

MEMORANDUM

CITY/BOROUGH OF JUNEAU

Lands and Resources Office
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TO: Assembly Committee of the Whole

FROM: Heather Marlow, Lands and Resources Manager

DATE: June 5, 2012

SUBJECT: Extension of North Douglas Highway Corridor

The CBJ and Goldbelt, Inc have been working together since 1995 to plan for the development of our respective properties in West Douglas. The West Douglas Conceptual Plan, Chapter 6 and Plate 1 (attachment 1), have been adopted into the Comprehensive Plan to guide policy, investment and development. A Memorandum of Agreement (MOA) was executed in 1999 to advance our mutual interests and intentions. The MOA expired in 2004 and a revised MOA was executed in 2010 (attachment 2), in response to the availability of \$2.9 million of DOT/PF funding to extend the North Douglas Highway corridor.

In accordance with Resolution 2537, the CBJ executed a Transfer of Responsibilities Agreement (TORA) with DOT/PF which authorized access to \$600,000 so that the CBJ could assume responsibilities related to planning, preliminary design and permitting of an extension of the road corridor. The Legislature recently approved a transfer of the unexpended project funding from DOT/PF to the Department of Commerce, Community and Economic Development (DCCED). The purpose of this transfer was to allow for a DCCED grant to the CBJ. The grant will simplify the expenditure process and remove DOT/PF overhead and oversight of the project.

In 2010, the CBJ retained R&M Engineering to analyze potential corridor alignments. A variety of environmental and cost considerations were analyzed, to identify opportunities and constraints for three alignments to the Middle Creek area. This approach, and the resulting information, was shared with Goldbelt staff. The Goldbelt Board of Directors has met to consider the information, and determined a preference for construction of the modified upper alignment through CBJ lands (attachment 3).

After discussing this outcome with Goldbelt staff, there is also a preference of leaving the terminus of the road corridor extension at a higher elevation to allow for the opportunity of an upper crossing of Middle Creek in the future and to mitigate trespassing and the potential for property and resource damage on Goldbelt lands.

As an initial phase of development, the extension of the road corridor on the upper modified alignment allows for both property owners to get beyond the significant environmental constraints of the Peterson Creek system and provides the opportunity for Goldbelt to construct a separate access corridor, or a spur road, down to their property. This is also the approach envisioned in the West Douglas Conceptual Plan, the construction of a limited entry main road at a higher elevation, with a secondary road system in each development area.

Staff will provide discussion on the evaluation criteria matrix (attachment 4) and the alignment map (attachment 5) at the COW meeting.

To access the available state project funding, the Assembly will need to approve an appropriation ordinance. I recommend that the COW forward an appropriation request to the Assembly for adoption.