percent.

(awkward. Two parallel permits? just one possible?)

that existed on January 1, 2022,

Commented [RP4]: The alternative language was likely arbitrary and not satisfy rational basis
 Lots that existed as of January 1, 2022:
 (i) There is not minimum lot size.
 (2) Lots created by subdivision after January 1, 2022:
 (i) Minimum lot size is 3,000 square feet.
 (ii) Minimum lot size for a duplex is 4,500 square feet.
 (iii) Minimum lot size for a common wall structure is 3,000 square feet.

Add notes to staff report that describes a lot consolidation is not a subdivision for the purposes of this provision

Commented [IG5R4]: Discussed and understood I think

Commented [IG6]: What is an article? I think it is any item within the 1400 series So, anyone, doing any improvement under ADOD, would not be able to subdivide? So, if someone used ADOD to install a fireplace chase on one side of this lot would not be able to subdivide if he had a lot that met underlying zoning standards? I feel like that was not the intent? Maybe:

"A lot benefiting from this article must meet minimum lot size in underlying zoning in order to subdivide."

(d) Structure height.

- (1) Maximum height for primary-permissible uses is 35 feet.
- (2) Maximum height for accessory uses is 25 feet.

(e) Setbacks.

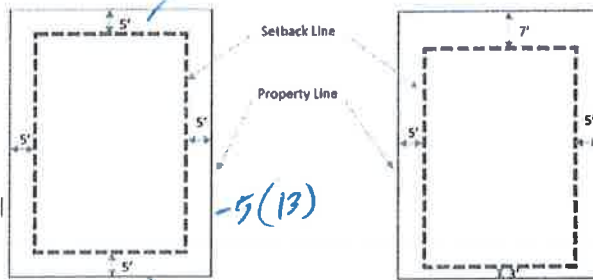
- (1) Setbacks will be measured from the structure closest to the lot line.
- (2) The minimum setback for any lot line is three feet.
- (3) Cumulative setback amount:

*(exceptions for out-sulation?)
check consistency.*

- (A) The sum of all setbacks must equal at least 20 feet.
- (B) ~~The required setback sum may be reduced proportionally. In no case shall the required setback sum for the lot be less than 12 feet and in no case shall any setback be less than three feet.~~

(where defined?)

Examples



*Relative to min 50'
D-5
40'-D-18*

§1430 Fig. 1

§1430 Fig. 2

~~(C) A new or expanded structure built on a corner lot must meet setback requirements under 49.70.1440.~~ *1450. sightline*

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49.70.1440 Yard Setback Exceptions.

(no line)

(a) Purpose. This section clarifies the exceptions that apply in the Downtown Juneau Alternative Development Overlay District. Exempted structures do not count toward the setback total.

setback (elements?)

(b) Exception categories.

(undefined)

(1) Architectural ~~features and~~ roof eaves may project into a required yard, but not closer than two feet from the side or rear lot lines.

(2) Access structures, such as stairways, ramps, and landings with or without roofs, may extend to the lot line abutting a public right-of-way provided the structure does not exceed five feet in internal width exclusive of support structure.

(3) A parking deck as defined in 49.80 is exempt from the setback requirements of this chapter, ~~provided a non-sight-obscuring safety rail not more than 42 inches in height is~~ allowed.

~~(4) Fences and vegetation:~~

(A) ~~The maximum height of a sight-obscuring fence or vegetation shall not exceed four feet within 20 feet of the edge of the travel way. Trees are allowed within 20 feet of the edge of the travel way provided they do not obscure view from a height of four feet to a height of eight feet above ground.~~

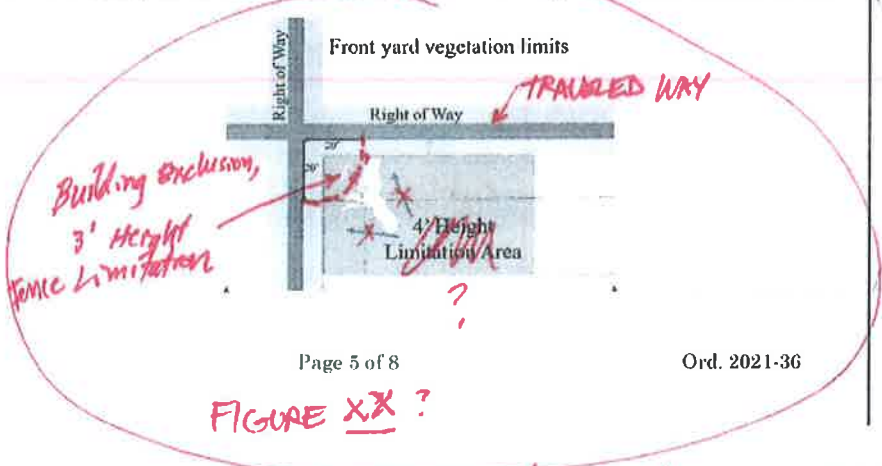


FIGURE XX?

(with 49.50.1450)

Commented [RP7]: Add definition

Commented [RP8]: Is this the correct standard? Is reference to a regulation or standard better?

Commented [IG9R8]: I am providing a definition that includes the sight-obscuring rail, if that is helpful (Attachment 05) This is the standard we currently have in code.

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Commented [RP10]: Consider rearranging this sentence to address trees.

Commented [IG11R10]: See opening position

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Commented [RP12]: Revise figure:

- 1. Change figure to say Travel way instead of ROW
- 2. Add 3 foot height limitation in the figure for the corner

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NEW SECTION

49.70.1450 street sight line Protections.

(B) — On corner lots the maximum height of a sight-obscuring fence or vegetation located within 20 feet of a street intersection shall not exceed three feet. The area in which sight-obscuring fences and vegetation is restricted shall be determined by extending the edge of the travel ways to a point of intersection, then measuring back 20 feet, then connecting the three points. In this area, vegetation shall be maintained to a maximum height of three feet. Trees are allowed in this area provided the trees do not obscure view from a height of three to eight feet above the ground.

~~A) Within 20 feet of the edge of the travelled way, sight-obscuring fences and vegetation are limited to four feet. Sight-obstructing trees are not allowed (See figure XX).~~

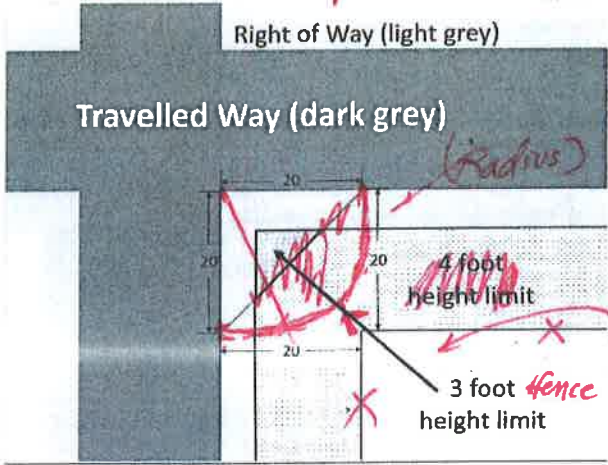
~~B) Within 20 feet of a street intersection, sight-obscuring fences and vegetation are limited to three feet. Sight-obscuring trees are not allowed (See figure XX). The area in which sight-obscuring fences and vegetation is restricted shall be determined by extending the edge of the travel ways to a point of intersection, then measuring back 20 feet, then connecting the three points.~~

A) Building expansions are not permitted through ADD within a radius of 20' of the street traveled way at a street intersection.

in height within a radius of 20' of the street traveled way at a street intersection.

← C. Sight-obscuring trees are not allowed within a radius of 20' (ditto above)

(only one exhibit needed,
this scale is better.)
?



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49.80120 Definitions

Parking deck is an unenclosed structure on which motor vehicles may be parked. The access to the deck must be at street grade. The deck may have a non-sight-obscuring safety rail not more than 42 inches in height.

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Sight-obscuring trees have branches or vegetation between the height limit of the regulated area and eight feet, or have a diameter over 14 inches.

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49.85.100 Fees for Land Use Actions, Generally

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(C) Alternative development permit, \$400.00

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Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

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VERSION FEATURES: Per Regular Planning Commission feedback at the February 22, 2022 meeting.

Voelckers proposal.

NOTE: Limits ADOD to residential development.

Presented by: The Manager
Presented:
Drafted by: R. Palmer III

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Section 2. Amendment of Section. CBJC 49.70.1210 is repealed.

~~**49.70.1210 Overlay districts.**~~

~~(a) *Downtown Juneau overlay district.* This article applies to property within the alternative development overlay district for Downtown Juneau as shown on the map dated May 25, 2017.~~

~~The Downtown Juneau overlay district shall cease to exist and the provisions of this article shall not apply to property within the Downtown Juneau overlay district after August 1, 2022.~~

~~(b) *Downtown Douglas overlay district.* This article applies to property within the alternative development overlay district for Downtown Douglas as shown on the map dated May 25, 2017.~~

~~The Downtown Douglas overlay district shall cease to exist and the provisions of this article shall not apply to property within the Downtown Douglas overlay district after December 31, 2021.~~

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Section 3. Amendment of Chapter. Chapter 70 is amended by adding a new Article XIV to read:

ARTICLE XIV.

DOWNTOWN JUNEAU ALTERNATIVE DEVELOPMENT OVERLAY DISTRICT

49.70.1400 Purpose.

The purpose of this chapter is to establish optional alternative dimensional standards for residential development that are consistent with the built environment in established neighborhoods, reduce the number of nonconforming situations, and support public health, safety and welfare.

49.70.1410 Applicability.

- (a) This ordinance applies to property within the Downtown Juneau Alternative Development Overlay District (ADOD) boundary as shown on the map dated **August 30, 2019**.
- (b) Participation in the Downtown Juneau ADOD to facilitate conforming residential development is optional.
- (c) This section specifically modifies certain dimensional standards. Unless noted in this section, all remaining requirements of the underlying zoning district apply.
- (d) This ordinance does not modify permissible uses or the processes outlined in 49.15 Article II.
- (e) When a landowner chooses to develop according to Downtown Juneau ADOD standards, the development must conform to all the standards outlined in 49.70.1430 and 49.70.1440.
- (f) Downtown Juneau ADOD standards may be applied to a new subdivision within the ADOD boundary.

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(g) Existing nonconforming lots and structures may be further developed following Downtown Juneau ADOD standards. Expansion of nonconforming structures must either meet the Downtown Juneau ADOD standards or the underlying zoning standards. The two standards cannot be combined.

49.70.1420 Downtown Juneau Alternative Development Overlay District procedure.

(a) An applicant affirms their participation in the Downtown Juneau Alternative Development Overlay District by submitting an alternative development permit application with their development permit application, and any other applications that may be required.

(b) The processes will be governed by corresponding permit type in accordance with Chapter 49.15.

49.70.1430 Downtown Juneau Alternative Development Overlay District Standards.

The following dimensional standards apply to lots within the Downtown Juneau ADOD boundary ~~that existed on January 1, 2022~~, regardless of their underlying zoning district designation.

(a) Lot size.

- (1) Minimum lot size is 3,000 square feet.
- (2) Minimum lot size for a duplex is 4,500 square feet.
- (3) Minimum lot size for a common wall structure is 3,000 square feet.

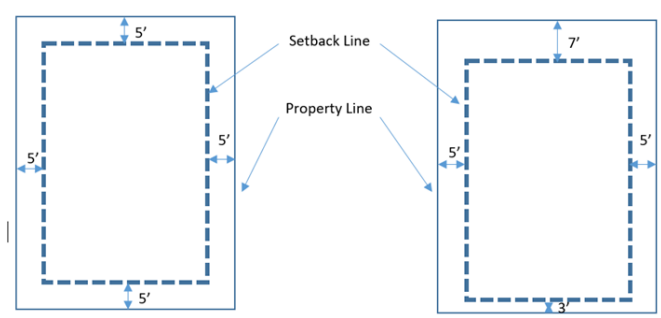
(b) Lot width.

- (1) Minimum lot width is 25 feet.

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- (c) Minimum vegetative cover is 15 percent.
- (d) Structure height.
 - (1) Maximum height for primary uses is 35 feet.
 - (2) Maximum height for accessory uses is 25 feet.
- (e) Setbacks.
 - (1) Setbacks will be measured from the structure closest to the lot line.
 - (2) The minimum setback for any lot line is three feet.
 - (3) Cumulative setback amount:
 - (A) The sum of all setbacks must equal at least 20 feet.
 - (B) If lot size is less than required in this section, the required setback sum may be reduced proportionally. In no case shall the required setback sum for the lot be less than 12 feet and in no case shall any setback be less than three feet.

Examples



§1430 Fig. 1

§1430 Fig. 2

(C) Building expansions are not permitted through ADOD within a radius of 20 feet of the street travelled way intersection.

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49.70.1440 Yard Setback Exceptions.

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(a) Purpose. This section clarifies the setback exceptions that apply in the Downtown Juneau Alternative Development Overlay District. Exempted structures-elements do not count toward the setback total.

(b) Exception categories.

(1) Architectural features and roof eaves may project into a required yard, but not closer than two feet from the side or rear lot lines.

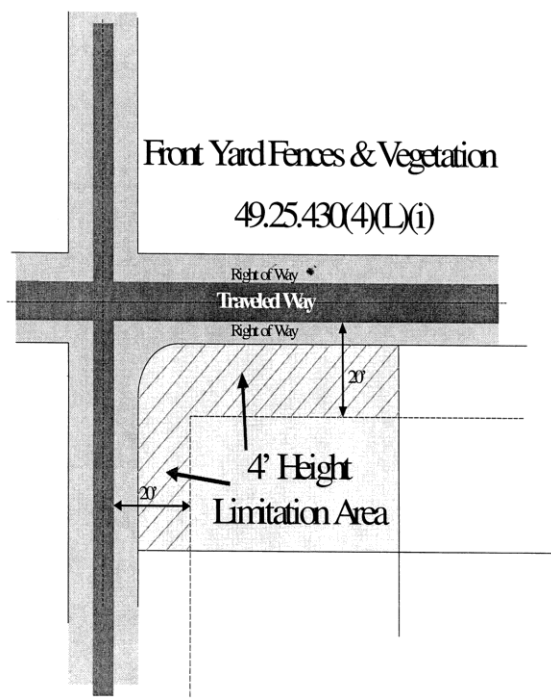
(2) Access structures, such as stairways, ramps, and landings with or without roofs, may extend to the lot line abutting a public right-of-way provided the structure does not exceed five feet in internal width exclusive of support structure.

(3) **A parking deck is exempt from the setback requirements of this chapter.**

(4) Fences and vegetation. For this section a "traveled way" is defined as the edge of the roadway shoulder or the curb closest to property.

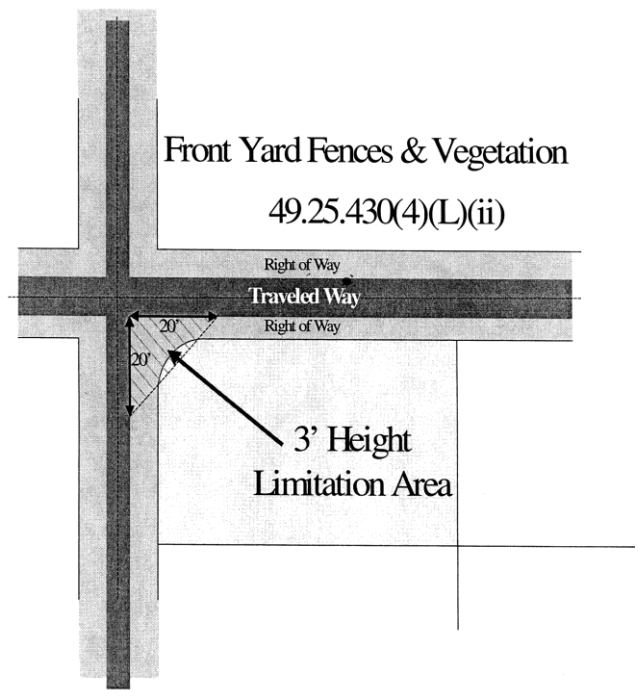
(A) The maximum height of a sight obscuring fence or vegetation shall not exceed four feet within 20 feet of the edge of the traveled way. Trees are allowed within 20 feet of the edge of the traveled way provided they do not obscure view from a height of four feet to a height of eight feet above the ground;

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(B) On corner lots the maximum height of a sight-obscuring fence or vegetation located within 20 feet of a street intersection shall not exceed three feet. The area in which sight-obscuring fences and vegetation is restricted shall be determined by extending the edge of the traveled ways to a point of intersection, then measuring back 20 feet, then connecting the points. In this area, vegetation shall be maintained to a maximum height of three feet. Trees are allowed in this area provided the trees do not obscure view from a height of three to eight feet above the ground.

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(5) Energy efficiency. Energy efficiency improvements that do not increase interior square footage, such as exterior insulation, may project up to eight inches into a required yard. An energy efficiency improvement may not be approved under this section if it projects into the right-of-way or across a property line.

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49.80120 Definitions

Parking deck is an unenclosed structure on which motor vehicles may be parked. The access to the deck must be at street grade. The deck may have a non-sight-obscuring safety rail not more than 42 inches in height.

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49.85.100 Fees for Land Use Actions, Generally

~~(C) Alternative development permit, \$400.00~~

Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.

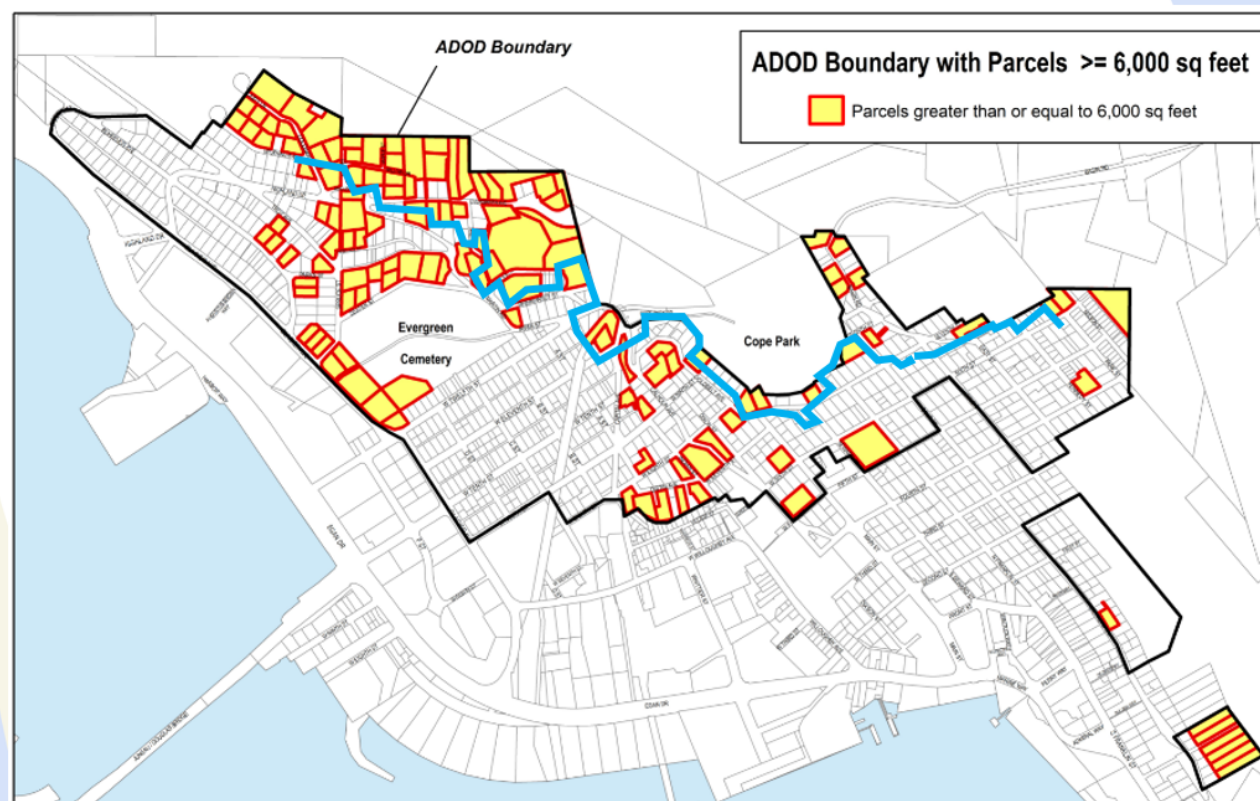
Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Goals of the Commission





DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)		
	Parcel Number(s)		
	<input type="checkbox"/> This property located in the downtown historic district <input type="checkbox"/> This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner	Contact Person	
	Mailing Address	Phone Number(s)	
	E-mail Address		
	LANDOWNER/ LESSEE CONSENT Required for Planning Permits, not needed on Building/ Engineering Permits		
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X	_____	_____	
	Landowner/Lessee Signature	Date	
X	_____	_____	
	Landowner/Lessee Signature	Date	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME"			
Applicant	Contact Person		
Mailing Address	Phone Number(s)		
E-mail Address			
X	_____	_____	
	Applicant's Signature	Date of Application	

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

ATTACHMENT E, PAGE 1
T49, MARCH 31, 2022

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

	Intake Initials
	Date Received

	Case Number
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