

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**
February 9, 2015, 6:00 PM.
City Hall Assembly Chambers

Worksession - No public testimony

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- A. **January 26, 2015 - Committee of the Whole Meeting Minutes - DRAFT**

IV. AGENDA TOPICS

- A. **Discussion about formation of an empowered Aquatics Board**
- B. **Ordinance 2015-07 An Ordinance Amending the Land Use Code Relating to Accessory Apartments.**
- C. **Auke Bay Plan**

V. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

**ASSEMBLY AGENDA/MANAGER'S REPORT
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

January 26, 2015 - Committee of the Whole Meeting Minutes - DRAFT

ATTACHMENTS:

Description	Upload Date	Type
☐ DRAFT Committee of the Whole meeting minutes 1/26/2015	2/5/2015	Minutes

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA
MINUTES**

January 26, 2015, 6:00 PM.
City Hall Assembly Chambers

Worksession - No public testimony

I. ROLL CALL

Deputy Mayor Mary Becker called the meeting to order at 6:00 p.m. in the Assembly Chambers.

Assemblymembers Present: Mary Becker, Karen Crane, Maria Gladziszewski, Loren Jones, Jesse Kiehl, Jerry Nankervis, Merrill Sanford, Kate Troll and Debbie White.

Assemblymembers Absent:

Staff present: Kim Kiefer, City Manager; Amy Mead, City Attorney, Rob Steedle, Deputy City Manager; Laurie Sica, Municipal Clerk; Jane Sebens, Assistant Attorney; Kirk Duncan, Parks and Recreation Director; Myiia Wahto, Recreation Superintendent; Lauren Anderson, Ice Rink Manager; Lindsay Brown, P&R Administrator; Hal Hart, Community Development Director; Rorie Watt, Engineering/Public Works Director; Alan Steffert, Eng/Architect I; Samantha Stoughtenger, Wastewater Superintendent; Michelle Elfers, Eng/Architect I; John Bohan, Chief CIP Engineer; and Bryce Johnson, JPD Chief.

II. APPROVAL OF AGENDA

Hearing no objection, the agenda was approved as presented.

III. APPROVAL OF MINUTES

A. January 5, 2015 Committee of the Whole Meeting - Draft Minutes

Hearing no objection, the minutes of the January 5, 2015 Committee of the Whole meeting were approved.

IV. AGENDA TOPICS

A. NOAA Task Force Report

Mr. Fisk gave a summary of the report. He said that after statehood we had control over the major fisheries in Alaska. Out of neglect, much of that industry moved south, and state sovereignty lost out and federal response ballooned. He said the majority of Alaska Fisheries research jobs are located in Seattle, and the report recommends making a concerted effort to move those jobs to Alaska. This is not to harm Seattle, but to benefit the research and Alaska. The task force's charge was to review past efforts on this issue, which were limited. We tried to track the positions and we created an action plan for change. This proposal is to stimulate discussion and prompt action.

Impediments to moving the Alaska Fisheries Science Center are that new and expanded facilities would be needed, there would be moving costs, and there would be a gravitational pull of the mass of employees in Seattle serving the industry there. Moving all positions from the lower 48 to Alaska could cost \$175 million or more using a back of the envelope calculation.

A suggested funding mechanism would be to use state bonding authority through the AIDEA to build the facilities and pay for moving costs and to secure the bonds with a contractual commitment from NOAA (GSA) to lease the facilities. This was proven method used by Newport, Oregon to move NOAA's research fleet HQ from Seattle in 2010.

Similar initiatives are that NOAA Research Vessels dedicated to Alaska missions should be genuinely home ported in Alaska. The International Pacific Halibut Commission is similar in many ways to the AFSC. Juneau could be a permanent home for IPHC's 30 member science staff. The IPHC would be in Juneau for its conference in 2016.

Ms. Troll said that page 20-21 of the report contained the recommended strategies. There are benefits to get certain segments of NOAA here in units. We could focus on the vessel monitoring observer program which is a specific interest of Senator Murkowski.

Mayor Sanford asked if all of the goals of the plan are in the economic development plan. Mr. Fisk said he was not sure, the committee had provided significant information to the planners. Ms. Troll said it was encompassed in the objectives. Mr. Fisk said this was not an easy process - there would be inertia, resistance and the Washington Delegation would not want to see those jobs moved. With the new administration and great budget challenges, it should resonate in Alaska, and AIDEA is set up.

Randy Wanamaker said that the goals and objectives are in the economic development plan, and if we are successful, it is important that Juneau is able to provide affordable quality housing. This effort is important to continue. It is a long term project and it needs patience and thoughtfulness. Washington would watch every job, and the effort needs support from the Washington DC delegation.

***MOTION**, by Sanford, to direct staff to draft a resolution accepting the NOAA Task Force report for Assembly consideration at the next Assembly meeting.* Hearing no objection, it was so ordered.

Ms. Crane said we need to carefully consider who and how things get done. We should have a specific plan to address the recommendations.

Ms. Becker agreed and said she would like to see the committee continue its work.

Ms. Troll said there was some benefit to keep the committee, but it would take a dedicated staff person to move this forward. The other communities in Alaska would need to be involved with a unified approach. It won't happen with just keeping the committee going.

Mayor Sanford asked if it was sufficient to include it in the economic development plan. Ms. Troll said it was encompassed in the initiative of Juneau being a research center

Mr. Wanamaker said he would be traveling to Washington DC and could take talking points back with him. Ms. Becker asked Mr. Wanamaker to talk directly with the Mayor and staff regarding that.

B. Treadwell Ice Arena Task Force Report

Mr. Jones said the task force was created to look at Treadwell Arena. It was tasked to look at three options: 1) the feasibility of an empowered board to reduce costs and provide services through management by Eaglecrest Area Board, 2) the feasibility of an empowered board to reduce costs and provide services through an alternate to the management by the Eaglecrest Board, and 3) any alternate management structure to managing the Treadwell Arena. On page 4-5 on the report, we answered the three questions asked and made a recommendation that was presented during our last Assembly meeting and was reviewed some by the HRC with a recommendation to forward to the Assembly the following recommendation: A Treadwell Ice Arena Advisory Board should be formed, including a liaison with the Parks and Recreation Advisory Committee, to help the CBJ Parks and Recreation Department deal with the challenges of balancing the need to reduce expenditures and increasing revenues. Several tasks were outlined to be included in such a resolution establishing a board. There are also measure included to determine if the tasks are completed. Parks and Recreation staff would need to have an investment with the process. We recommended the advisory board report back to the Assembly no later than May 2016 on the progress made do determine if the

number of users have increased, if revenues increased, if revenue streams are diversified, if the cost recovery is at 50% or greater, if operational cost saving measures been implemented or identified, if a marketing strategy has been developed and if a user feedback system has been developed. Increasing users seemed to be the key to success.

MOTION, by Jones, to direct staff to draft a resolution establishing a board, structured similarly to Eaglecrest that is advisory and includes the metrics and duties outlined in the report. Hearing no objection, it was so ordered.

Mr. Jones said he would like the board positions established, advertised, selected and the committee formed as soon as possible.

Mayor Sanford suggested the resolution should go to the HRC committee.

Mr. Nankervis asked if the advisory board or the staff should report back on the duties and metrics. Mr. Jones said the staff would be actively involved, would provide statistics, but a board should be engaged to take on the efforts and report back.

Mayor Sanford said thanked the members of the task force for their work and he discharged the task force.

C. Biosolids Update

Mr. Watt said they hoped that they would have had centrifuge information tonight but it will be available at the next meeting available. The information on composting sludge is extensive. The numbers are not favorable but are based on assumptions. Haines and Ketchikan were composting but it is clear that there is not sufficient land for that in Juneau which would leave composting to be done in buildings, which drives the cost up. He showed photos of the Ketchikan biosolids operation. Ketchikan's volume was smaller and they had fewer sewer connections. If there was a lot of land the material could be rowed back and forth. In Haines, they use storage containers and use it for landfill cover. Juneau has so much volume to manage to class A standard before being able to dispose of it. We tried to envision these rows, with Juneau's rain, possibly next to private businesses.

Ms. Glad asked about Upper Lemon Creek, and Mr. Watt said it was not a flat place and would take significant earthwork to establish such a facility.

Ms. Troll asked if this was an all or nothing proposition, could part of the biosolids be composted. Mr. Watt said that could be done, but setting up and operating two systems was costly and inefficient.

Ms. Gladziszewski said it could also be seen as having a back up system. Mr. Watt said redundancy is needed and there is currently no plan B, but he did not believe composting was a good option due to the lack of industrial land and the near neighbors to the tracts that did exist. There is some composting that could be looked at, which was food waste. That could reduce volume at the landfill and that type of composting would be more acceptable to the public.

Ms. Crane said that due to the lack of industrial land, composting would not be the highest and best use of that land. Mr. Watt concurred and said Fairbanks was composting but they had flat land, few neighbors, a dry area, agricultural uses and this was a land intensive operation. Composting was a land intensive operation. Alternatively, a dryer reduces volumes.

Ms. Gladziszewski asked how many dryers there were in operation and Mr. Watt said there were many.

Mayor Sanford asked about the lack of readily available wood chips for composting, but those chips are needed for the dryer/burning system. Mr. Watt said there was a relatively easy amount of chips locally for burning, but for composting, trees would need to be harvested due to the volume needed.

Mr. Kiehl asked about the time to "turn around" compost and Mr. Watt said it took about 220 days to create the compost, but the holding of the volume took additional time.

Mr. Watt said that SBJ staff members visited some dryer installations to see them working. The heat recovery piece was a less common approach. They got some good news, but got some warning flags on the heat recovery. The Juneau Commission on Sustainability and the Planning Commission have weighed in. It would be a couple years before we could be operational and we have a fear of our current system failing - such as shipping of biosolids being discontinued as it is out of our control. It was a big dollar expenditure, but in the interest of not having an ultimate solution slip further into the future they would like to do more exploration of more details and we envision a multi-step approach. The first step would be a solicitation of biosolids dryers, preparation of a detailed technical scope and to select a dryer manufacturer that could later be bundled into a construction bid at a specific price and parameter. He would provide more information on centrifuges at a future meeting. He asked the committee for permission to proceed with the equipment specification and selection, which would not commit the CBJ to a specific course.

Mayor Sanford said this may be a \$24 - 28 million project. Mr. Watt said yes, and the consulting engineer states that was intended to be a conservative number. Mayor Sanford asked the estimate of the cost to rebuild of the valley sewer plant. Mr. Watt said there were a number of maintenance projects both at the JD plant and MWWTP and they were also a significant outlay of capital. Mayor Sanford asked if this the rate increases encompassed the scope of work. Mr. Watt said there was \$20 million for CIP from the rates study, but this also bought lower O&M costs.

Mayor Sanford asked how much was built in for the MWWTP rebuild and JDTP rebuild in the rate study.

Samantha Stoughtenger said the CIP included \$20 million for biosolids, funding for MWWTP and JDTP headworks and for some of the infrastructure improvements at both of the plants. The only thing not included in the CIP was the overloading of MWWTP. That was still being assessed and the biosolids was the main issue now.

Mayor Sanford asked for a cost to rebuild both the MWWTP and the JDTP.

Mr. Kiehl asked about the difference with heat recovery or no heat recovery. A delta of \$8.6 million up front over a 20 year bond is about \$430,000 a year so an operating cost savings of \$420,000 does not make it up because the money could not be borrowed interest free. Mr. Watt agreed and said that O&M savings did offset capital cost.

Ms. Troll asked if the dryer required wood waste to mix in with the biosolid and Mr. Watt said no. She asked about the location of the dryer recommendation to be at the JDTP. There are options for Lemon Creek. She asked about trucking biosolids through town. Mr. Watt said the JD Plant was likely the better option but we have not definitely said that and we have not replied yet to the Planning Commission comments about Lemon Creek.

Mr. Jones the Planning Commission suggested that CBJ should look at alternate sites but there are EPA siting rules that are already addressed at the current sites. There is a lack of industrial land and this plant would take up land as well. He appreciated the timelines from Mr. Watt. He wants to focus on the biosolids issues and existing projects before the discussion on plant replacement.

Ms. Crane said staff had asked the Assembly to make a decision on preliminary design and to move forward with some steps. She understood there was a lot of hesitancy but a year from now if there was a problem with shipment of biosolids, CBJ would be in a difficult position.

MOTION, by Crane, to allow the staff to move ahead with a preliminary design as outlined in Step 1 in the staff report (dated January 26, 2015) and for monthly or very frequent updates to the Assembly as the work progressed on Step 1.

There was discussion about heat recovery and how including that could affect the direction of preliminary design. Mr. Watt said an investigation of heat recovery would be part of Step 1. He said that staff would also bring back information on centrifuges, a future landfill site, and costs on rebuild of the treatment plant and an update of what is included in the rate study.

Roll call:

Aye: Becker, Crane, Jones, Gladziszewski, Nankervis, Troll, White, Sanford

Nay: Kiehl

Motion passed, 8 ayes, 1 nay.

D. West Douglas Road Purpose and Need Statement

Mr. Steedle said the topic of a lack of industrial land has arisen in several conversations and Mr. Watt has some solutions.

Mr. Watt said extension of the North Douglas / West Douglas Road was a significant permitting task through the Corps of Engineers and said a purpose statement was needed. He provided the Assembly a draft purpose statement in a memo listing the reasons why the road was needed now. A long term purpose was included in the West Douglas Concept Plan, but an interim purpose was needed. He asked if the Assembly agreed with the draft statement, and if so the staff would move forward with submitting the permit application.

DRAFT Purpose Statement:

The purpose of the West Douglas road extension is to open up CBJ and Goldbelt lands for development and recreational access. In accordance with adopted community plans, the development is needed to allow for and facilitate community growth.

The road extension and land development improvements will be constructed in phases, likely over many years. The first phase of the roadway project will be a minimum width gravel roadway that will extend approximately 2.25 miles. The purposes of the gravel roadway include:

- 1) Allow direct access to parcels identified as "new Grown Areas" in the land development plans.
- 2) Allow easier access to the lands for planning, soils investigations, and marketing of the properties.
- 3) Allow access for detailed site specific study of smaller tracts.
- 4) Add value to the lands for subsequent sale and/or trade.
- 5) Allow for cultural use of the lands.
- 6) Allow for subsistence use of the lands.
- 7) Allow for recreational access to the lands.

Mr. Jones said the Assembly has not adopted the Economic Development Plan, but a milestone was to renew the CBJ / Goldbelt agreement on that road. He asked if making an agreement with Goldbelt for an end result that returns value to the CBJ, such as a deep water port, would help with permitting. Mr. Watt said the permit would identify the current agreement, which would initiate the Corps asking more questions regarding the reasonable foreseeable impact to the environment. The Corps would talk to Goldbelt and look at the agreement, which expired this summer, and discussions would be taking place with Goldbelt regarding the agreement.

Hearing no objection, the purpose statement was approved by the Assembly.

E. Assembly Direction on Local Marijuana Enforcement

Ms. Mead asked for direction on implementation of the initiative. It does not define public and does not provide a fine schedule, so people in violation would need to go to court in lieu of fines. She wanted to ask about a fine amount and said that \$100 was the state cap. She asked the Assembly about copying the state law which banned public consumption, which included the ingestion of marijuana, or just the smoking piece. Colorado said it was very difficult to enforce ingesting vs. smoking. She proposed amending the open container law to include smoking and consumption of

marijuana in a vehicle and discussed the intricacies of CBJ and state law.

Mr. Kiehl asked why CBJ needed its own law about consumption and not just follow what the state decides. Ms. Mead said since there was no bail or fine schedule set so it overloaded the court and the state statute did not define what "in public" meant, so there was a potential legal challenge to a citation. The reason is to give the public clear direction on what is allowed and not allowed. If CBJ had its own ordinance, the fine amount would go to the CBJ.

Mr. Kiehl spoke about the difficulty of enforcing edibles, but in a practical sense, did that cause an enforcement challenge if the language was left broad, and Ms. Mead said no.

Ms. White asked if the definition of "in public" was changed for marijuana, would it be changed for other laws where that term exists? Ms. Mead said she proposed to use for a definition of "in public" would come from state criminal law in Title 11, which defined "public places" and any definition would be the same for all laws.

Ms. Gladziszewski asked if the marijuana committee would be set up and were these issues needing to be addressed by the February 24 date for the initiative.

Ms. Becker summarized that the Assembly was deciding to ask the attorney to draft a definition of "in public," establish a fine schedule, regarding following the language of the statute about consumption in public and smoking marijuana in vehicles similar to the open container in vehicles.

Mr. Kiehl asked if it was possible for setting a fine schedule for the first two offenses, but a third offense was a mandatory court appearance? Ms. Mead said yes and Mr. Kiehl endorsed that approach.

Mr. Nankervis asked if the fine schedule would be progressive. Ms. Mead said state law made marijuana consumption in public a violation subject to a fine of up to \$100 so CBJ did not have the authority to exceed that number.

Mr. Nankervis questioned the consistency of consumption in a car, whether it be alcohol, cigarettes and marijuana. Ms. Crane said she did not think it was much different than the open container law with and Ms. Gladziszewski agreed that marijuana should be treated the same as alcohol in that regard. Ms. Troll said some studies argued differently. Mr. Kiehl said the issue was impaired driving. There was discussion about the application to recreational vehicles. Ms. Mead said RV's were covered under city and state open container laws which prohibited use, however, in those trunkless vehicles and open container was allowed behind the last upright seat in a motorhome if the open bottle was enclosed within another container, which was the same as proposed for the state law on marijuana. Ms. Mead said the open container fine was \$200 non-progressive at the state level. There was no objection to that level.

Following additional discussion, Ms. Mead said she had sufficient direction to proceed.

V. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

None.

VI. ADJOURNMENT

There being no further business to come before the committee, the meeting adjourned at 7:55 p.m.

Submitted by Laurie Sica, Municipal Clerk

**ASSEMBLY AGENDA/MANAGER'S REPORT
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

Discussion about formation of an empowered Aquatics Board

ATTACHMENTS:

	Description	Upload Date	Type
☐	Duncan Memo - Aquatics Facility Status Report	2/5/2015	Cover Memo
☐	Mead Cover Memo re: Aquatics Facilities 1152015	2/5/2015	Cover Memo
☐	DRAFT Ordinance - Pool System	2/5/2015	Exhibit
☐	Ordinance 2015-XX - Adding new Chapter on Aquatics Facilities	2/5/2015	Exhibit
☐	Max Mertz Presentation regarding empowered Pool Board	2/19/2015	Presentation

MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

To: Ms. Mary Becker
Chair of Committee of The Whole

From: Kirk Duncan,
Parks and Recreation Director



Date: January 27, 2015

Re: Aquatics Facility Status Report



This is an update, as requested by the Assembly, on the progress that Parks and Recreation has made since the start of the current fiscal year to reduce the general fund support for aquatics and increase revenues.

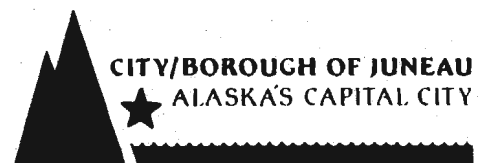
During the first six months of FY15, revenues at pools have increased by 6%, and expenses, primarily personnel costs, have decreased by 6%. General Fund support of the pools has decreased by 11% for a savings of \$69,684.

Staffing realignments have been started and will continue through the next year. Specifically the Aquatics Manager position has been eliminated, a full time head life guard has been eliminated, and hours have been reduced for a building custodian and an administrative assistant. The annual savings are expected to be \$234,000, on-going and sustainable.

Our next steps include:

- Work with the Aquatics Advisory Board, the Juneau School District, and other user groups to solicit ideas and formulate action plans to generate additional revenue for the operation, and discuss further potential cost savings. Ideas include, but are not limited to developing a new fee structure which could include a variable pricing model and the possibility of contracting out lesson programs. We will look at a point of sale program making it easier for people to purchase the products we offer and to allow us better tracking of what we sell, which leads to better information upon which to make pricing and product offering decisions. The first meetings have taken place and will continue because these partnerships are required to make successful changes.
- Create a positive attitude among the staff with a clear vision of guest service. We will explore how to empower pool managers and front desk staff to make decisions as needed to create a smooth operation as an effective, responsive organization. Employee training will begin in early March and continue until all employees have been through the training.
- Develop a marketing plan that includes website redevelopment, new printed materials, and on-site/online customer surveys. There will be a marketing plan in place by the end of May.
- Develop a sound cost recovery goal and other indicators of success that will allow for clear and unambiguous goals. Cost recovery and user participation goals will be in place by June.

The Parks and Recreation staff looks forward to producing an economically viable and guest services-oriented Aquatics operation.





**Law Department
City & Borough of Juneau**

MEMORANDUM

TO: Borough Assembly
Kim Kiefer, Manager
Rob Steedle, Deputy Manager

FROM: Amy Mead, Municipal Attorney

DATE: January 15, 2015

SUBJECT: Aquatics Facilities

If you decide to do so, an ordinance like the “2015-xx Aquatics Facilities” draft attached would be the vehicle used to create a new aquatics facilities chapter, establishing an Aquatics Board and outlining the board’s, and its C.E.O.’s, duties. This draft is intended to be used like a template should you decide to proceed. It is based off of the Eaglecrest Board’s enabling ordinances.

Below is a list of the general duties and responsibilities assigned the other enterprise boards. (Note this list is not exhaustive. It’s intended to provide you with a list of the general duties assigned across the boards.) At the end of this memorandum are a few additional comments for your consideration.

Comparison of CBJ Enterprise Board Ordinances

A. Liaisons

The Airport code provides for the appointment of an assembly and staff liaison to the board. (CBJ 05.01.050). Title 85 specifies that the assembly will appoint a liaison to the Docks & Harbors Board, but there is no mention of a staff liaison. (CBJ 85.02.045).

B. Board Duties

1. Submit to the assembly a report on operations and pending issues
Airport (CBJ 05.01.050)
 - Quarterly
D&H (CBJ 85.02.045)
 - Written review for assembly to be provided annually
 - Report to the committee of the whole semi-annually
2. Operate, maintain, develop and market facilities assigned to board
Airport (CBJ 05.01.070)
D&H (CBJ 85.02.060)
3. Operate in the “best interests of the public”
Hospital (CBJ 40.05.020)

- Eaglecrest (CBJ 67.05.020)
- D&H (CBJ 85.02.060)
 - And in a “sound business manner”
- Airport (CBJ 05.01.070)
 - And in “sound business manner”
- 4. Administer design and construction of CIPS located at its facilities
 - Airport (CBJ 05.01.070)
 - May apply for funding from state/feds
 - D&H (CBJ 85.02.060)
 - Unless otherwise provided by resolution
 - Must advise the assembly of its CIP recommendations
- 5. Issue regulations/standards of operation and enforce
 - Airport (CBJ 05.01.070; CBJ 05.01.080)
 - D&H (CBJ 85.02.060)
 - Eaglecrest (CBJ 67.05.020; CBJ 67.05.030)
 - Hospital (CBJ 40.05.020)
 - Additionally, adopt bylaws (CBJ 40.05.030)
- 6. Prescribe terms of use of its facilities
 - Airport (CBJ 05.01.070)
 - D&H (CBJ 85.02.060)
 - Eaglecrest (CBJ 67.05.020)
 - Hospital (CBJ 40.05.020)
- 7. Adopt safety policies consistent with CBJ risk management policies
 - Airport (CBJ 05.01.050)
 - D&H (CBJ 85.02.045)
- 8. Enter into memoranda of understanding and similar agreements with outside entities
 - Airport (CBJ 05.01.070)
 - D&H (CBJ 85.02.060)
- 9. Negotiate and enter into contracts for goods and services (while complying with Purchasing Code)
 - Airport (CBJ 05.01.070)
 - D&H (CBJ 85.02.060)
- 10. Administer grants
 - Airport (CBJ 05.01.070)
- 11. Approve a plan of organization and job classification plan for personnel
 - Airport (CBJ 05.05.010)
 - D&H (CBJ 85.02.090)

Hospital (CBJ 40.10.020)

12. Administer and dispose (lease) of land put under the board's authority per resolution
Airport (CBJ 05.20.020)
D&H (CBJ 85.02.060)
13. Establish and amend pay plan for employees
Hospital (CBJ 40.05.020)
14. Approval of budget
Airport (CBJ 05.05.020)
 - Self-sustaining operation without general fund subsidy, revenue to boardD&H (CBJ 85.02.110)
 - Self-sustaining operation without general fund subsidy, revenue to boardHospital (CBJ 40.25.020)
Eaglecrest (CBJ 67.05.110)
15. CIP plan to assembly
Airport (CBJ 05.05.020)
D&H (CBJ 85.02.060)
16. Approve fees and charges
Eaglecrest (CBJ 67.05.100)
 - Subject to revision by assembly by motion or resolutionD&H (CBJ 85.02.100)
Airport (CBJ 05.05.050; CBJ 05.01.080)
Hospital (CBJ 40.25.010)
 - Subject to "appeal" by assembly
17. Limitations on Board Authority
D&H may not commit CBJ to long-range CIP without assembly approval
(CBJ 85.02.065)

C. Director/Manager Duties

1. Carry out "all applicable laws, ordinances and regulations"
Airport (CBJ 05.05.010)
Eaglecrest (CBJ 67.05.090)
D&H (CBJ 85.02.090)
Hospital (CBJ 40.10.020)
2. Carry out board policies
Airport (CBJ 05.05.010)
Eaglecrest (CBJ 67.05.090)

D&H (CBJ 85.02.090)
Hospital (CBJ 40.10.020)

3. Prepare a plan of organization and job classification plan for personnel
Airport (CBJ 05.05.010)
D&H (CBJ 85.02.090)
Hospital (CBJ 40.10.020)
4. Prepare annual budget
Airport (CBJ 05.05.010; CBJ 05.05.020)
Eaglecrest (CBJ 67.05.090, CBJ 67.05.110)
D&H (CBJ 85.02.090; CBJ 85.02.110)
Hospital (CBJ 40.10.020, 40.25.020)
5. Prepare reports “as may be required on any phase of [facility] activity”
Airport (CBJ 05.05.010)
Eaglecrest (CBJ 67.05.090)
D&H (CBJ 85.02.090)
Hospital (CBJ 40.10.020)
6. Attend board meetings
Airport (CBJ 05.05.010)
Eaglecrest (CBJ 67.05.090)
D&H (CBJ 85.02.090)
Hospital (CBJ 40.10.020)
7. Select, employ, control, discipline and discharge facility employees
Airport (CBJ 05.05.010)
D&H (CBJ 85.02.090)
Hospital (CBJ 40.10.020)
8. Represent board at hearings
Airport (CBJ 05.05.010)
9. Designate enforcement agents at facility
Airport (CBJ 05.05.010)
10. Assist in negotiating collective bargaining agreements
Airport (CBJ 05.05.040)
11. Other duties as directed or in best interest of facility
Airport (CBJ 05.05.010)
Eaglecrest (CBJ 67.05.090)
D&H (CBJ 85.02.090)
Hospital (CBJ 40.10.020)

Comments on the Draft

The starting point for the draft ordinance was an assumption that the Aquatics Board would be most like the Eaglecrest Board, as opposed to D&H or the Airport. The original draft was provided to me by Max Mertz and is also included in this packet.

Section 67.10.020(b) which begins “The aquatics facilities shall conform to the City and Borough Personnel Management Code....” is identical to similar provisions found in the other enterprise board’s enabling ordinances except:

1. Instead of requiring compliance with the “City Manager’s policies relating to personnel,” it requires compliance with the Manager’s “policies.” The purpose of the language change was to make clear that compliance with all of the manager’s policies is required, not just those policies related to personnel. If acceptable, this change should also be made as to all the other enterprise boards whose ordinances contain similar language.

2. As to this same paragraph found in other chapters relating to other facilities (for example, Eaglecrest CBJ 67.05.020 or the Airport CBJ 05.01.070), there is a requirement that the Personnel Director “annually certify that the [facilities’] classification plan conforms to that utilized for employees of the City and Borough Manager.” That language was not included in this ordinance as it suggests that employees of the aquatics facilities are organizationally different than the rest of the CBJ employees. (This language should be removed as to other board’s elsewhere in the code where that is not the intent.)

For the most part, the substance of the following sections are almost identical to those found in Title 67.05 (Eaglecrest), Title 05 (Airport), Title 85 (Docks & Harbors), and in large part, Title 40 (Hospital). There are stylistic and housekeeping changes that could be made to the following general sections but those changes should be made to apply to all:

1. Board of directors (67.10.010). (Though the number of required board members differs: 7 for the Airport and Eaglecrest, 9 for the Hospital and D&H.)
2. Organization (67.10.030). (With minor differences: Docks & Harbors requires a chair and vice-chair; the Airport a chair and secretary; and the Hospital and Eaglecrest, a president and secretary.)
3. Vacancies (67.10.040).
4. Meetings (67.10.050).
5. Membership in associations. (67.10.060).
6. Other fiscal matters. (67.10.110).

Charter for Pool System Board

Section 3.23. Pool System board.

The assembly may establish a board of directors for the Juneau Pools and appoint members to the board. Notwithstanding the provisions of Section 3.16 of this Charter, the board shall derive its authority and power from the assembly by ordinance.

Ordinance for Pool system

____.05.010 Board of directors.

(a) The board of directors of the Juneau Pool System shall consist of seven members appointed by the assembly to serve without compensation for staggered three-year terms. Members of the board of directors of the Juneau Pool System shall serve at the pleasure of the assembly. Terms shall commence on July 1. Appointments to fill vacancies shall be for the unexpired term. In the event a seat has six months or less remaining to the unexpired term, the assembly, at its discretion, may choose to appoint the member to the remainder of the current term as well as to the full term immediately following the expiration date of the unexpired term. No member of the Juneau Pool System board of directors who has served for three consecutive terms or nine years shall again be eligible for appointment until one full year has intervened, provided, however, that this restriction shall not apply:

(1) If there are no other qualified applicants at the time reappointment is considered by the assembly human resources committee, or

(2) To qualified board members serving in board seats for which a specific occupation or expertise is set forth by ordinance.

(b) No member of the Pool System board, or member of a board member's immediate family or household, may be employed by the Pool System. To the extent possible, appointments to the Pool System board shall include persons having financial, swimming or other skills relevant to pool matters. No more than two members of the Pool System board may be a member of the board of directors of a local swim club.

Charter references: Pool System board, § 3.23.

____.05.020 General powers.

(a) Subject to state laws and borough ordinances, the board of directors of the Juneau Pool System shall be responsible for the operation of Augustus Brown Pool and Dimond Park Aquatic Center according to the best interests of the public, shall make and enforce all rules and regulations necessary for the administration of the pools under their management, shall prescribe the terms under which persons and groups may use the pools, and shall establish and enforce standards of operation.

(b) The Juneau Pool System shall conform to the City and Borough Personnel Management Code, the City and Borough Personnel Rules, Personnel Classification Plan, and the City Manager's policies relating to personnel. The Juneau Pool System shall utilize the services of the Personnel Department when hiring or terminating any

employee, when responding to grievances, in labor agreement negotiation, and in substantial disciplinary matters. The City and Borough Personnel Director shall annually certify that the Juneau Pool System Classification Plan conforms to that utilized for employees of the City Manager.

_____.**05.030 Adoption of regulations.**

The board of directors of the Juneau Pool System shall adopt regulations under chapter 01.60 for the administration of the pool system.

_____.**05.040 Organization.**

The board of directors of the Juneau Pool System shall elect annually from its members a president and secretary and such other officers as it deems necessary. The board of directors of the Juneau Pool System may establish an executive committee with authority to act on behalf of the board and may appoint such other committees as it deems necessary.

_____.**05.050 Vacancies.**

(a) A vacancy in the Juneau Pool System board shall exist under the following conditions:

- (1) If a person appointed to membership fails to qualify and take office within 30 days of appointment;
- (2) If a member departs from the City and Borough with the intent to remain away for a period of 90 or more days;
- (3) If a member submits his or her resignation to the board or assembly;
- (4) If a member is unable to attend regular board meetings for a period of more than 90 days;
- (5) If a member misses more than 40 percent of the regular board meetings in a 12-month period; or
- (6) If a member is removed by the assembly, in its sole discretion, for the convenience of the City and Borough.

(b) For the purposes of counting attendance, a member participating telephonically in accordance with the Assembly Rules of Procedure shall be counted as present.

(c) The chair of the Juneau Pool System board shall notify the clerk's office of any vacancy on the Juneau Pool System board. Upon notification, the assembly shall appoint a new member for the unexpired term.

_____.**05.060 Meetings.**

The board of directors of the Juneau Pool System shall meet at least once each calendar quarter, or monthly if appropriate and necessary, at a place and time to be designated by the board.

____**.05.070 Membership in associations.**

The board of directors of the Juneau Pool System may maintain membership in any local, state or national group or association organized and operated for the promotion of swimming or for the safety of pools or the advancement of the efficiency of pool system administration and, in connection therewith, pay dues and fees thereto.

____**.05.080 Manager designated; appointment.**

The chief executive officer of the Juneau Pool System shall be the Aquatic Facilities Director appointed by the board of directors of the Juneau Pool System only upon the affirmative vote of a majority of the entire board. For purposes of Chapter 44.05, the Aquatic Facilities Director shall have the status of a department head. Personnel actions regarding the Aquatic Facilities Director, including hiring, evaluation, discipline, and termination, shall be after consultation with the city manager.

____**.05.090 Aquatic Facilities Director; duties and responsibilities.**

The Aquatic Facilities Director is responsible for the overall supervision of the affairs of the pools. The Juneau Pool System Manager's authority and duties shall include the following:

- (1) To be responsible for carrying out all applicable laws and ordinances;
- (2) To be responsible for carrying out policies established by the board of directors of the Juneau Pool System;
- (3) To operate the Juneau Pool System in a manner, to the extent practical given safety concerns and maximizing operating hours of the pools, that minimizes its general fund subsidy.
- (4) To prepare an annual budget as required by City and Borough ordinance;
- (5) To prepare such reports as may be required on any phase of pool activity;
- (6) To attend all meetings of the board of directors of the Juneau Pool System and of standing committees except where otherwise specified;
- (7) To perform any other duty that may be necessary in the best interest of the pools.

____**.05.100 Schedule of fees and charges.**

(a) A schedule of fees and charges for use of the pools and their facilities shall be approved by the board of directors of the Juneau Pool System annually or more often as the need may arise. All such board approvals shall be forwarded immediately to the City and Borough municipal clerk who shall transmit them to the assembly.

(b) All charges approved by the board of directors of the Juneau Pool System shall become effective upon board approval unless the board of directors sets a later effective date. The assembly, by motion or resolution, may change any fee or charge approved by the board of directors of the Juneau Pool System.

____.05.110 Preparation and submission of budget.

The Aquatic Facilities Director shall prepare the budget in accordance with approved City and Borough procedure and shall submit it to the board of directors of the Juneau Pool System for approval. The operating portion of the budget submitted by the Juneau Pool System board shall be, to the extent practical given safety concerns and maximizing operating hours of the pools, that minimizes its general fund subsidy. The board of directors of the Juneau Pool System shall make its recommendations and submit the budget to the City and Borough manager for transmittal to the assembly in the same manner as general government departments.

____.05.120 Other fiscal matters.

All other fiscal matters including custody of and expenditure of funds, accounting and collection shall be governed by general City and Borough ordinance.

Presented by: The Manager
Introduced:
Drafted by: A. G. Mead

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2015-____

An Ordinance Amending the Recreation, Parks and Community Centers Title to Add a New Chapter on Aquatics Facilities.

NOW, THEREFORE, 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. Adoption of New Chapter. Title 67 Recreation, Parks and Community Centers, is amended by adding a new chapter to read as follows:

Chapter 67.10

Aquatics Facilities

67.10.010 Board of directors.

(a) The Aquatics Board shall consist of seven members appointed by the assembly to serve without compensation for staggered three-year terms. Members of the board of shall serve at the pleasure of the assembly. Terms shall commence on July 1. Appointments to fill vacancies shall be for the unexpired term. In the event a seat has six months or less remaining to the unexpired term, the assembly, at its discretion, may choose to appoint the member to the remainder of the current term as well as to the full term immediately following the expiration date of the unexpired term. No board member who has served for

1
2 three consecutive terms or nine years shall again be eligible for appointment until one full
3 year has intervened, provided, however, that this restriction shall not apply if there are no
4 other qualified applicants at the time reappointment is considered by the assembly.

5 (b) No board member, or member of a board member's immediate family or household,
6 may be employed by an aquatics facility owned by the City and Borough. To the extent
7 possible, appointments to the Aquatics Board shall include persons having skills relevant to
8 matters concerning the aquatics facilities. No more than two members of the Aquatics
9 Board may be a member of the board of directors of a local swim organization.
10

11
12 **67.10.020 General powers.**

13 (a) Subject to state laws and City and Borough ordinances, the Aquatics Board shall
14 generally exercise all powers necessary and incidental to the operation and maintenance of
15 the municipally-owned aquatics facilities according to the best interests of the public and in
16 a sound business manner. The Aquatics Board:

17 (1) Shall be responsible for the operation, maintenance, development and
18 marketing of the municipally owned and operated aquatics facilities, except as otherwise
19 provided by the assembly by resolution.

20 (2) Shall prescribe the terms under which persons and groups may use the
21 aquatic facilities under the board's management and establish and enforce standards of
22 operation.
23

24 (3) May adopt regulations pursuant to CBJ 01.60 necessary for the
25 administration of the aquatics facilities under the board's management.

1
2 (b) The aquatics facilities shall conform to the City and Borough Personnel Management
3 Code, the City and Borough Personnel Rules, Personnel Classification Plan, and the City
4 and Borough Manager's policies. The aquatics facilities shall utilize the services of the
5 Human Resources and Risk Management Department when hiring or terminating any
6 employee, when responding to grievances, in labor agreement negotiation, and in
7 substantial disciplinary matters.

8 (c) All legal services for the Aquatics Board and aquatics facilities shall be provided by
9 or under the supervision of the Municipal Attorney.
10

11
12 **67.10.030 Organization.**

13 The Aquatics Board shall elect annually from its members a chair and vice-chair and such
14 other officers as it deems necessary. The board may establish an executive committee with
15 authority to act on behalf of the board and may appoint such other committees as it deems
16 necessary.
17

18 **67.10.040 Vacancies.**

19 (a) A vacancy in the Aquatics Board shall exist under the following conditions:

20 (1) If a person appointed to membership fails to qualify and take office within 30
21 days of appointment;
22

23 (2) If a member departs from the City and Borough with the intent to remain
24 away for a period of 90 or more days;

25 (3) If a member submits his or her resignation to the board or assembly;

1
2 (4) If a member is unable to attend regular board meetings for a period of more
3 than 90 days;

4 (5) If a member misses more than 40 percent of the regular board meetings in a
5 12-month period; or

6 (6) If a member is removed by the assembly, in its sole discretion, for the
7 convenience of the City and Borough.

8 (b) For the purposes of counting attendance, a member participating telephonically in
9 accordance with the Assembly Rules of Procedure shall be counted as present.

10 (c) The chair of the Aquatics Board shall notify the clerk's office of any vacancy on the
11 board. Upon notification, the assembly shall appoint a new member for the unexpired term.
12

13
14 **67.10.050 Meetings.**

15 The Aquatics Board shall meet at least once each month at an accessible location and time
16 to be designated by the board.
17

18 **67.10.060 Membership in associations.**

19 The Aquatics Board may maintain membership in any local, state or national group or
20 association organized and operated for the promotion of swimming or for the safety of pools
21 or the advancement of the efficiency of pool system administration.
22

23
24 **67.10.070 Manager designated; appointment.**

25 The chief executive officer of the aquatics facilities shall be the Aquatic Facilities Director,
appointed by the Aquatics Board only upon the affirmative vote of a majority of the entire

1
2 board. For purposes of Chapter 44.05, the Aquatic Facilities Director shall have the status of
3 a department head. Personnel actions regarding the Aquatic Facilities Director, including
4 hiring, evaluation, discipline, and termination, shall be after consultation with the City and
5 Borough Manager.

6
7 **67.10.080 Aquatic Facilities Director; duties and responsibilities.**

8 The Aquatic Facilities Director is responsible for the overall supervision of the municipally-
9 owned aquatics facilities under the Aquatics Board's management. The Aquatic Facilities
10 Director's authority and duties shall include the following:

11 (1) To be responsible for carrying out all applicable laws, ordinances and
12 regulations.

13 (2) To be responsible for carrying out policies established by the Aquatics Board.

14 (3) To prepare an annual budget as required by City and Borough ordinance.

15 (4) To attend all meetings of the Aquatics Board and its standing committees
16 except as otherwise directed by the board.

17 (5) To perform other duties as assigned by the board or as otherwise may be in
18 the best interest of the aquatic facilities.

19 (6) To perform any other duty that may be necessary in the best interest of the
20 aquatics facilities.

21
22
23 **67.10.090 Schedule of fees and charges.**

24 (a) A schedule of fees and charges for use of the aquatic facilities shall be approved by
25 the Aquatics Board annually or more often as the need may arise. All such board approvals

1
2 shall be forwarded immediately to the City and Borough municipal clerk who shall transmit
3 them to the assembly.

4 (b) All charges approved by the Aquatics Board shall become effective upon board
5 approval unless the board of directors sets a later effective date. The assembly, by motion or
6 resolution, may change any fee or charge approved by the Aquatics Board.
7

8 **67.10.100 Preparation and submission of budget.**

9 The Aquatic Facilities Director shall prepare the budget in accordance with approved City
10 and Borough procedure and shall submit it to the Aquatics Board for approval. The
11 operating portion of the budget submitted by the Aquatics Board shall, to the extent
12 practical given safety concerns and maximizing operating hours of the pools, minimize its
13 general fund subsidy. The Aquatics Board shall make its recommendations and submit the
14 budget to the City and Borough Manager for transmittal to the assembly in the same
15 manner as general government departments.
16
17

18 **67.10.110 Other fiscal matters.**

19 All other fiscal matters including custody of and expenditure of funds, accounting and
20 collection shall be governed by general City and Borough ordinance.
21

22
23 //

24
25 //

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2015.

Merrill Sanford, Mayor

Attest:

Laurie J. Sica, Municipal Clerk

CBJ – Committee of the Whole

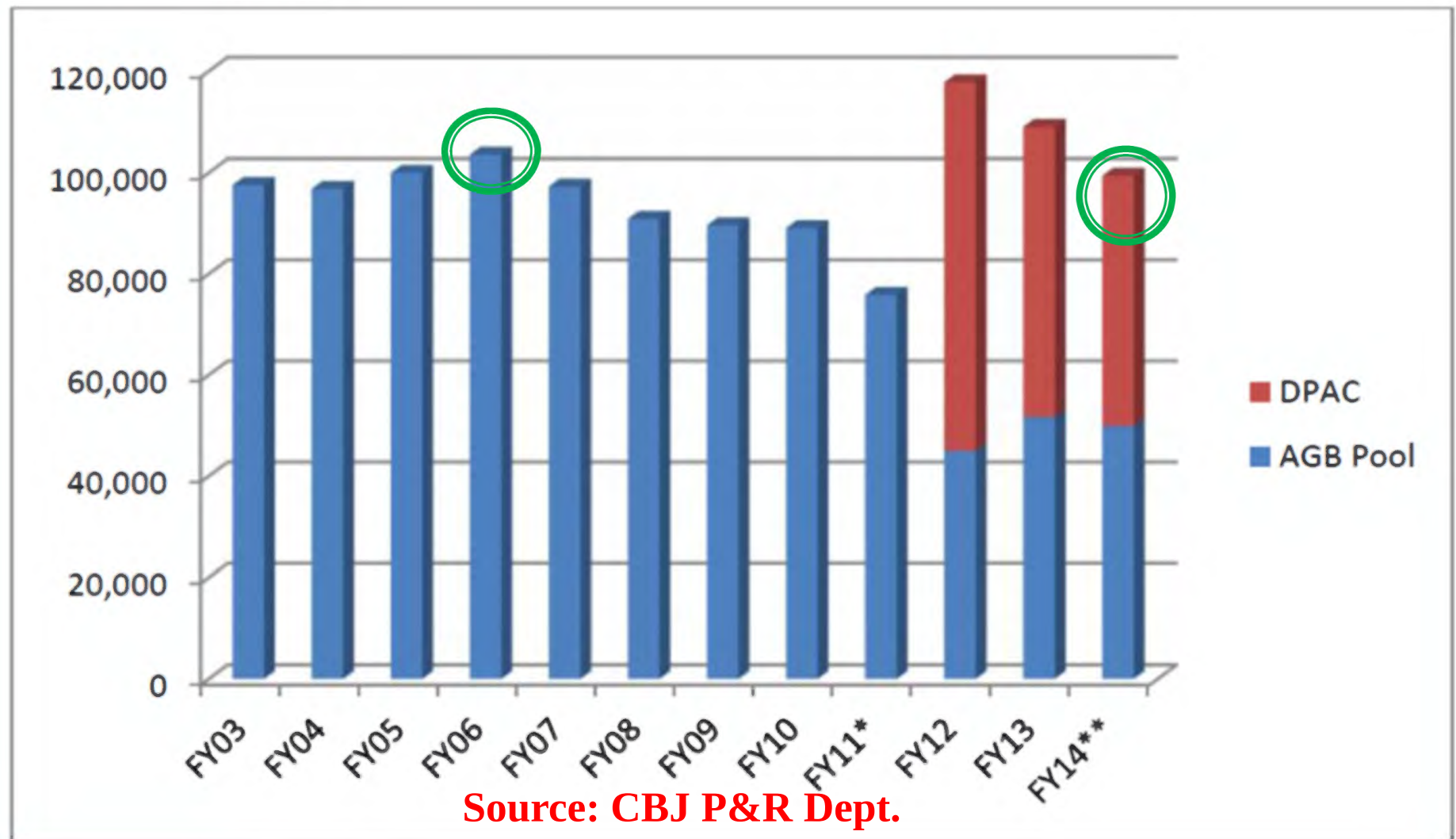
Max Mertz

February 9 2015





Historical Pool Use



Costs to Taxpayers

	Revenues	Expenditures	Net	% Cost Recovery	
2009					
Eaglecrest	1,680,879	2,333,294	(652,415)	72.0%	
Augustus Brown Pool	304,619	888,832	(584,213)	34.3%	
2014					2013
Eaglecrest	1,987,696	2,597,762	(610,066)	76.5%	78.2%
Augustus Brown Pool	180,920	801,391	(620,471)	22.6%	21.5%
DPAC	370,200	1,142,401	(772,201)	32.4%	37.4%
Combined Pools	551,120	1,943,792	(1,392,672)	28.4%	31.1%
Cost to Taxpayers compard to SMG Range					
Low			(971,294)		(969,647)
High			(564,633)		(544,059)

Source: CBJ CAFR and Controllers Dept.

Sports Management Group

Dimond Park Pool Cost Recovery Potential

	Low	Average	High
Cost Recovery Potential	70.8%	81.6%	93.7%
Annual Subsidy or Net Revenue	(\$430,000)	(\$256,500)	(\$83,000)
Probable Operating Costs	\$1,319,000	\$1,397,000	\$1,475,000
Potential Revenue	\$1,045,000	\$1,140,500	\$1,236,000

AUGUSTUS BROWN Cost Recovery Potential

	Low	Average	High
Cost Recovery Potential	38.3%	46.8%	56.4%
Annual Subsidy or Net Revenue	(\$673,000)	(\$547,000)	(\$421,000)
Probable Operating Costs	\$966,000	\$1,028,000	\$1,090,000
Potential Revenue	\$417,000	\$481,000	\$545,000

Transparency

CITY and BOROUGH OF JUNEAU

Non-Major Special Revenue Funds

EAGLECREST

Comparative Statements of Revenues, Expenditures, and Changes in Fund Balance (Deficit)

For the fiscal years ended June 30, 2014, 2013 and 2012

	2014	2013	2012
REVENUES			
State sources	\$ 70,788	66,783	51,278
Charges for services	1,341,034	1,347,872	1,357,668
Contracted services	130,983	114,514	71,593
Licenses, permits & fees	214,344	207,306	244,030
Sales	34,309	33,324	36,262
Rentals and leases	184,168	191,864	183,576
Donations & contributions	12,070	15,106	14,022
Total revenues	<u>1,987,696</u>	<u>1,976,769</u>	<u>1,958,429</u>
EXPENDITURES - Recreation	<u>2,597,762</u>	<u>2,528,769</u>	<u>2,468,678</u>
Deficiency of revenues over expenditures	<u>(610,066)</u>	<u>(552,000)</u>	<u>(510,249)</u>
OTHER FINANCING SOURCES			
Transfers from:			
General Fund	725,000	725,000	725,000
Roaded Service Area Special Revenue Fund	25,000	25,000	25,000
Total other financing sources	<u>750,000</u>	<u>750,000</u>	<u>750,000</u>
Net change in fund deficit	139,934	198,000	239,751
Fund deficit at beginning of the year	<u>(47,743)</u>	<u>(245,743)</u>	<u>(485,494)</u>
Fund balance (deficit) at end of year	<u>\$ 92,191</u>	<u>(47,743)</u>	<u>(245,743)</u>

Source: CBJ CAFR

CITY and BOROUGH OF JUNEAU

Major Special Revenue Funds

ROADED SERVICE AREA

Comparative Statements of Revenues, Expenditures, and Changes in Fund Balance

For the fiscal year ended June 30, 2014, 2013 and 2012

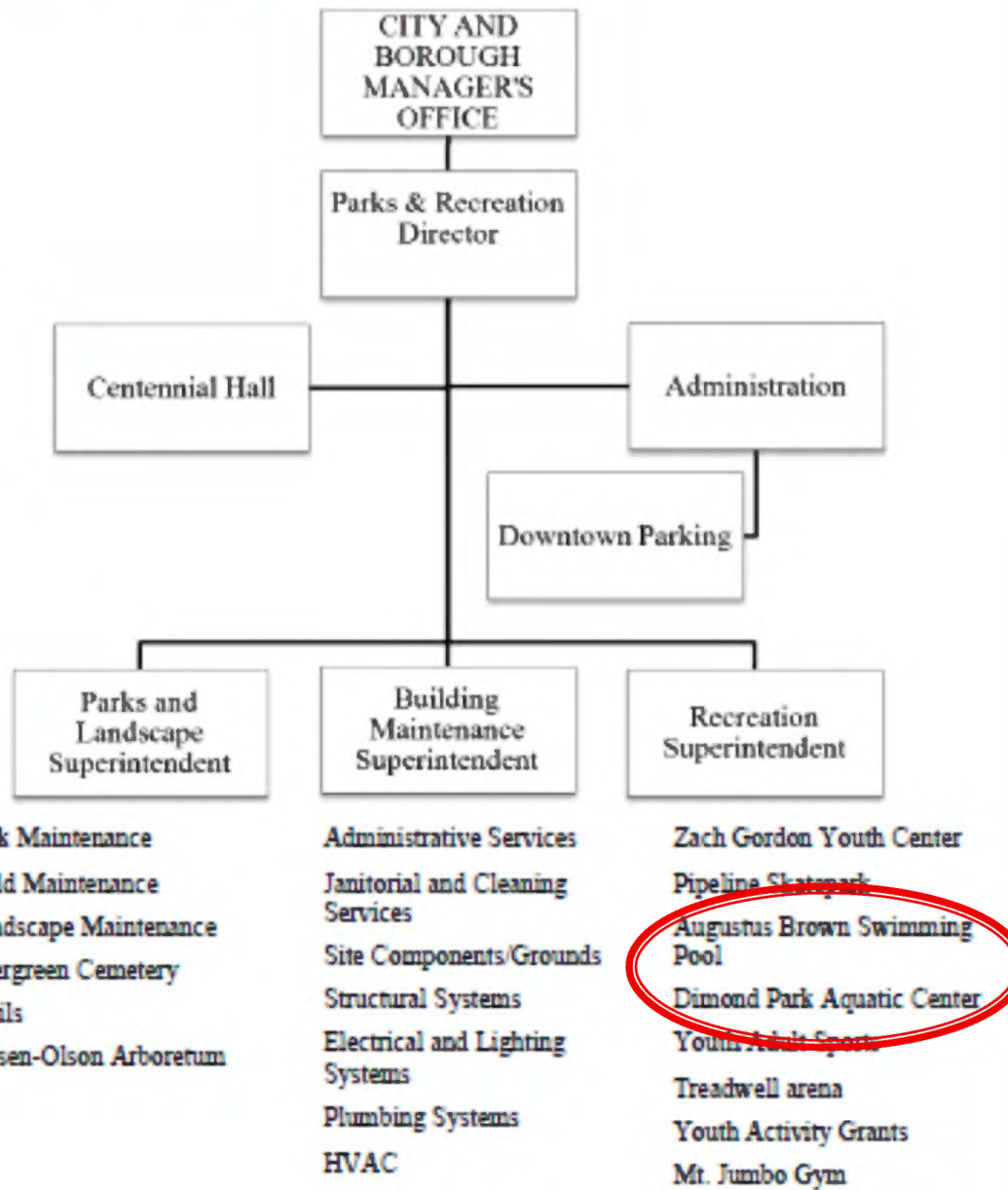
	2014	2013	2012
REVENUES			
Property taxes	\$ 8,562,312	8,314,185	8,156,094
State sources	4,905,907	5,942,126	5,324,698
Federal source	771,264	1,085,539	901,542
Charges for services	2,882,825	2,842,240	2,859,613
Contracted services	-	-	50,244
Licenses, permits and fees	135,208	157,940	160,758
Fines and forfeitures	297,551	303,620	388,417
Sales	34,411	38,554	32,071
Rental and leases	342,152	358,640	338,276
Donations and contributions	30,525	6,065	3,725
Investment and interest income	7,771	4,926	3,611
Other	227,965	(18,405)	124,390
Total revenues	<u>18,197,891</u>	<u>19,035,430</u>	<u>18,343,439</u>
EXPENDITURES			
Education	200,000	200,000	200,000
Parks and recreation	5,130,893	5,122,944	5,232,745
Public safety - police	13,047,067	13,538,491	13,342,640
Public works - roads and street maintenance	5,087,341	5,223,555	5,174,619
Public transportation	6,767,177	6,746,835	6,479,751
Total expenditures	<u>30,232,478</u>	<u>30,831,825</u>	<u>30,429,755</u>
Deficiency of revenues over expenditures	<u>(12,034,587)</u>	<u>(11,796,395)</u>	<u>(12,086,316)</u>
OTHER FINANCING SOURCES (USES)			
Transfers from General Fund, Special Assessments	-	-	30,000
Transfers from Special Revenue Funds:			
Sales Tax	11,139,000	12,994,000	10,231,000
Marine Passenger Fee	1,147,000	1,119,000	1,147,600
Transfers to:			
General Fund	(1,000,000)	-	-
Special Revenue Funds:			
Eaglecrest	(25,000)	(25,000)	(25,000)
Downtown Parking	(202,000)	(47,000)	-
Marine Passenger Fee	-	(30,474)	(9,425)
Total other financing sources (uses)	<u>11,059,000</u>	<u>14,010,526</u>	<u>11,374,175</u>
Net change in fund balance	<u>(975,587)</u>	<u>2,214,131</u>	<u>(712,141)</u>
Fund balance at beginning of year	<u>8,054,720</u>	<u>5,840,589</u>	<u>6,552,730</u>
Fund balance at end of year	<u>\$ 7,079,133</u>	<u>8,054,720</u>	<u>5,840,589</u>

Pool Cuts Effect

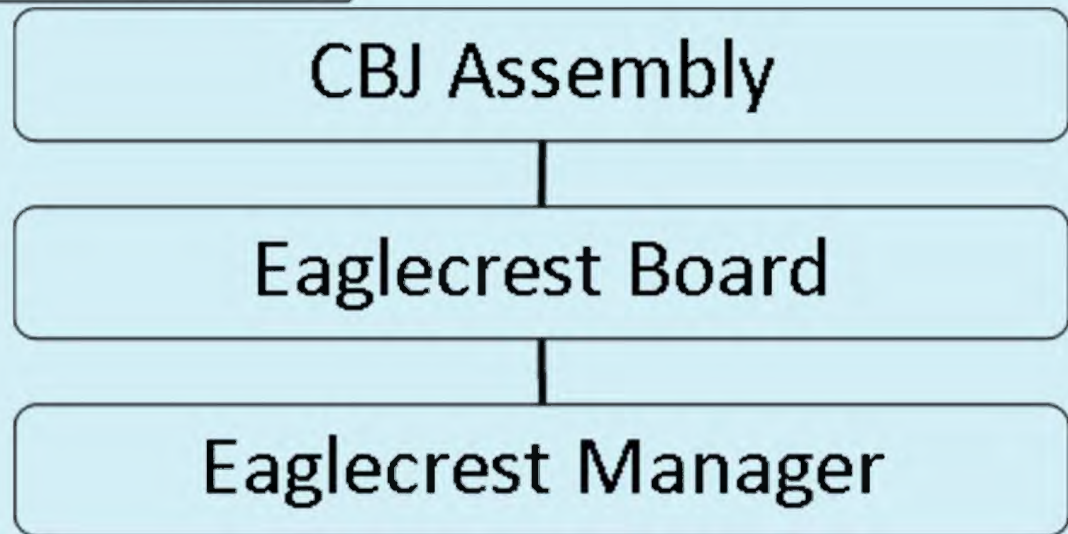
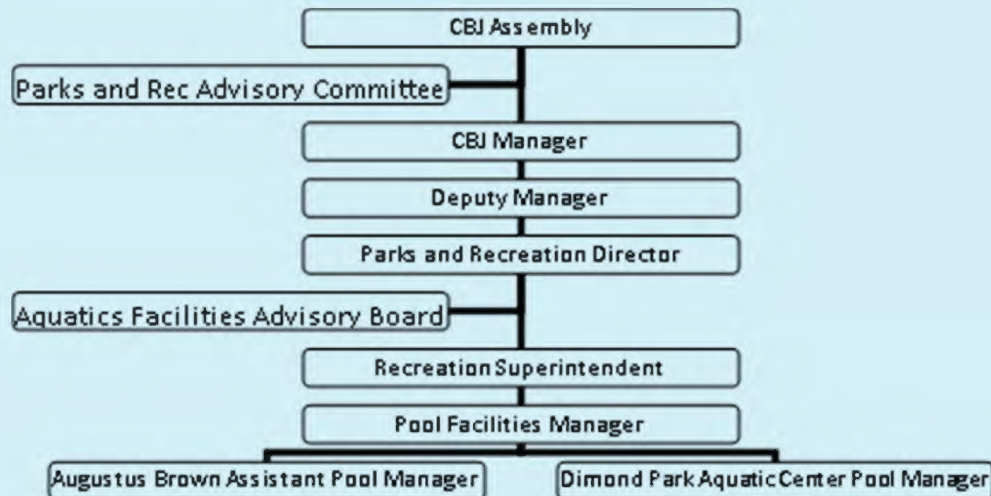
2014				
Augustus Brown Pool	180,920	801,391	(620,471)	22.6%
DPAC	370,200	1,142,401	(772,201)	32.4%
Combined Pools	551,120	1,943,792	(1,392,672)	28.4%
2013				
Augustus Brown Pool	172,618	802,084	(629,466)	21.5%
DPAC	457,469	1,224,502	(767,033)	37.4%
Combined Pools	630,087	2,026,586	(1,396,499)	31.1%
Change	(78,967)	(82,794)	3,827	-2.7%

Source: CBJ CAFR and Controllers Dept.

FUNCTIONAL ORGANIZATION CHART



Management Structures



Pool Board Benefits

- ▶ Focus
- ▶ Volunteer Empowerment and Engagement
- ▶ Leaner Management Structure
- ▶ Marketing
- ▶ Develop Fee Structure Policy
- ▶ Provide for Maintenance Needs
- ▶ Transparency
- ▶ Cost Control
- ▶ Improve Revenue
- ▶ Maximize Facility Use
- ▶ Provide for Scholarships.
- ▶ Keep the Pools Open!

Empowered Board Draft Ordinance

- ▶ 7 Members, Appointed by Assembly
 - Pool, Business, Community Expertise
 - Community Representation
- ▶ Hires Manager
- ▶ Develops Budget with Manager, Assembly Approved
- ▶ Develops Strategic Plans
- ▶ Markets
- ▶ Monitors Progress
- ▶ Reports to Assembly
- ▶ Holds Regular Public Meetings
- ▶ Carefully Crafted Transition Plan
- ▶ FOCUS ONLY ON THE POOLS

Pool Ballot Results

	<u>% Pass / Fail</u>
▪ 2005 Valley Pool	45.8%
▪ 2007 Valley Pool	55.0%
▪ 2014 Charter Amendment	59.0%

Source: CBJ Elections website

**ASSEMBLY AGENDA/MANAGER'S REPORT
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

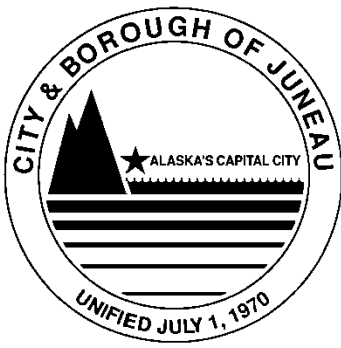
Ordinance 2015-07 An Ordinance Amending the Land Use Code Relating to Accessory Apartments.

MANAGER'S REPORT:

RECOMMENDATION:

ATTACHMENTS:

	Description	Upload Date	Type
☐	Memo from CDD Planner Beth McKibben re: Ord. 2015-07	2/6/2015	Cover Memo
☐	Ordinance 2015-07	1/27/2015	Ordinance



Community Development

City & Borough of Juneau • Community Development

155 S. Seward Street • Juneau, AK 99801

Date: February 5, 2015

To: Assembly Committee of the Whole

From: Beth McKibben, Planner
Community Development

Re: Ordinance 2015-07 An Ordinance Amending the Land Use Code Relating to Accessory Apartments

The Ad Hoc Housing Committee identified housing affordability within the City and Borough of Juneau as primary goal. One suggested method to achieve this goal is to “allow higher square footage and two bedrooms for Accessory Apartments” (#7). Staff investigated this proposal by reviewing existing ordinances in other communities. CDD staff used the American Planning Association’s Planner’s Advisory Service assistance to compare various communities’ “Accessory Dwelling Units” (ADU) regulations. Regulations from 24 communities were reviewed, yielding accessory dwelling unit size requirements ranging from 300 square feet to 1,500 square feet as well as limits on maximum percentage of the primary dwelling ranging from 25% to 90%.

The Planning Commission discussed potential changes to the Accessory Apartment regulations at its May 27th and June 25th, 2014 meetings. The Commission considered staff’s report that analyzed the accessory apartment impacts on: traffic, noise, parking, mass/scale/harmony, with duplexes, commonwalls and multi-family development. Juneau vacancy rates for small apartments were considered. The report also focused on the question of when is an apartment no longer “accessory” and changes the density of an area?

The Commission asked staff to create a two tiered approach based on lot size. This was presented to the Commission at the October 28th, 2014 meeting. The Commission reviewed the draft language and recommended that it be forwarded to the Assembly for action. Staff worked with CBJ Law to draft the ordinance which is before you for consideration.

The ordinance would allow for larger accessory apartments, up to 1000 square feet, if certain conditions are met with respect to the net floor area of the primary dwelling, size of the lot, and wastewater treatment capacity. The ordinance also simplifies the review and approval process for accessory apartments that are proposed on lots that exceed the minimum lot size and are connected to sewer. Additionally, the ordinance provides that the Planning Commission may approve an accessory apartment application on a lot that is less than the minimum lot size and is not connected to sewer. The Commission may also approve an accessory apartment application with a Conditional Use permit for a single family home in a multi-family zone district where density (number of units per lot) is calculated by unit/acre (D10, D15, D18, LC, GC, MU2, and WC) that are located on a lot too small to permit a second dwelling unit.

Finally, the ordinance would also clarify the parking requirements, as well create a parking standard for the larger accessory apartments. It also makes a few housekeeping changes.

Presented by: The Manager
Introduced:
Drafted by: A. G. Mead

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2015-07

An Ordinance Amending the Land Use Code Relating to Accessory Apartments.

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. CBJ 49.25.300(c) Determining uses, is amended to read as follows:

49.25.300(c) Determining uses.

...

Minor development means development which is classified by zoning district as follows:

...

Multifamily ~~Family~~ Residential Districts: A residential development containing eight or fewer dwelling units, eight or fewer bedrooms leased on a daily or weekly basis, or a nonresidential building of less than 5,000 square feet or using less than 10,000 square feet of land.

...

Section 3. Amendment of Table. CBJ 49.25.300 Table of Permissible Uses is amended to read as follows:

TABLE OF PERMISSIBLE USES - CBJ 49.25.300

	Use Description	Zones														
		RR	D-1	D-3	D-5	D-10 SF	D-10	D-15	D-18	LC	GC	MU	MU2	WC	WI	I
1.000	RESIDENTIAL															
1.100	Single-family dwellings															
1.110	Single-family detached, one dwelling per lot	1	1	1	1	1	1	1	1	1	1	1	1	1	1 ^A	1 ^A
1.120	Single-family detached, two dwellings per lot	1	1	1												
1.130	Single-family detached, accessory apartments ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x		
1.135	Two single-family detached, one or two accessory apartments		3	3												

	1.140	Single-family detached, two dwellings per lot, accessory apartment ^x	<u>1, 3</u>	<u>1, 3</u>	<u>1, 3</u>												
1.200	Duplex		1	1	1	1		1	1	1	1	1	1	1	1		
1.300	Multifamily dwellings							1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	3	
...	...																
1.900	Common wall development																
1.910	Two dwelling units					1	1	1	1	1							
1.911	Accessory apartments ^x		1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	1 ^x , 3 ^x	
1.920	Three or more dwelling units					3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3		
1.930	Two dwelling unit structures allowed under special density considerations, subsections 49.25.510(h)			3	3	3	3	3	3	3	3			3			

...

Section 4. Amendment of Table. CBJ 49.25.300 Table of Permissible Uses, is amended by adding to the Key section the following:

1
2 **49.25.300 Table of Permissible Uses.**

3 ...

4 Key:

5 ...

6 1, 3. Department approval required if minor development, conditional use permit
7 required if major development.

8 Note:

9 x. Special requirements apply to accessory apartments applications. CBJ
10 ~~49.25.510(d)(2)~~ CBJ 49.25.510(k).

11 ...

12 **Section 5. Amendment of Section.** CBJ 49.25.510 Special density
13 considerations, is amended to read as follows:

14 **49.25.510 Special density considerations.**

15 ...

16
17 (d)(2) Reserved.

18 ...

19
20 (k) Accessory apartments. No person shall construct or maintain an accessory apartment
21 except in accordance with a permit issued under this section.

22 (1) Application. Accessory apartment applications shall be submitted on a form
23 provided by the director and shall include:

24 (A) A completed application form;

25 (B) The application fee required by chapter 49.85

1
2 (C) A site plan drawn to scale or dimensioned indicating all required
3 parking, minimum setbacks, and actual lot size; and

4 (D) A floor plan drawn to scale or dimensioned indicating all dwelling units
5 and including each room labeled as to use;

6
7 (E) Statement describing the property is connected to sewer or has
8 adequate wastewater capacity for the proposed apartment.

9 (2) Approval Standards

10 (A) Unless otherwise provided, the accessory apartment shall be a one
11 bedroom or efficiency unit not exceeding 600 square feet in net floor
12 area.

13
14 (B) Areas common to more than one dwelling unit—including entry ways,
15 furnace rooms, laundry rooms, and interior stairways—shall not be
16 included in the computation of the net floor area for the accessory
17 apartment.

18
19 (C) The minimum lot size as used in this section refers to the Minimum
20 Lot Size for Permissible Uses listed in the Table of Dimensional
21 Standards, CBJ 49.25.200.

22 (D) A permit under this subsection may be issued if the applicant
23 establishes:

24
25 (i) The development meets all setback requirements;

1
2 (ii) The total building footprint does not exceed the maximum lot coverage
3 allowable under section 49.25.400, the table of dimensional standards,
4 or, in the case of nonconforming structures, the total building footprint
5 does not increase with the proposed accessory apartment;

6 (iii) The development does not violate the vegetative cover requirements
7 imposed by section 49.50.300; or, in the case of nonconforming
8 structures, the proposed accessory apartment does not decrease the
9 existing vegetative cover; and

10
11 (iv) The development meets the parking standards required by chapter
12 49.40

13
14 (E) Single-family detached accessory apartment approval.

15 (i) The director may approve a 49.25.300.1.130 accessory apartment
16 application if all of the requirements of this section and the following
17 are met:

18 (a) The application is (1) for an efficiency or one bedroom unit that
19 does not exceed 600 square feet in net floor area, (2) is on a lot
20 that exceeds the minimum lot size, and (3) is served by public
21 sewer; or

22
23 (b) The application is (1) for an efficiency, one bedroom, or two
24 bedroom unit that has a net floor area equal to or less than 50%
25 of the primary dwelling unit's net floor area but not to exceed

1
2 1,000 square feet, (2) on a lot that exceeds 125% of the
3 minimum lot size, and (3) is served by public sewer.

4 (ii) The commission may approve, with a conditional use permit, a
5 49.25.300.1.130 accessory apartment application if all of the
6 requirements of this section and the following are met:

7
8 (a) The application is (1) for an efficiency or one bedroom unit that
9 does not exceed 600 square feet in net floor area, and (2) is on a
10 lot that is less than the minimum lot size or is not served by
11 public sewer; or

12 (b) The application is (1) for an efficiency, one bedroom, or two
13 bedroom unit that has a net floor area equal to or less than 50%
14 of the primary dwelling unit's net floor area but not to exceed
15 1,000 square feet, and (2) on a lot that exceeds 125% of the
16 minimum lot size, but (3) is not served by public sewer.

17
18 (iii) An application for an accessory apartment with a net floor area that
19 exceeds 600 square feet shall not be approved on a lot that is less than
20 125% of the minimum lot size.

21
22 (F) Single-family detached, two dwellings per lot, accessory apartment
23 approval.

24 (i) When a lot has two primary dwelling units, each primary dwelling unit
25 may have up to one accessory apartment that is consistent with the

1
2 requirements of this section. The lot shall not have more than two
3 accessory apartments.

4 (ii) An application for an accessory apartment with a net floor area that
5 exceeds 600 square feet shall not be approved on a lot that is less than
6 250% of the minimum lot size.

7
8 (iii) The director may approve a 49.25.300.1.140 accessory apartment
9 application if all of the requirements of this section and the following
10 are met:

11 (a) The application (1) is for an efficiency or one bedroom unit that
12 does not exceed 600 square feet in net floor area, (2) is on a
13 double sized lot (two times the minimum lot size), (3) is served by
14 public sewer; and (4) the lot does not have another accessory
15 apartment in excess of 600 square feet in net floor area; or

16
17 (b) The application is (1) for an efficiency, one bedroom, or two
18 bedroom unit that has a net floor area equal to or less than 50%
19 of the primary dwelling unit's net floor area but not to exceed
20 1,000 square feet, (2) on a lot that exceeds 250% of the minimum
21 lot size, (3) is served by public sewer, and (4) the lot does not
22 have more than one other accessory apartment in excess of 600
23 square feet in net floor area.
24
25

1
2 (iv) The commission may approve, with a conditional use permit, a
3 49.25.300.1.140 accessory apartment application if all of the
4 requirements of this section and the following are met:

5 (a) The application is (1) for an efficiency or one bedroom unit that
6 does not exceed 600 square feet in net floor area, (2) is on a lot
7 that is less than the minimum lot size or is not served by public
8 sewer, and (3) the lot does not have another accessory
9 apartment in excess of 600 square feet in net floor area;
10

11 (b) The application is (1) for an efficiency, one bedroom, or two
12 bedroom unit that has a net floor area equal to or less than 50%
13 of the primary dwelling unit's net floor area but not to exceed
14 1,000 square feet, (2) on a lot that exceeds 250% of the
15 minimum lot size, (3) the lot is not served by public sewer; and
16 (4) the lot does not have more than one other accessory
17 apartment in excess of 600 square feet in net floor area.
18

19 (G) Multifamily dwelling and accessory apartment approval. Unless
20 authorized by this section, an accessory apartment is prohibited in
21 multi-family, commercial, and mixed-use zoning districts.
22

23 (i) The director may approve a 49.25.300.1.300 accessory apartment
24 application if all the requirements of this section and the following are
25 met:

(a) The application (1) is for an efficiency or one bedroom unit that
does not exceed 600 square feet in net floor area, (2) is on a lot

1
2 that exceeds the minimum lot size, (3) is on a lot that is served
3 by public sewer, and (4) the primary use of the lot is a single
4 family dwelling.

5 (ii) The commission may approve, with a conditional use permit, a
6 49.25.300.1.300 accessory apartment application if all of the
7 requirements of this section and the following are met:
8

9 (a) The application is (1) for an efficiency or one bedroom unit that
10 does not exceed 600 square feet in net floor area, (2) is on a lot
11 that is less than the minimum lot size or is not served by public
12 sewer, and (3) the primary use of the lot is a single family
13 dwelling.
14

15 (H) Common wall accessory apartment approval.

16 (i) Each common wall dwelling may have up to one accessory apartment
17 that does not exceed 600 square feet in net floor area and that is
18 consistent with the requirements of this section.
19

20 (ii) The director may approve a 49.25.300.1.911 accessory apartment
21 application if all of the requirements of this section and the following
22 are met:

23 (a) The application is (1) for an efficiency or one bedroom unit that
24 does not exceed 600 square feet in net floor area, (2) is on a lot
25 that exceeds the minimum lot size, and (3) is served by public
sewer.

(iii) The commission may approve, with a conditional use permit, a 49.25.300.1.911 accessory apartment application if all of the requirements of this section and the following are met:

(a) The application is (1) for an efficiency or one bedroom unit that does not exceed 600 square feet in net floor area, and (2) is on a lot that is less than the minimum lot size or is not served by public sewer.

Section 6. Amendment of Section. CBJ 49.40.210 Minimum space and dimensional standards for parking and off-street loading, is amended to read as follows:

49.40.210 Minimum space and dimensional standards for parking and off-street loading.

(a) *Table of minimum parking standards.* The minimum number of off-street parking spaces required shall be as set forth in the following table. The number of spaces shall be calculated to the nearest whole number:

...

Accessory apartments <u>(600 square feet maximum net floor area)</u>	1
<u>Accessory apartments (1,000 square feet maximum net floor area</u> <u>as authorized by 49.25.510(d)(2)(i)</u>	<u>2</u>
Motels	1 per each unit in the motel

1
2 ...

3
4 **Section 7. Amendment of Section.** CBJ 49.40.230 Parking and circulation
5 standards, is amended to read as follows:
6

7 **49.40.230 Parking and circulation standards.**

8 (a) *Purpose.* Provisions for pedestrian and vehicular traffic movement within and
9 adjacent to the site shall address layout of parking areas, off-street loading and unloading
10 needs, and the movement of people, goods, and vehicles from access roads, within the site,
11 and between buildings and vehicles. Parking areas shall be attractively landscaped and
12 shall feature safely and conveniently arranged parking spaces.
13

14 (b) *Off-street parking and loading areas; design standards.*

15 (1) *Access.* There shall be adequate ingress and egress from all parking spaces.

16 The required width of access drives for driveways shall be determined as part
17 of plan review depending on use, topography and similar considerations.

18 ~~Except in the case of single family dwellings and duplexes located in~~
19 ~~residential and rural reserve zoning districts, back-out parking shall not be~~
20 ~~permitted on a right-of-way.~~

21
22 (2) *Size of aisles.* The width of all aisles providing direct access to individual
23 parking stalls shall be in accordance with the following table:
24
25

	Parking Angle				
Aisle width	0°	30°	45°	60°	90°
One-way traffic	13	11	13	18	24
Two-way traffic	19	20	21	23	24

- (3) *General location.* All parking shall be located in bays generally perpendicular to driveways or roads.
- (4) *Location in different zones.* No access drive, driveway or other means of ingress or egress shall be located in any residential zone if it provides access to uses other than those permitted in such residential zone.
- (5) *Sidewalks and curbing.* Sidewalks shall be provided with a minimum width of four feet of passable area and shall be raised six inches or more above the parking area except when crossing streets or driveways. Guardrails and wheel stops permanently anchored to the ground shall be provided in appropriate locations. Parked vehicles shall not overhang or extend over sidewalk areas, unless an additional sidewalk width of two feet is provided to accommodate such overhang.
- (6) *Stacked parking.* Stacked parking spaces may only be counted as required parking spaces for single-family residences, duplexes, and as otherwise specified for specific uses. In the case of single-family residences and duplexes, only a single parking space per dwelling unit may be a stacked parking space.
- (7) Parking areas must provide adequate space for turning and maneuvering on-site to prevent back-out parking onto a right-of-way, except:

(A) In the case of single-family dwellings and duplexes with or without accessory apartments located in residential and rural reserve zoning districts; or

(B) Where the right-of-way is an alley.

...

Section 8. Amendment of Section. CBJ 49.80.120 Definitions, is amended to include the following definition:

Accessory apartment means one or more rooms with private bath and kitchen facilities comprising an independent, self-contained dwelling unit within or attached to a single-family dwelling or in a detached building on the same lot as the primary dwelling unit. An accessory apartment is distinguishable from a duplex in that, unlike a duplex, it is clearly subordinate to the primary dwelling unit, both in use and appearance.

Section 9. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2015.

Merrill Sanford, Mayor

Attest:

Laurie J. Sica, Municipal Clerk

**ASSEMBLY AGENDA/MANAGER'S REPORT
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

Auke Bay Plan

ATTACHMENTS:

	Description	Upload Date	Type
☐	Eric Feldt, CDD Planner Cover Memo 2/5/2015	2/5/2015	Cover Memo
☐	Final Draft Auke Bay Plan	2/5/2015	Report



Community Development

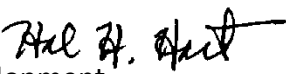
City & Borough of Juneau • Community Development

155 S. Seward Street • Juneau, AK 99801

Date: February 5, 2015

To: Assembly Committee of the Whole

From: Eric Feldt, Planner II, CFM 
Community Development

Thru: Hal Hart, Director 
Community Development

Re: Draft Auke Bay Area Plan

Purpose of the Draft Auke Bay Area Plan

The purpose of the Draft Auke Bay Area Plan is to 1) Address neighborhood problems, such as slowing traffic speeds for increased pedestrian safety and comfort; 2) Guide future public and private investments, such as mapping a future Small Town Center, seawalks, and important viewsheds; and 3) Coordinate planning efforts among property owners and government agencies, such as DOT, CBJ, and UAS. The Plan's +20-year outlook identifies areas for future growth and will be implemented through coordinated efforts of various organizations.

Public Participation

The Draft Auke Bay Area Plan was established by a new working group, Auke Bay Steering Committee, to help provide a unified voice for the general Auke Bay area. Over 20 committee meetings and multiple design charrettes and open houses were held to accomplish this Plan. Each new goal or change in policy that was incorporated into the Plan was discussed and voted by the Steering Committee. Although this public-policy process was time consuming, it provides the Auke Bay residents a strong, unified voice in what they desire for the future.

Summary

The Auke Bay Steering Committee and the design charrette established two very important aspects of the Plan: 1) A new Small Town Center, and 2) A vision for Auke Bay. The Small Town Center vision is a small version of a downtown, consisting of mixed-use buildings, pedestrian

routes, relatively-small businesses, residences above ground-floor shopping, etc. This new Small Town Center is desired in the Center planning area shown in the Plan. The vision of Auke Bay incorporates the love for the outdoors; the strong significance of the Aak'w K̲wáan culture; and the rich educational opportunities. See below.

“Auke Bay Community Offers: Gateways to many outdoor activities, including fishing, kayaking, boating, hiking, and bicycling; study and programs at the University of Alaska Southeast; and, history and cultural significance for the Aak'w K̲wáan who have made Auke Bay their home for millennia.”

The Auke Bay Area Plan touches on six major elements, each with goals, policies and insight. The elements are listed below.

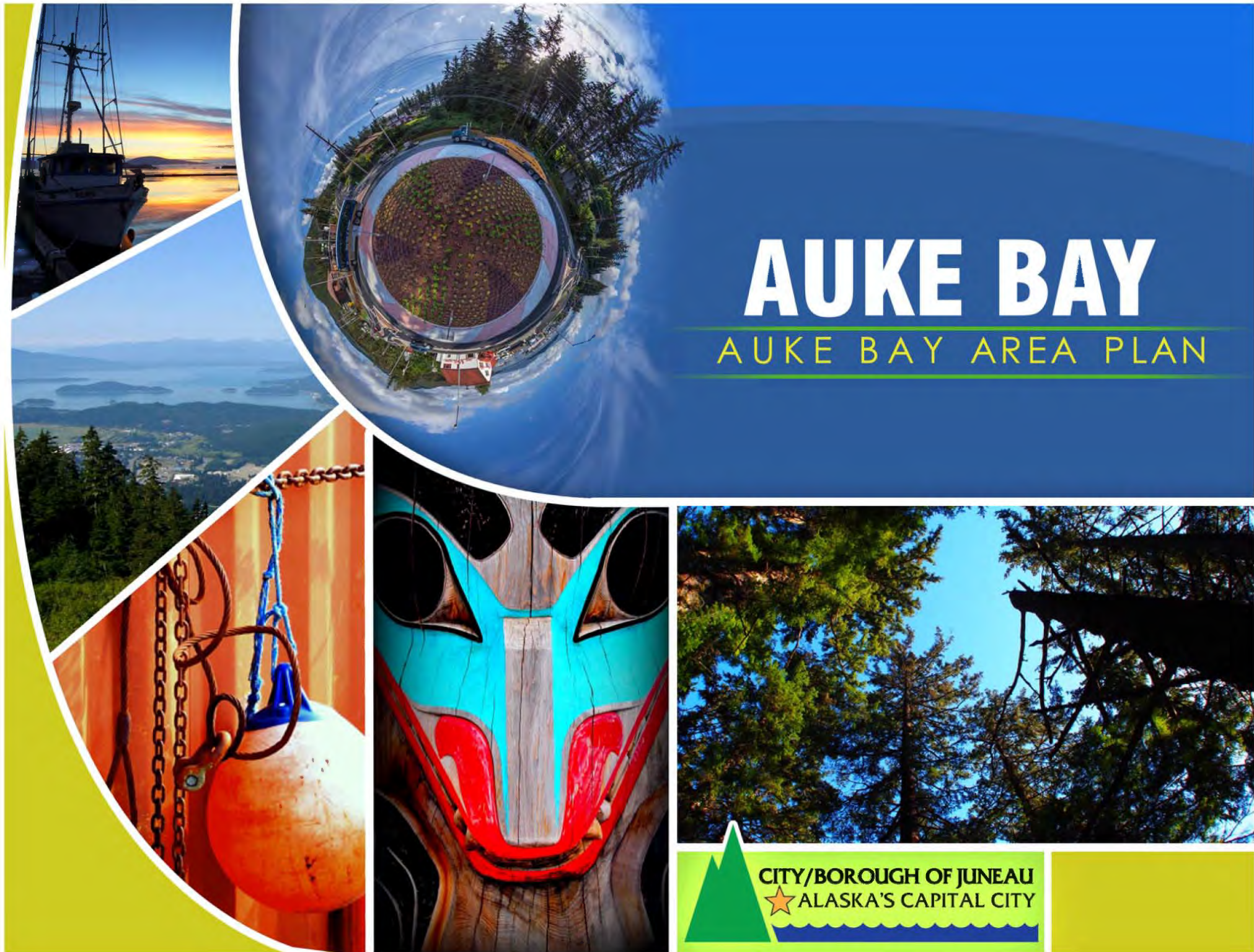
- 1) Land Use & Facilities,
- 2) Natural Resources, Hazards, and Habitat,
- 3) Cultural and Historical Significance and Resources,
- 4) Recreation,
- 5) Transportation, and
- 6) Implementation

Comprehensive Plan

The current Comprehensive Plan, as well as previous editions, envisioned a marine mixed use, transit- and pedestrian-oriented village in the Auke Bay area that serves residents, tourists, businesses, educational centers and much more. The goals and policies of the Comprehensive Plan for the Auke Bay area are discussed in subarea 3 of page 178. This vision became further realized during the past years effort in establishing an Auke Bay Area Plan. The Draft Auke Bay Area Plan recommends modifying the Comprehensive Plan's Land Use map to better guide the creation of this Small Town Center idea.

Implementation

CDD staff will continue to utilize the Auke Bay Steering Committee in addressing zoning district changes and incorporating new design standards for buildings, streetscapes, etc. These two big steps are crucial in guiding future development to create the setting of a small town center. The Planning Commission and Assembly will later see these ideas as policies. Staff will begin the implementation steps in the upcoming months.



AUKE BAY

AUKE BAY AREA PLAN

Cover Design
Glen Fairchild

Cover Photography
Dave Klein ▪ KleinDesigns
&
Pat McGonagel ▪ Didjuneau Fine Art Photography

Auke Bay Area Plan

Adopted (Month, Date, Year)
Assembly Ordinance 20XX-XX



City and Borough of Juneau
Community Development Department
Planning Division

Special Acknowledgements

For your passion for Auke Bay Community...

For your hard work and dedication...

For your ideas and creativity...

We Thank You

Auke Bay Steering Committee Members

Gerald Gotschall, AIA, Chair ▪ Dana Hanselman, Vice Chair ▪ Michele Grant, Recorder ▪ Sharyn Augustine ▪ David Haas ▪ Karla Hart ▪ Caroline Hassler ▪ Ric Iannolino ▪ Dave Klein ▪ Nathan Leigh ▪ Eric Lindegaard ▪ Joann Lott ▪ Brandilyn McDonald ▪ Mike Noel ▪ Lawrence Lee Oldaker ▪ Philip Rolfe ▪ Doug Scudder ▪ Linda Snow ▪ Alice Taff

Americans with Disability Committee ▪ Central Council of Tlingit & Haida Indian Tribes ▪ Corvus Design ▪ Did Juneau Photography ▪ CBJ Docks & Harbors ▪ Douglas Indian Association ▪ CBJ Engineering ▪ Friends of Auke Bay ▪ Haight & Associates ▪ Jensen Yorba Lott, Inc ▪ Klein Design ▪ CBJ Lands Department ▪ MRV Architects ▪ NorthWind Architects ▪ CBJ Parks & Recreation ▪ CBJ Public Works ▪ SAIL ▪ Sealaska Heritage Institute ▪ State of Alaska Department of Transportation ▪ University of Alaska Southeast ▪ United States Forest Service ▪ Area Business Owners

Karla & Steve Allwine ▪ James Bibb, AIA ▪ Pat Carroll, PE ▪ Jim Chen ▪ Bernadine DeAsis ▪ Gary Gillette, Architect ▪ Don Howell ▪ Kamal Lindoff ▪ Greg Lockwood ▪ Dr. David Logan ▪ John Morris ▪ Chris Myrtl, PLA ▪ Fred & Kathleen Pollard ▪ Mike Pollard ▪ Michelle Ridgeway ▪ Chuck Smythe ▪ Steve Soenksen ▪ Corey Wall, AIA ▪ Every Area Resident Who Attended a Meeting



Community Outreach Efforts

21 Auke Bay Steering Committee
Meetings

3 Open House Meetings

2 Design Charrettes

1,038 Households Notified by Direct Mail

150 Postcards Displayed

250 Flyers Posted

1 Initial Survey

54 Newspaper Advertisements

Message from the Chair

The Steering Committee's discussion of the Auke Bay area began with the development of a vision statement that came out of various 'statements of need' from the Committee and what Auke Bay represents in the larger Community. This led to discussions of how we envision the area growing and what the boundaries of the area growth might be.

Over the following months, the Committee heard presentations from the many agencies that have current and future projects in progress in the area and discussed how each project might affect the overall function, look, and feel of the greater Auke Bay area. We saw a wide variety of interested community members also show up and comment on the many issues being presented. Guided by City staff, we evaluated and discussed this wide range of presentation issues, as well as the many community comments culminating in the *Draft Auke Bay Area Plan* that you have before you. The Draft *Plan* was developed largely through a consensus-

driven model set against the collective Vision established early in the process.

In addition to agency presentations about what is planned, two community design charrettes were held to gather ideas for what should be planned. With the active participation from homeowners, landowners, developers, local business owners, neighbors and various others, ideas large and small were shared for improving the Auke Bay area. We heard ideas from the participants about everything from roads and sidewalks, bike lanes, harbor use, trail connections, public / private parks, school crossings, the delicate natural and cultural environments, to how buildings should address the street as they change from retail to commercial to residential uses, and where they should be on the map.

The charrette results were synthesized into the Community Charrette Map as a visual embodiment of ideas held in common by the mixed groups of Juneau Citizens.

We saw numerous similarities between the ideas collected from the charrette participants and those collected in the Steering Committee brainstorming discussions - thus reinforcing that we were all headed in the same direction with a common vision, and adequately representing our Community!

Next, the goals of the *Plan* were agreed to. We recognized that each goal represented an identified problem or opportunity raised by the community and that the list of policies were designed to address the responsible party, or the desired outcome or process needed to address the issue in the future.

We also recognize the *Plan* is not the end to the discussion, but a framework for its beginning. It is a working statement of where Auke Bay is today, and where we want to head for tomorrow, or 10

years from now. We recognize that the *Plan* will need continued attention to evolve, from both public and private participants. With major projects at the University, Department of Transportation, the private sector developers and Docks & Harbors yet to come, we see the area's evolution already set in motion. Unifying and connecting each of these projects together will be key in forming the aspects of the "community" that our participants were so passionate about.

Auke Bay is currently serving as a hub for numerous activities, residences, businesses, and an increasingly busy harbor. Preserving the beauty of Auke Bay and its natural setting, while accommodating all the desired and imagined future growth - both built and economic - will be a challenge.

This plan seeks to provide a guideline for this growth. We also see that there are a number of next-steps in the process that could not be addressed in our time on this effort.

Our many thanks from the members of the Steering Committee, to the many Auke Bay Residents, the members of the Borough Assembly and the Planning Commission, the Douglas Indian Association representatives, and Sealaska staff who attended as needed throughout the 12 month process. We would also like to thank the numerous representatives from DOT&PF, CBJ Docks and Harbors, University of Alaska Southeast, and many other participating organizations and institutions for their time and resource contributions that made this effort possible.

I look forward to the next steps!

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald Gotschall". The signature is fluid and cursive, with a large initial "G" and a long, sweeping underline.

Gerald Gotschall, AIA
Chair of the Auke Bay Steering Committee

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Draft Auke Bay Area Plan Introduction

Planning for Auke Bay's Future

Vision of Auke Bay:

"Auke Bay Community Offers: Gateways to many outdoor activities, including fishing, kayaking, boating, hiking, and bicycling; study and programs at the University of Alaska Southeast; and, history and cultural significance for the Aak'w Kwáan who have made Auke Bay their home for millennia."



Overlay drawing courtesy of Chris Mertl, PLA of Corvus Designs. See large version of Charrette Map in Appendix C

Auke Bay has grown from its early years as being home to the Áak'w Kwáan tribe and a fisheries port, to a much larger and more diverse economic hub of Southeast Alaska, located within the City & Borough of Juneau. Significant growth in the

tourism industry, boating and fisheries commerce, marine transportation, education, and housing developments has

resulted in increased demands in services, varied land regulations, mixture of new transportation challenges, and pressures on the environment. Coordinating and addressing these demands and challenges through the creation of an *Auke Bay Area Plan*, lead by Auke Bay citizens¹, will ensure future growth is responsible, sustainable, and desirable.

Auke Bay is home to many businesses, residents, students, and transient guests. The public and private harbors establish a strong and unique maritime component for not only commercial fisherman, but also local sport fisherman, sailors, and those traveling through Southeast Alaska.

There are pedestrian paths that offer spectacular views of the lake, bay, and nearby mountain tops. The University of Alaska Southeast (UAS) provides a breadth of higher education and outdoor programs that attract students from around the globe. The UAS campus shows growth in new dormitories and campus facilities. Auke Bay boasts a rich mixture of densities that can accommodate many housing needs, from detached homes to condominium. There continues to be a strong housing demand in the Auke Bay area. Businesses are attracted to meet the growing demands of Auke Bay by way of engineering, marine use, transportation, retail/ restaurants, services, and more. As Auke Bay grows, it will be important to

¹ Please reference the Outreach Efforts page in the front of the Auke Bay Area Plan for documentation on specifics of community involvement.

attract businesses that not only supply the demand in the area but also compliment the design of growth.

Throughout the public process of forming the Auke Bay Area Plan, the community came up with the following major goals for the future of Auke Bay. These goals are discussed in detail within each chapter of the plan.

- The Auke Bay Small Town Center provides a rich, mixed-use form of development where people live, work, and play.
- Pedestrians can move freely and safely throughout Auke Bay for recreation, education, enjoyment, or just destination linkages.
- Auke Bay is truly a special place as evidenced through gateways, wayfinding signage, art, lighting, events, etc.
- Culture and history in Auke Bay is rich through art, educational elements, events, and other social aspects.
- Auke Bay accommodates and provides an enjoyable place for commercial and recreational boaters.
- Major property owners, such as UAS, CBJ, business entities, DOT/PF, etc. coordinate development efforts to ensure smart planning.
- Multi-modal transportation facilities and routes are well connected, maintained, and efficient for various users.

The *Auke Bay Area Plan* consists of six chapters. Each chapter provides a set of Goals and Policies that form the neighborhood's *voice* when deciding how the Auke Bay area should grow.

Chapter 1 Land Use and Facilities describes the existing built and natural environments, establishes focused planning areas within the *Auke Bay Area Plan* boundary, and explains the public's involvement and process in creating the vision for Auke Bay's built landscape, such as building and street designs.

Chapter 2 Natural Resources, Hazards, and Habitat provides three categories that highlight the importance of maintaining marine- and land-based environments, utilizing smart building designs to lessen impacts from floods, mudslides etc., and preserving sensitive habitat such as eel grass.

Chapter 3 Cultural and Historical Significance and Resources identifies the early settlement of the Áak'w Kwáan tribe and the need to preserve historic artifacts and promote their rich heritage.

Chapter 4 Recreation promotes an integrated pedestrian and bicycle network, identifies land and water viewpoints, and encourages use of public art and signage to create a strong sense of place.

Chapter 5 Transportation establishes a need for a new by-pass road to allow the center of Auke Bay to be safer and better facilitate pedestrian access; a new Seawalk that links public and private uses; and new parking facilities.

Chapter 6 Implementation explains how this Plan will move forward; why additional changes to the Comprehensive Plan and Zoning Districts are needed to guide specific forms of

development; and how new designs for buildings, streetscapes and spaces will be critical for achieving the envisioned Small Town Center.

Not only was the Auke Bay Area Plan created and guided by local citizenry and the Auke Bay Steering Committee², it is also supported by the community-wide 2013 *Comprehensive Plan*. This Plan provides the following need for a future plan of Auke Bay:

Guideline and Consideration Subarea 3: Auke Bay, Mendenhall Peninsula, & West Mendenhall Valley – Page 178

- *Conduct an area plan or neighborhood plan for the Auke Bay area that would address residential and non-residential uses in the vicinity of the cove, harbor and University with the goal of creating a Marine Mixed Use, transit and pedestrian-oriented village in Auke Bay. Marine Mixed Use land uses could include: Water-related recreation, eco-tourism, commercial fisheries, sport fisheries, marine-related research and aquaculture, and other private and public use of the waters; shoreline and inland areas of Auke Bay including the University of Alaska Southeast (UAS) campus, student and faculty housing, neighborhood-*

² Please see the Outreach Efforts page in the front of the Auke Bay Area Plan for documentation on specifics of community involvement.

commercial needs, transportation systems, habitat protection, educational facilities, careful urban design, and viewshed protection measures. This study should address the needs of and should include the participation of all stakeholders including property owners, residents, business operators, University administration, student and faculty, the Alaska Department of Transportation and Public Facilities, all relevant CBJ Departments and Divisions, NOAA staff and researchers and residents of neighborhoods who regularly traverse the Auke Bay area. Emphasis added.

- *Protect and provide for continued water-dependent development at the Ferry Terminal and in Auke Bay. Identify suitable areas for float homes, boat houses, and/or live-aboard as affordable housing options; this may include dedicated portions of the harbor for these residences. Adopt design guidelines and development standards for the proposed Auke Bay neighborhood plan and Marine Mixed Use District. Emphasis added.*
- *Encourage high-density, transit-oriented residential and/or mixed use developments in the Auke Bay “village” area and around the University, particularly for student and faculty affordable housing. Emphasis added.*

Chapter 14 Community Education & Services – Page 216

Standard Operating Procedures

14.1– SOP 2: Work closely with the staff of UAS in neighborhood planning efforts for the Auke Bay area that considers the on- and off-site impacts and requirements associated with UAS expansion. This should include impacts on housing and on transit, vehicle, pedestrian and bicycle transportation systems. Emphasis added.

The *Auke Bay Area Plan* seeks to enrich the Alaskan heritage as Auke Bay progresses through the next several decades and meets the goals of local citizens and adopted plans. Here are some main goals of this Plan.

Draft Auke Bay Area Plan

Planning Area Definitions

There are three planning areas of the Auke Bay Area Plan: (1) the Planning Area Boundary, (2) the Hub, and (3) the Center. Each represents different types of anticipated growth based on public services, land use demands, and future needs of Auke Bay. Each area is described below. Detailed maps of these planning areas can be found in Appendix C of this *Plan*.

Planning Boundary Area

This represents the boundary of the Auke Bay Area Plan and encompasses the other two planning areas. The boundary stretches from the southern tip of Mendenhall Peninsula around Spuhn and Coghlan Islands north to Indian Point and east to around Auke Lake. Lands between this boundary line and the Hub contain few public services and consist of low development densities. The majority of uses are single-family housing. Most of the land is undeveloped forested areas or the bay area. Although some of this area is privately owned, most of it is publicly owned by the CBJ, State, or the Federal government, or by the University of Alaska Southeast (UAS).

Hub

The Hub is the next inside planning area and represents the town center setting of Auke Bay. This area stretches from the west end of Auke Nu Drive, east along Glacier Highway up Mendenhall Loop Road (Back Loop) to the UAS dormitories along University Drive and south to Chapel by the Lake along Glacier Highway. The Hub is served by public water and sewer services. It also consists of a mixture of housing types, UAS campus and recreation facility, CBJ Statter Harbor, and the western Auke Lake shoreline. The Hub is an area of expected growth due to many undeveloped lots having access to public utilities and services.

Center

This area is the focal point of Auke Bay, where all roads/ trails/ sidewalks and marine routes intersect. It is an area intended to create a setting for a new 'Small Town Center' containing multi-story buildings with a mixture of uses, with an emphasis of ground floor commercial and residential above. Although this area provides efficient vehicular access, it also provides safe and accessible pedestrian access to nearby uses such as Statter Harbor, UAS, and nearby neighborhoods. A new local grid street network is envisioned in the Center to provide a framework for future pedestrian-oriented building facades and streetscapes.



Appendix C- Planning Area Boundary Map

Draft Auke Bay Area Plan

Chapter 1: Land Use and Facilities



Photo courtesy of CBJ's Community Development Department

Existing Conditions

Auke Bay offers a mixture of land uses ranging from condominiums and single family housing to fish-processing facilities and educational centers. During the 20th century, Auke Bay started to develop into a key population node of the community. Three major roads converge in Auke Bay (Glacier Highway (north- & south-bound) and Mendenhall Loop Road) and bring people from all over the Borough. These roads carry a high volume of traffic. Commercial businesses, places of residence and boat harbors have all been developed along this highway.

Auke Bay also receives high marine traffic from commerce, private yachts, the State ferry dock, and recreational boaters. These facilities attract residents, workers and tourists from all over the state and beyond. Current educational opportunities

in Auke Bay include the University of Alaska Southeast, a public and a private elementary school, and a pre-school co-op.

Land use regulations in Auke Bay are fragmented due to the many different districts. This has resulted in some property's regulations promoting a suburban, auto-dependent setting with large parking lots and limited uses; while others promote a small downtown feel with a mix of uses and pedestrian-emphasized designs. Because of this, neighboring uses may easily conflict which can make coordination for future planned growth between land owners challenging.

The 2013 *Comprehensive Plan* describes Auke Bay and UAS as "Urban"¹ in form, "characterized by low- to mid-rise residential and commercial structures, often with the uses mixed within the same structure or with commercial uses lining the edges of residential neighborhoods. Typical mass and scale of these urban neighborhoods are 2 to 3-story structures separated by parking lots, roads, sidewalks and landscaping or small yards."² The *Comprehensive Plan* encourages in-fill development within the Urban Service Area in order to take advantage of existing urban services and utilities.

¹ The Auke Bay Area Plan is using the term 'urban' loosely to mean a Small Town Center that provides a mixture of residential and commercial uses in a small area. Throughout this Plan, Town Center is used to describe growth of this nature.

² Page 13, The City & Borough of Juneau 2013 Comprehensive Plan



Art courtesy of Hal Hart, Director of CBJ Community Development

Additionally, it promotes areas along transit routes to be developed as Transit-Oriented Development with a mixture of housing types, sizes, and prices in proximity to commercial uses and employment. The *Comprehensive Plan* makes a clear connection between land use and transportation with an emphasis on improving the relationship between buildings and the street, providing a safe and comfortable environment in which to walk or bicycle for shorter trips and to use transit for longer travel. The *Comprehensive Plan's* "Typical Elements of a Transit Oriented Development" and "Principles for Creating Livable Mixed Use Communities"³ provide guidance on how the 'Center' of Auke Bay should be developed to take advantage of its vacant and underutilized properties, existing cultural and civic amenities, public infrastructure, and natural assets.

The *State Land Management Plan*⁴ establishes specific goals for the Auke Bay area. The Department of Natural Resources (DNR) has set goals as general conditions and is attempting to achieve them through management actions. The DNR wants to provide opportunities for economic development through managing state land and resources; minimizing fiscal costs by locating development near sustainable economic bases with services; maintaining public health and safety; enhancing the public use of state lands; enhancing quality of life in the state; and providing opportunities for private ownership and leasing of state owned land.

One of the unique parts of Auke Bay is the surrounding fourteen islands in the Lynn Canal that make up the Channel Islands State Marine Park. The islands, which include Aaron, Battleship, Benjamin, Bird, Coghlan, Cohen, Gull, Indian, Lincoln, North, Portland, Ralston, Suedla, and a portion of Shelter are located approximately 25 miles northwest of downtown Juneau. The *Channel Island State Marine Park Management Plan*⁵ provides general information, goals and policies for park management, discusses potential areas for new recreation facilities and identifies actions to promote the importance of the natural recreation area and good stewardship.

³ Page 17, The City & Borough of Juneau 2013 Comprehensive Plan

⁴ State Land Management Plan – Department of Natural Resources
www.dnr.alaska.gov/mlw/planning/areaplans/juneau/

⁵ Channel Island State Marine Park Management Plan – Department of Natural Resources

The latest CBJ *Statter Harbor Master Plan* includes phased improvements: 1) Changes to moorage areas and relocation of the fuel float – completed. Replacement of DeHart’s Marina – not completed. 2) Construction of a new two-lane boat launch and parking facility - begin late 2014 and completed by mid-2016. 3) Construction of a new kayak and boat haul-out ramp with improvements to the boat yard - this phase does not yet have funding and is not yet scheduled for permitting or construction. 4) Construction of for hire charter float.

The University of Alaska Southeast (UAS) has its largest campus in Auke Bay, with administration, housing, and classrooms spread through the main campus between Glacier Highway and Auke Lake, with dormitories and Joint Use Facility on the north side of Mendenhall Loop Road, and other facilities in the center of Auke Bay. The UAS 2012 *Campus Master Plan*⁶ directs future capital investment in the main campus area. UAS’ recent selling of the Bill Ray Center in downtown Juneau reflects this new focus in investment. Although a significant portion of the growth in student enrollment at UAS is based on commuters or internet-based programs (eLearning), the number of existing traditional students remains strong. The UAS *Campus Master Plan* identifies both residential and support facilities for new students and current enrollment as high priorities for the plan horizon, but identifies the biggest spatial/facility deficits as those in the recreational/athletic/physical education and

⁶ Campus Master Plan – University of Alaska Southeast
www.uas.alaska.edu/facilities_services/docs/master-plan/masterplan.pdf

assembly categories. Campus housing and dining facilities are also identified as high priority improvements, although their relative size is dwarfed by the size of athletic or assembly spaces needed to serve the campus.



An artist's rendering of student transitional housing. Art courtesy of Richard Mullins with Presentation Art Studio and design by Grinstad & Wagner Architects.

Other educational centers in Auke Bay include public and private elementary school as well as a pre-school co-op.

Vision

“Auke Bay Community Offers: Gateways to many outdoor activities, including fishing, kayaking, boating, hiking, and bicycling; study and programs at the University of Alaska Southeast; and history and cultural significance for the Aak’w Kwáan who have made Auke Bay their home for millennia.”

From recreation to education, the vision statement lists uses that play major roles contributing to the Auke Bay community. Auke Bay is known to many as a destination and a gateway to the marine and mountainous environments that could arguably be a quintessential Alaskan experience to be had. Auke Bay, Auke Lake, and the upland wilderness play a cumulative role in giving the Auke Bay community its identity. It could be concluded that the existing uses such as retail, restaurants, boat harbors, etc. were built here because of the bounty offered in the Auke Bay area.

Design Charrette

The CBJ held a community design charrette in the summer of 2014 to help determine preferred future streetscapes, public places, and building form/ design elements. The first part of the charrette consisted of ranking scenes to from least to most desirable.

Images ranged from artistic renderings and photos of highly urbanized development in Europe and the United States; historic Main Streets throughout the Pacific Northwest; community events such as totem pole raisings and street markets; waterfront parks; multifamily and mixed-use development of varying scales; industrial and heavy commercial developments; and a number of distinctive facilities/art, such as skate parks, murals, community gardens, etc.

The image with the most desirable elements of a street scene was a photograph showing a portion of a street block in downtown Chicago, Illinois. See Figure 1.



Figure 1: Downtown Chicago, Illinois. Photo used with permission from Chris Mertl, PLA of Corvus Designs.

Comments submitted about this image indicated that they were attracted by the variety of visual textures, wide sidewalk, vegetation, mixture of uses along the road, the road's accommodation of multiple transportation modes (there is a bus stop right behind the pedestrian), and outdoor seating which all contributed to the high desirability of this street scene.

The second most desirable image was of a rendering of the proposed Schooner Cove development near Nanoose Bay, on

the east portion of British Columbia. This scene was favored as being a close fit for the future of Auke Bay because of its small harbor village consisting of a mixed-use, high-density community center adjacent to a boat harbor and various housing types and recreational facilities. See Figure 2.



Figure 2: Conceptual image of Nanoose Bay, British Columbia. Image used with permission from © Fairwinds Real Estate Management, Inc. 2014

The least desirable image was of a big-box store surrounded by a large parking lot (image not provided). This feedback reaffirms comments received throughout community charrette that the scale and design of development in Auke Bay concerns residents.

The second part of the charrette was a design exercise whereby the public split into small groups tasked with drawing their desired improvements/ preservations to the Auke Bay area. Each group used the same base map for this

exercise. Once completed, all similar elements and other agreed upon concepts were copied onto one map, called the Community Charrette map. See Figure 3. This map was the initial draft from the community and represents the long-range vision for the area. As the area develops and priorities evolve, the map will need to be reviewed and updated from time to time.



Figure 3: Overlay drawing courtesy of Chris Mertl, PLA or Corvus Designs. See large version of Charrette Map in Appendix C

The design charrette exercise helps to confirm and inform the vision statement; the public to see and experience a diverse, vibrant community with a mixture of uses at appropriate scales for the area, and thoughtfully designed.

Recommended Tools

The recommended tools described below will help direct future development to achieve the vision for the Auke Bay Center.

Consistency with the Comprehensive Plan Land Use map

The Comprehensive Plan Land Use map for Auke Bay needs to align with the goals and aspirations of creating a new Small Town Center envisioned in the Center planning area. The design charrette and various Auke Bay Steering Committee meetings helped guide the Committee to proposing an amendment to the existing Land Use map: Changing Marine/ Mixed Use (M/MU) to Traditional Town Center (TTC) up hill (north) of Glacier Highway in the Center planning area. The existing and amended land use maps are provided in Appendix C. This change retains mixed use along both sides of Glacier Highway while retaining a desired marine-focus along shoreline properties. This map amendment provides the initial stepping block in guiding future rezones for shaping the future Small Town Center.

Design Guidelines

New building and streetscape design standards are recommended for the Center planning area following the implementation of the *Auke Bay Area Plan*. These standards, roughly based upon those found in the *Willoughby District Land Use Plan*⁷, have been modified to reflect the specific

desires of the Auke Bay community. Specifically, the buildings/ streetscape standards seek to guide design decisions in return for providing development options that stimulate growth, provide opportunities, and that allow for innovative, flexible solutions. The desired *Auke Bay Area Plan* form standards include the following:

Build-To Line

Creating a walkable, safe, efficient, sense of place in the Auke Bay center is essential to the standards set forth by the Auke Bay Community. One way of achieving this is through a Build-To Line. Front yard setbacks should be small; less than 10' setback. The center planned area is encouraged to be developed in a small town center environment with buildings close to sidewalks that provides an attractive and safe place for pedestrians. The Build-To Line allows pedestrians to enjoy buildings' architectural elements and creates a human scale feeling. This is just one tool in creating a Town Center setting.

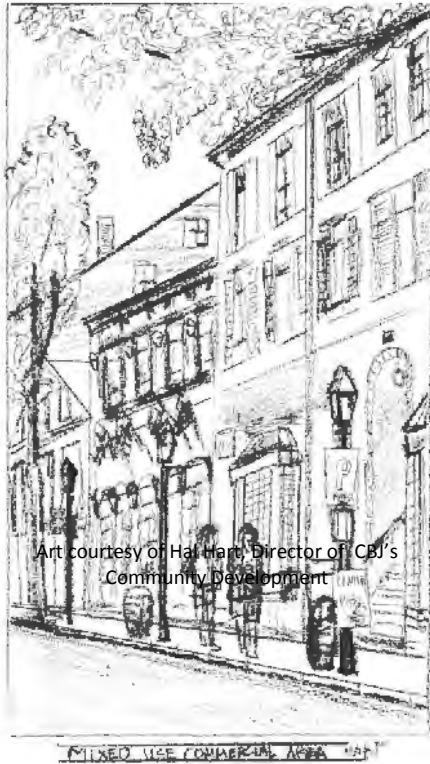
Large front yard setbacks tend to push buildings far away from the street. This often results in parking lots separating sidewalks and pedestrians from adjacent buildings, creating a more suburban feel. This could place pedestrians in areas that do not promote pedestrian safety and comfort, and can deter the creation of an Auke Bay Center setting with positive activity.

⁷ Willoughby District Land Use Plan – City & Borough of Juneau Division of Lands
www.juneau.org/lands/Willoughby_District.php

Building Height of at Least Two Stories

Encouraging multi-story buildings in the Center area will help achieve an environment where people can live, work, shop, and entertain. Multi-story buildings can provide a mixture of

uses, such a ground-floor commercial businesses and upper-floor condos. This idea will attract shops and restaurants, providing more housing choices, etc. Alternatively, one-story buildings are limited in the amount of density and use of building space, cannot bring adequate demands for public transit, and may fall short in creating the desired small town center.



Art courtesy of Hal Hart, Director of CBJ's Community Development

Art courtesy of Hal Hart, Director of CBJ's Community Development Department

help create an environment that provides a vibrant pedestrian setting and a sense of place.

Buildings Oriented to the Street

Buildings located in the Auke Bay Center should be designed to front the street with a sidewalk and offer interesting architecture to attract customers. This will



Photo courtesy of CBJ Community Development. A local example of a mixed use building oriented to the street with a wide sidewalk and landscape buffer to the street.

Having a building's main entrance face the rear or side property lines, located away from sidewalks, or toward a parking lot makes travel inconvenient and unattractive for pedestrians. This will decrease the creation of a town center atmosphere.

Ground-floor Retail, Offices; Upper-story Residential; and Live Work Units

Mixed-use development having ground floor restaurant/retail/offices and upper floor residences is critical for establishing a small town center setting. The ground floor uses can create a vibrant and energetic street atmosphere. The upper floors provide a separated use away from street

noise and activity that is more appropriate for residential use. Mixed-use development may provide more affordable housing opportunities as density increases.

Create Interesting Building Facades for Enhancing Appearances

All building's facades should be designed with architectural features and designs that form and complement the unique setting of the Auke Bay Center. Emphasizing features such as windows, entrances, and rooflines can attract pedestrians. In turn, these features can act as a security element for pedestrians and businesses. Interesting building facades can enhance the civic nature, sense of place, and pedestrian-oriented character desired by the residents of Auke Bay. Long expanses of blank walls decrease the attraction and uniqueness of building facades in town center, and therefore, should be avoided.

Parking Should be Located at the Rear, Side or Under Buildings

Although parking is needed in a town center setting, these uses could be unattractive and unsafe for pedestrians, can discourage pedestrian travel between uses, and are areas of low land use efficiency. Therefore, parking should be located to the rear, side, or under buildings can create an attractive downtown setting. Since parking lots may not be adequately lit, especially during the winter, and sometimes feel unsafe to pedestrians, locating a parking lot between the sidewalk and a

building detracts from creating a vibrant town center. Further, large parking lots force pedestrians to dodge between cars.

Hidden Trash Receptacles, Loading Docks, Outdoor Mechanical and Electrical Equipment

Trash receptacles are often associated with foul odors, uncleanliness, and rodents/insects, and therefore, are perceived as unsightly appearances and can detract from creating an attractive neighborhood. Hiding or screening trash receptacles behind buildings and away from sidewalks can overcome this negative result.

Loading docks are often poorly lit, may appear unsafe, and are areas of relatively low activity. Therefore, they may detract from creating a vibrant pedestrian setting and are encouraged to be located at the back of buildings. Nearby uses should be taken into consideration when locating trash receptacles and loading bays to lessen noise problems due to their early and late hours of operation.

Outdoor mechanical and electrical equipment should be placed on rooftops or in the back of buildings to lessen noise problems and visual blight.

Key Auke Bay View Sheds

Protecting scenic vistas and view points from the effects of haphazard development can allow the Auke Bay area and community to preserve its unique charm, civic pride, and attract positive growth to the area. Preserving key view points can lead to many benefits such as higher property values,

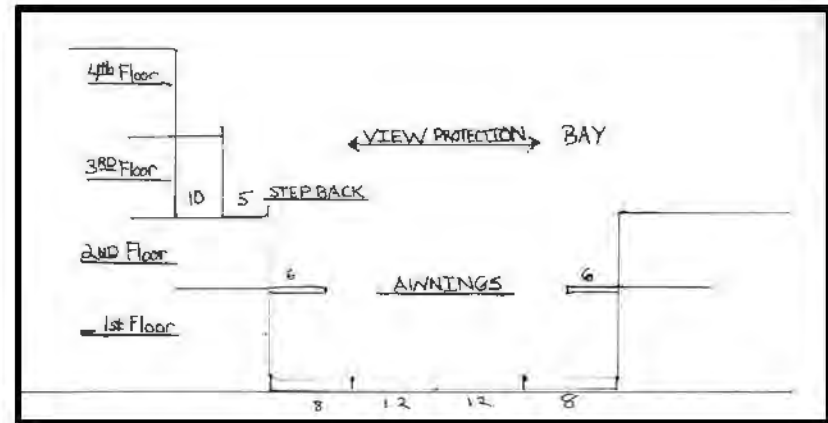
strengthening tourism, and contributing to the overall enjoyment of the area. Consideration for building orientation and height is needed to maintain important views, provide for air circulation, and avoid undesired building shadowing effect. The View Points Map⁸ identifies key views that originated from the June 2014 Community Charrette.

The key view points to maintain in the Auke Bay area are those from:

1. Looking toward Auke Bay from the intersection of Bayview and Glacier Highway.
2. From the sidewalk in front of Chan's restaurant and S.E. Waffle Company.
3. Auke Bay from the crest of the hill at Back Loop Road and continues to the round-a-bout.
4. Approaching the opening to UAS student housing and Auke Lake at 4300 University Drive.
5. UAS dock looking east across Auke Lake.
6. From Glacier Highway near Auke Lake parking area turnoff.
7. On Glacier Highway heading north as you approach round-a-bout into Auke Bay.
8. In Auke Bay looking towards the land and harbors.
9. From the bottom of Horton parking lot in front of Squires Restaurant building looking into Auke Bay.

⁸ Appendix C – View Points Map

These points are labeled on the View Point Map located in Appendix C.



The example above shows how as buildings get further from the waterfront they may have added height to allow for more water viewing opportunities.

Connected Street Grid Auke Bay Center

The Auke Bay Center is envisioned with a street grid that provides connection to shopping, businesses, residences, and parks⁹. An illustration of this grid is shown on the Community Charrette Map¹⁰. This street grid should be applied opportunistically where development of an additional driveway would be detrimental to public safety or where there is a feasible alternative. Such a grid can facilitate small lots and alleys and allow for pedestrian-friendly designs. Alleys and small streets should be required as a means for traffic calming.

⁹ Appendix C – Hub Overview Map

¹⁰ Appendix C – Community Charrette Map

Connected and Complete Streets

Streets should provide safe access for pedestrians, bicyclists, and transit. Users of all ages and abilities are able to move safely along and across a street that can accommodate all users, known as a *Complete Street*. Elements such as pedestrian routes, lighting, grades, canopies, etc. can add to the comfort and attraction of a street and, ultimately its usage. The proposed grid streets will provide access to and from surrounding neighborhoods, trails, and parks. Future streets will be able to distribute vehicle trips evenly and efficiently. Where awnings are to be incorporated along DOT&PF ROW, a ROW permit should be obtained from DOT&PF.

Narrow Streets, Wide Sidewalks, and On-Street Parking

The Auke Bay Center streets should be designed with narrow widths to decrease vehicular speeds and noise, and increase pedestrian and bicycle safety. Compared to a standard street width, narrow streets save on construction costs and decrease stormwater volume.



This photo is a good example of desirable, angle in parking. Photo courtesy of Karla Hart

Sidewalks provide pedestrians with a pleasant, safe, and convenient place to walk. Where buildings are abutting sidewalks, canopies should be provided to the great extent. Sidewalks that are too narrow are inconvenient, unsafe, and inadequate in areas of high foot traffic. New sidewalks in the Auke Bay area should be between 8 and 12 feet wide to accommodate multiple users. Due to the local climate, the maintenance and construction method of sidewalks is critical for pedestrian safety and accessibility.

On-street parking is encouraged because it buffers pedestrians from vehicle travel, results in safer traffic speeds, and provides convenient short-term parking for nearby businesses. On-street parking reduces the desire to build many surface parking lots.

Street Furniture, Banners, and Plantings

Planters, banners, street furniture, lighting, etc. are elements of a downtown street that can attract people, add energy and vibrancy, provide safety, and create a unique sense of place. The community is encouraged to promote and incentivize the installation of these street elements to make Auke Bay a distinct area.



Photo courtesy of CBJ's Community Development Department

Park & Ride and Transit Services

'Park & Ride' and transit facilities should be efficiently located near the center of high intense uses, be designed with pedestrian linkages to nearby sidewalks and streets, and be designed with elements that complement the fabric and setting of a town center. These facilities are encouraged to be designed with other uses to

maximize the use of land and parking/ transit needs. They should connect to pedestrian/ bicycle routes linking major uses such as UAS, businesses, residences, and harbors. Special

care should be taken to ensure linkages are accessible to all pedestrians, i.e. ADA-accessible, children, etc.

These facilities should be designed in a way that they can be utilized for community events (such as marine, University, government, business community, non-profit, etc.) year-round.

Park Facilities Serving as Neighborhood Recreational and Community Events

Park facilities should:

- (1) Be consistent with the goals and objectives of the CBJ *Parks and Recreation Comprehensive Plan*¹¹;
- (2) Serve a significant proportion of the area's density within a quarter of a mile; and,
- (3) Be designed in such a way that it can be programmed for community events year-round.

Active Auke Bay Center

The Auke Bay Center area should be designed for a higher residential density to create a town center setting that would attract a mix of shopping, dining, arts, music, and marine- and education-related services and events. Without high density, the Center could not attract certain desirable types of uses nor achieve a desirable town center lifestyle and quality.

¹¹ City & Borough of Juneau's Parks and Recreation Comprehensive Plan - www.juneau.org/parkrec/PR-Plans

Highly populated areas are sometimes perceived as areas of traffic congestion, noise and odor nuisances, or of being unsafe, or unclear. Therefore, as Auke Bay grows with more housing and jobs, the area needs to be well planned and managed/ maintained to ensure it is safe, enjoyable, and a desirable place. Much of this effort can be accomplished through having multi-coordinated and well-communicated efforts among government and non-government organizations/ groups. Having a strong sense of community pride and neighborhood harmony can provide the foundation for many grassroots efforts.

Pedestrian Connections

Density of this nature lends itself to a variety of transportation opportunities and safety considerations. Wherever possible, linkages between properties are encouraged. Establishing these linkages can take a variety of forms including easements and public right-of-ways. Some of the linkages envisioned by the *Auke Bay Area Plan* include a seawalk which builds upon the work that the CBJ Docks and Harbors have identified in their planning processes. Other linkages are designed to tie into residential, commercial, recreational, and trail opportunities. The primary criteria for consideration includes the following:

1. The linkage should contribute to connecting residential development to either UAS the waterfront or the business community;
2. The location of the linkage should consider view opportunities;
3. The design of the linkage should foster additional opportunities for art, culture, education kiosks; and,
4. Design of the linkage should address all season weather and lighting conditions, consistent with recreation and transportation needs.

Goals and Policies

Goal 1: Develop Auke Bay into a community to live, learn, work, shop and recreate within.

Goal 2: Coordinate planning efforts with local, State, and Federal agencies, not-for-profits, and neighborhood groups on an ongoing basis.

Policies

2.1 The CBJ (CDD) recommends a coordinated annual capital plan meeting between area entities to include but not limited to Juneau School District, Coast Guard, NOAA, UAS, DOT&PF, Auke Bay neighborhood, and Docks and Harbors.

Goal 3: Coordinate and support the development of an Auke Bay hub that serves the needs of the University, the harbors, businesses, and residents.

Policies

3.1 Work with the Juneau Economic Development Council (JEDC), and the Auke Bay neighborhood to encourage the long term development of neighborhood businesses appropriate and consistent with the vision and goals of the *Auke Bay Area Plan*.

3.2 Businesses focused solely on drive-thru service are strongly discouraged within the Center. Drive-thru only development should only be allowed after it can be shown that there are no viable opportunities for walk-up or walk-in service.

Goal 4: Ensure zoning changes in the Auke Bay area conforms to the goals and policies of the *Auke Bay Area Plan*.

Goal 5: Provide notice of proposed land use activities/permits to a future Auke Bay neighborhood committee, group or association. Hold informational meetings with the organization early in the permitting process for large or potentially controversial land use activities.

Policies

5.1 Review the *Auke Bay Area Plan* when considering zone changes in the area.

5.2 Promote zone changes that conform to the *Plan* and further advance the goals and policies of the *Plan*.

- 5.3** Promote the *Auke Bay Area Plan* as the basis for making *Comprehensive Plan*¹² updates in the Auke Bay area.
- 5.4** Establish an Auke Bay Community Association or similar organization to have a unified voice in the Auke Bay area.

Goal 6: Identify and coordinate specific annual Capital Improvement Programs that are consistent with this *Plan* and further its goals and objectives.

Policies

- 6.1** Facilitate an annual community meeting to identify, update, and coordinate the community's Capital Improvement Program list.

Goal 7: Identify and provide for public space needs as the goals of the *Plan* are implemented, such as additional parks and gathering areas in the Center and parks in the Hub.

Policies

- 7.1** Promote and coordinate the creation and maintenance of public spaces for art.

Goal 8: Preserve unique views that make the Auke Bay area a truly special place.

Policies

- 8.1** Identify, map, and preserve key view points in the Auke Bay area, as depicted in Appendix C.
- 8.2** Limit and manage development on public lands that may block the view points as shown in the view points map, located in Appendix C.
- 8.3** New development should be evaluated for its impact on the view points shown on the map.
- 8.4** Amend zoning requirements to lessen impacts to mapped view points.
- 8.5** **Manage vegetation so the views specifically in Appendix C are maintained.**

Goal 9: New above ground utility poles (including WCFs) should not be easily visible within the Center planning area.

Policies

- 9.1** New Wireless Communication Facilities (WFC) should be built in a manner consistent with adopted WCF regulations and the adopted *WCF Master Plan*.

¹² City & Borough of Juneau 2013 Comprehensive Plan - www.juneau.org/cddftp/plansstudies

- 9.2** Coordinate with above ground transportation companies to lessen impacts to identified view points.

Draft Auke Bay Area Plan

Chapter 2: Natural Resources, Habitat and Hazards

Natural Resources and Habitat

The 2013 *Comprehensive Plan* addresses Natural Resources and Hazards in Chapter 7. This chapter includes many policies, development guidelines, and implementing actions that are relevant to the *Auke Bay Area Plan*. These policies include, in part: preservation of habitat and scenic corridors; protection of stream corridors and lake shorelines; protection of high-value wetlands; and, protection of biodiversity, which includes invasive species eradication. These policies are adopted into the *Auke Bay Area Plan* by reference.

The introduction to the Coastal Resources Planning section of the *Comprehensive Plan* refers to Auke Bay as an “environmentally-sensitive habitat and waterfront area...particularly subject to intense development pressures...” This chapter is intended to address these issues.

Habitat: Existing Conditions

Anadromous (salmon-bearing) habitat exists throughout the Auke Bay area. The Alaska Department of Fish and Game (ADF&G) notes four streams flowing into Auke Bay that have been officially catalogued as anadromous waters. Six additional cataloged streams supporting anadromous fish flow into Auke Lake, itself a cataloged lake. All of these waterbodies are protected by a minimum 50-foot, no development, habitat setbacks in the CBJ Land Use Code, section 49.70.310,

and are designated as Stream Corridor in the *Comprehensive Plan*.

Even with habitat setbacks, water quality in the streams flowing into Auke Bay and within the bay itself can be negatively impacted by non-point and point source pollution in the various watersheds which drain into Auke Bay. In addition to potential impacts of runoff, marine habitat has been directly impacted by

development. Critical habitats for keystone species such as eelgrass beds for herring have been destroyed both in Auk Nu Cove and in Auke Bay by intertidal fill. Due to habitat loss and other factors, the historic herring spawning that has occurred in the Auke Bay area has moved northward towards Bridget Cove and Berners Bay. However, the 2014 aerial surveys of herring spawning conducted by ADF&G documented herring schools and

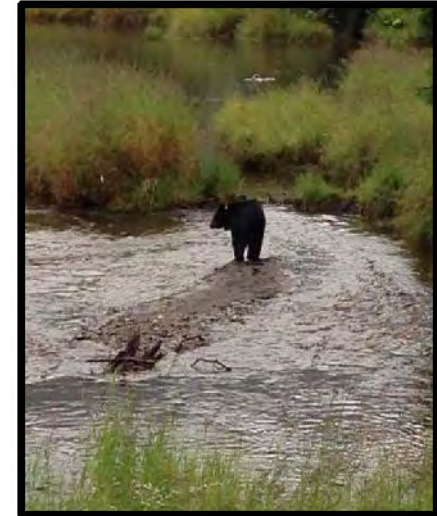


Photo courtesy of CBJ's Community Development

spawning in both Auke Bay and Auk Nu Cove.¹ If remaining habitat is protected and water quality preserved, the population of this important species could rebound in the Auke Bay area.

Although the possibility for a herring population rebound exists in this area, it will take a concerted effort to enable this stock to recover to levels where they can be commercially harvested. The nearby Lynn Canal herring fishery been closed since 1982², and the estimated biomass of the fishery has only exceeded the 5,000 ton threshold for reopening the commercial fishery twice since 1979, most recently in 2013, when 8,000 tons of spawning biomass was estimated. Spawning biomass reached an all-time low of 231 tons in 2005. With a threshold of 5,000 tons of spawning biomass for opening the fishery, and a history of very low biomass, ADF&G will not open the fishery in 2014. If this population were to rebound to commercially harvestable levels, an important and lucrative component of the commercial fisheries industry would be renewed in the Juneau area.

In addition to anadromous fish and keystone species, the Auke Bay area is home to a multitude of other species, such as fifty (50) documented Bald Eagle nests; moderate- to high-value summer bear habitat; and a full range of suitable winter

¹ Juneau Herring Update #10, Alaska Department of Fish & Game, May 8, 2014

² 2014 Southeast Alaska Sac Roe Herring Fishery Management Plan, Regional Information Report 1J14-02, ADF&G

habitat for deer, such as high-value habitat along the west side of the Mendenhall Peninsula and Pederson Hill, and along the flanks of Auke Mountain.³

Habitat: Reports and Studies

The last soil study for the Borough, including the Auke Bay area, was completed in 1974 by the U.S. Department of Agriculture (USDA). A full copy of this study is not available. USDA has been conducting new soil surveys in the borough and expects to release the results in early 2015.

The Juneau Watershed Partnership, a local non-profit organization, published the *Auke Lake Watershed Action Plan* in December 2009. This document provides an overview of the watershed resources in Auke Lake, potential threats such as pollution, habitat loss and degradation, and erosion and sedimentation. Recommended actions to address these threats include, in part, the following:

1. A long-term water quality monitoring plan;
2. Resource inventory and mapping;
3. Improved storm water management;
4. Advocacy for low-impact development to maintain natural hydrology;
5. Establishment of conservation areas in important habitat areas; and,
6. Habitat restoration in degraded areas.

³ WESPAK-SE, Southeast Alaska GIS Library, seakgis.alaska.edu/flex/wetlands

The 2008 *Juneau Wetlands Management Plan* (JWMP) provides minimal and outdated wetland information for the Auke Bay Area. The 2008 plan is based on wetland studies completed in the 1980s and includes the same wetland boundaries and assessments as the original JWMP that was adopted in 1992. The CBJ Community Development Department (CDD) is in the process of updating the JWMP. The new JWMP will provide updated wetland boundaries and wetland assessments for selected, vacant, public parcels in the Auke Bay area that are likely to be developed in the next ten (10) to twenty (20) years. The new JWMP will also include wetland assessment information for vacant, private, parcels where permission from private landowners may be obtained. An updated *Juneau Wetlands Management Plan* is expected in 2016.

Habitat: Vision

The *Auke Bay Area Plan* Vision Statement refers to Auke Bay as a gateway to outdoor activities. Although some of these activities could occur without healthy ecosystems and within fragmented habitat, much of the adventure and sense of wonder that Juneau residents experience while hiking or boating comes from their immersion in the untrammelled nature that surrounds us.

Protecting habitat corridors, critical habitat, and other aspects of the environment, from the icefield to the ocean, will result in healthier fish and wildlife populations and easier access to natural areas for future generations of Juneauites, while

respecting and supporting the subsistence traditions of the Áak'w Kwáan and other Tlingit peoples.

Natural Hazards

Due to the location, climate, and steep mountainous landscape, the City & Borough of Juneau can be affected by many natural hazards. The CBJ has adopted several natural hazard studies and regulations to help educate the public, map areas that are susceptible to natural hazards, and ensure safe development. Though there are many natural hazards that can affect the Borough, the following three are most critical to Auke Bay:

1. Floods,
2. Earthquakes, and
3. Landslides.

Flooding: Existing Conditions

Development in the Auke Bay area has largely occurred along the shorelines where flat ground is most prevalent and where maritime lifestyle was central to past settlements. Steep mountains and hillsides above the shorelines have pushed development close, toward the water. The Bay is relatively protected from large coastal waves and tsunamis due to the outlying islands, such as Spuhn Island, Portland Island, and Coghlan Island, as well as the meandering shorelines outlining the bay itself. Nonetheless, shoreline development may still be susceptible to flooding damage. The latest coastal storm occurred locally in 1984 during Thanksgiving Day. The Storm

produced intense wind and waves throughout the Borough and neighboring Southeast Alaskan communities. Auke Bay saw large rolling waves, which caused some boat owners to untie their boats to free them from being thrashed against the mooring floats.

The CBJ utilizes the 2013 *Flood Insurance Rate Map (FIRM)* To protect and educate the public and development in the Auke Bay area. The FIRM depicts areas that would be inundated by the 100-year storm event which would have the potential of producing +three-foot high waves or a wave run-up of two feet along shorelines. Future development in these areas is required to meet strict flood regulations.

Auke Bay commerce and lifestyle was and continues to have a critical connection to the water. Many marine uses exist and must be designed and renovated to withstand flooding forces so Auke Bay may continue its unique marine tradition.

Flooding: Vision

Awareness of areas susceptible to flooding and developing uphill from the mapped flood hazard can preserve the livelihood and economy of Auke Bay. Uses along the shoreline, such as seafood processing facilities, harbors, etc., should be carefully designed to withstand flooding forces.

Earthquakes: Existing Conditions

Eleven percent of all earthquakes in the world occur in Alaska, and fifteen percent of all earthquakes in Alaska occur in Southeast Alaska⁴. There are two nearby seismic faults where earthquakes can affect Juneau residents:

- 1) Queen Charlotte-Fairweather fault (west of Sitka)
- 2) Chatham Strait fault (along Favorite Channel and Lynn Canal).

These are both are slip-strike faults which tend to result in low tsunami occurrences, as compared to a Thrust fault or subduction earthquake. The Queen Charlotte-Fairweather fault has caused more earthquakes felt by Juneau residents than the Chatham Strait, despite the latter being within the Borough⁵. There is little, recorded, seismic history of the Chatham Strait fault, but it is still of concern.

One of the more recent and notable earthquakes affecting Juneau residents occurred on July 25, 2014⁶ and had a 5.9 magnitude. This earthquake disconnected a crucial ocean-laid

⁴ Page 71, The City & Borough of Juneau All-Hazards Mitigation Plan, August 12, 2012

⁵ Haeussler, Peter J. and Plafker, George, 'Historic Earthquakes, Active Faults, and Rupture Zones', Alaska Earthquake Information Center, Geophysical Institute, University of Alaska Fairbanks, http://www.aeic.alaska.edu/html_docs/historic_quakes_tectonics.html

⁶ Earthquake Track, USGS, <http://earthquaketrack.com/us-ak-juneau/recent>

fiber line carrying personal and commercial communication to Juneau for a 24-hour period⁷. This interrupted day to day business purchases and both cellular and landline communications. Earthquakes having a 6.0 magnitude or larger on the Richter scale are considered a ‘strong event’⁸. Based on studies by the U.S. Army Corps of Engineers and United States Geological Survey, the CBJ Building Code places Juneau in a Seismic Design Category D1, in which major damage to structures from an earthquake equal to or greater than 6.0 on the Richter scale may occur (previously known as a Seismic Zone 3)⁹.

Earthquakes: Vision

Earthquakes from the Chatham Strait and Queen Charlotte-Fairweather faults can affect the Auke Bay area. Extra care should be taken when building new structures or rehabilitating existing ones. Understanding the composition of the ground material and how buildings’ foundations connect to it, can help improve how buildings withstand seismic activity. Designing infrastructure in the Auke Bay to withstand high seismic activity will help preserve the way of life in the area.

⁷ “Update: Communications restored following earthquake caused disruption”, KTOO News Dept., <http://www.ktoo.org/2014/07/25/earthquake-felt-southeast-alaska-tsunami-expected/>

⁸ Page 70, The City & Borough of Juneau All-Hazards Mitigation Plan, August 12, 2012

⁹ Page 98, The City & Borough of Juneau 2013 Comprehensive Plan

Landslide / Avalanche Hazards: Existing Conditions

Development in the Borough has largely occurred along the narrow, flat land between the mountains and the ocean shoreline. This has resulted in linear stretches of development such as Auke Bay, Douglas, Twin Lakes residential neighborhoods, etc. Under severe rainfall or storm events, soil structures and snow loads may become loose and cause landslides or avalanches. This is especially true for development on hillsides and in valleys. It is important that property owners be aware of this natural hazard, and that hazards may also exist on shallow sloped areas.

Landslide / Avalanche Hazards: Vision

To understand where development may be in harm’s way of landslide/ avalanches hazards, the CBJ has adopted studies and maps to inform the community of these areas and adopted specific building and zoning regulations to ensure safe building practices. Although there are no mapped landslide/ avalanche hazards in Auke Bay, the community and developers should take special care when clearing vegetation on or near hillsides for future development.

Goals and Policies

Goal 1: Maintain healthy water quality in Auke Bay and Auke Lake.

Policies

- 1.1** Assess capacity and operation at the Auke Bay Wastewater Treatment Plant to ensure that the plant can meet future demands.
- 1.2** Utilize the CBJ *Manual of Stormwater Best Management Practices*
- 1.3** Identify key sources and locations of non-point pollution and develop solutions.
- 1.4** Identify sewer marine outfalls and priority areas for CBJ sewer extension.
- 1.5** Develop a water quality education pamphlet and signage for Statter Harbor users.

Goal 2: Protect and restore marine habitat in Auke Bay.

Policies

- 2.1** Evaluate habitat enhancement options, such as placement of herring spawning substrate, on

harbor infrastructure and other structures within the *Auke Bay Area Plan* area.

- 2.2** Develop a map of eelgrass beds and create a plan to reduce sedimentation and other impacts in these areas.
- 2.3** Pursue grant funding to research other habitat enhancement options.

Goal 3: Preserve natural areas along the shoreline and in publicly-owned uplands.

Policies

- 3.1** Develop tools for transferring density or development potential from high value wetlands and large forested tracts to other areas within the watershed or planning area.
- 3.2** Identify high-value wetland areas and streams for protection through conservation easements or as natural area park designations.
- 3.3** Develop the seawalk with consideration for protecting and preserving natural functions and characteristics of the shoreline where appropriate and feasible.

Goal 4: Preserve native vegetation.

Policies

4.1 Conduct an invasive species inventory.

4.2 Develop an eradication and prevention plan.

4.3 Seek funding and volunteer support to implement an eradication and prevention plan.

Goal 5: Encourage development of a stewardship plan by locally-based volunteer groups.

Draft Auke Bay Area Plan

Chapter 3: Cultural and Historical Significance and Resources



"Auk Villege" Two men standing by large buildings on berm; beach in foreground. Present site of U.S.F.S. Auke Recreation Area, Juneau. Alaska State Library ASL-P226-206

Existing Conditions

The Auke Bay area has been the home of the Áak'w Kwáan for hundreds of years. While archaeological documentation indicates that the Auke Bay area has been inhabited for as long as 750 - 900 years, traditional sources suggest use and habitation of this area for much longer. About a dozen sites are documented in the greater Auke Bay area that are directly associated with the Áak'w Kwáan. The Áak'w Kwáan takes its name from Auke Lake (Áak'w, "Little Lake"), and its original settlement was located at X'unáxi (Indian Point)¹. Auke Bay is

a Tlingit name referring to the lake of the same name, "Little Lake Bay." The area was rich in resources, which attracted and sustained the Áak'w Kwáan for hundreds of years. The area was also known by other Tlingit communities that travelled through the bay.

Although this plan is not the place to reiterate the detailed history of the Auke Bay area in Tlingit culture, it is important to note that the area contains many sacred sites and features which should be protected from interference, including intentional and unintentional destruction as well as culturally-insensitive "improvements."

Many sites of cultural significance have been documented in the Auke Bay area, but due to the threat of vandalism, the location of most of these sites must remain confidential. The CBJ recognizes that the unintentional destruction of significant cultural features and artifacts, which can result from a simple lack of information, would threaten the sustainability of traditional values and relationships to the land in this area.

Europeans arrived to the area because of the fur trade. Gold prospecting also brought people to the area during the American period as it was found south of Auke Bay around 1880. The Auke Bay Salmon Company, owned by John Carlson, built a cannery in 1916. His son built a second cannery just to the south of the first one. Financial difficulties caused the

¹ See Auke Bay Boundary Map.

buildings to be sold during the mid-1920s. Remains of the buildings can still be found in the area.



"Auke Bay Cannery, 1920" Alaska State Library ASL-P01-2339

Vision

The Vision Statement for the *Auke Bay Area Plan* speaks directly to the importance of the Auke Bay area to the original inhabitants of the area, the Áak'w Kwáan:

Auke Bay Community Offers: Gateways to many outdoor activities, including fishing, kayaking, boating, hiking, and bicycling; study and programs at the University of Alaska Southeast; and historical and cultural significance for the Áak'w Kwáan who have made Auke Bay their home for millennia.

The vision of this plan regarding the cultural significance of the Auke Bay Area to not only the Áak'w Kwáan, but to all Tlingit and Alaska Native people, must be to protect the sacred sites in the Auke Bay area and surrounding environs.

An example of a culturally significant area to protect is Indian Point/Auke Cape. The Juneau Native Community has engaged in long term efforts to protect this sacred site from both government and private development, and has nominated the site to the National Register for inclusion.

Native concerns are compounded by conflicting policy stances like that of *Comprehensive Plan* Guideline and Consideration 13 for Subarea 3. It states:

The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden, and stream corridor improvements for this subarea. Those recommendations include: (a) develop a cultural park at Auke Cape/Indian Point that would include trails, interpretative panels and other low-impact structures; ...

This conflicts with Ordinance Serial Number 69-3 which rezoned the Auke Cape properties from R-12 Residential to P-Public Use, with Section 4 of that ordinance classifying and restricting the use and development of the subject lots:

Lots 3 and 4 of U.S. Survey 3811 are hereby classified as recreation land to be used in its natural state. This land shall be kept open and clear for unrestricted public access and enjoyment. Recreation development including campgrounds, picnic areas, trails and other improvements shall not be permitted on said land except as expressly authorized by the Assembly by ordinance.

Following the adoption of the 1984 *Comprehensive Plan*, the entire Land Use Code, CBJ 49, was re-written using an entirely new set of zoning designations. In this borough-wide rezoning, the Public Use zone district was eliminated with the thought that public uses should be located in areas where their impacts were appropriate for the surrounding zone. In this process, the Indian Point/Auke Cape area was rezoned to D3(T)D5, single-family/duplex residential zoning districts with respective densities of three and five dwelling units per acre².

While the rezoning ordinance appears to have only changed the zoning designation, it did not clearly carry forward the restrictions on development codified in CBJ Ordinance 69-3. This raises concerns that the area has been left vulnerable to damage by residential development and park improvements.

² See Auke Bay Zoning and Comprehensive Plan Designations Map



Historic Auk Village - Courtesy of Douglas Indian Association

Recommended Tools

Indian Point has been determined eligible for listing on the National Register of Historic Places based on its associations with:

- 1) The original habitation site of the Áak'w Kwáan;
- 2) The location of events important in Áak'w history;
- 3) As a spiritual landscape important to the Tlingit community;
- 4) Historical herring fishing and other subsistence activities;
- 5) Efforts by the Native community to preserve the site's integrity since 1959;

- 6) The lives of persons significant in Áak'w Kwáan history; and,
- 7) Information important in prehistory or history of the Tlingit people.

The Sealaska Heritage Institute, with support from the Áak'w Kwáan community, the Douglas Indian Association, Central Council of Tlingit and Haida Indian Tribes of Alaska, Alaska Native Brotherhood, Alaska Native Sisterhood, Sealaska Corporation, Goldbelt Inc., City and Borough of Juneau, and the Alaska State Historic Preservation Office, has nominated Indian Point (Auke Cape) to the National Register of Historic Places, an important step in protecting this area. Designation of this area, and any other important sites, as locally-recognized historic resources would also provide a level of protection from encroaching development, such as destruction of archaeological sites and fill on private tidelands that destroys herring rearing areas or canoe runs which are located throughout Auke Bay.

Guideline and Consideration 13 for Subarea 3 in the 2013 *Comprehensive Plan* seems inconsistent with Alaska Native concerns, as the development of this area as a cultural park would be culturally insensitive, and such development is opposed by the people it was intended to honor.

It should also be deemed beneficial that the Indian Point/Auke Cape properties subject to ordinance 69-3 be re-zoned from D3(T)D5 to RR (or an equivalent restrictive zoning district) and

should be protected through recording of development restrictions such as a no-disturbance public access easement.

Title 49, the City and Borough of Juneau's Land Use Code, could be amended to include a review for historic sites and structures during the permitting process. Currently, such a review process does not exist.

The City and Borough of Juneau has a draft *Historic Preservation Plan*³. If this plan is formally adopted, it will give it official status and thus help provide a clear direction for historic preservation borough-wide through the identified goals.

Interested parties such as the Áak'w Kwáan, Douglas Indian Association, and Sealaska Heritage should be invited to provide the CBJ Community Development Department with a listing of sites which should be protected, or at least which should require notification to those agencies when development proposals are made for those properties. Such information would have to be maintained in confidentiality by the CBJ. This would help ensure that important sites would not be negatively impacted or destroyed through carelessness and a lack of information. The proposed goals and policies seek to address the historical and cultural issues and opportunities that have been identified in the Auke Bay area.

³ 1996 Draft Preservation Plan can be found at www.juneau.org/history

Goals & Policies

Goal 1 Identify Auke Bay’s historical sites and structures.

Policies

1.1 Conduct a detailed, historic survey of the Auke Bay plan area to identify cultural and historic sites and structures.

Goal 2 Preserve and protect Auke Bay’s history.

Policies

2.1 Preserve Indian Point through rezones, easements, or other preservation methods which limit activities allowed on the site, and amend the CBJ *Parks and Recreation Comprehensive Plan* to further limit activity at Indian Point.

2.2 Seek National Register recognition for significant sites.

Goal 3 Promote Auke Bay’s rich culture and history.

Policies

3.1 Include culturally compatible elements into Auke Bay’s gateway design.

3.2 Consider bilingual signage in the Auke Bay plan area.

3.3 Include interpretive signage along the Seawalk that details Auke Bay’s history and sites.

3.4 If an Auke Bay neighborhood committee is formed, include a cultural representative.

3.5 Consider the development of a cultural center at Auke Bay to promote the protection of Auke Bay’s rich culture and history, including its relationship to fisheries and sea life in Auke Bay, and resource management.

Draft Auke Bay Area Plan

Chapter 4: Recreation

Existing Conditions

A wealth of water-dependent and land-dependent recreational opportunity exists in and around Auke Bay. The 2013 *Comprehensive Plan*, Chapter 9, calls for providing public open space and habitat protection to support these recreational uses.



Photo courtesy of CBJ's Community Development

At the center of Auke Bay, Statter Harbor offers water access for sport fishing, whale watching and kayaking. Trails surrounding UAS connect students and residents to the surrounding area. The Auk Nu and Spaulding Meadows trails offer hiking, biking, and cross-country skiing opportunities. The surrounding plan boundary includes popular motorized

and non-motorized recreational uses at Auke Lake. Beach access and camping facilities are provided at the Auke Recreation Area, a short distance from the Auke Bay Hub¹.

The City and Borough of Juneau Parks & Recreation Department manages nine sites in the Auke Bay area, including Spaulding Meadows Trail. Most of the land managed by CBJ Parks and Recreation in the Auke Bay area surrounds Auke Lake. In 2004, CBJ Parks & Recreation, UAS, and Trail Mix identified the improvement and expansion of the Auke Lake trail with connections to the University as a priority. The proximity of Auke Lake to UAS and Auke Bay Center provides a seamless recreational area for many residents². According to the (not yet adopted) *Auke Lake Management Plan*, the completion of the Auke Lake trail has increased area usage by as much as sixty-eight (68) people per day.³

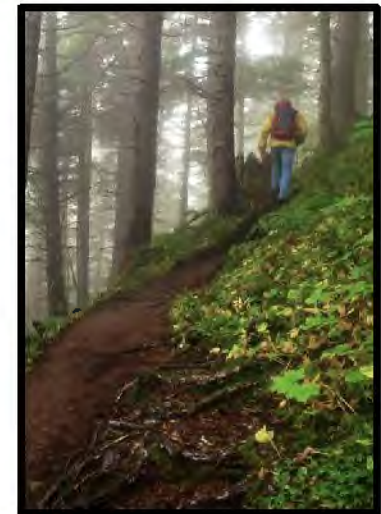


Photo courtesy of CBJ's Community Development

¹ See Boundary Map in Appendix C for reference points.

² See Hub Overview Map in Appendix C for reference points

³ Data taken from the 2013 Auke Lake Management Plan, Section 2.7 Social and Demographic Usage



Photo courtesy of CBJ's Community Development

Vision

Auke Bay should remain a place to live, work, learn and play. Chapter 8 of the *Parks & Recreation Comprehensive Plan* places Auke Bay in planning Subarea 2. Five goals were identified for the Auke Bay area:

1. Development of an Auke Lake Master Plan;
2. Trail connections between Auke Lake and the Mendenhall Greenbelt;
3. Partner with UAS to connect the trail around Auke Lake to the campus;

4. Develop a trail from the Auke Bay Elementary School to Spaulding Meadows trail; and,
5. Establish safe access to Rotary Park and shelter along the bay.
It should be noted that this park will be removed as part of the Don D. Statter Harbor expansion project. With the loss of this park, additional open space should be provided for Auke Bay residents and visitors to replace this recreational amenity.
6. Establish new community parks (one being in the Center planning area) that accommodates local events and activities; provides a safe, enjoyable place for children to play; and are places that are comfortable during all seasons of the year.

While not considered part of planning Subarea 2, the *Parks & Recreation Comprehensive Plan* calls for a cultural park at Indian Point that would include trails and shelters. As discussed in more detail in the Cultural and Historical Significance and Resources chapter of this plan, development of park infrastructure such as trails and shelters would be considered disrespectful by the Áak'w Kwáan (Small Lake Tribe) and other Tlingit peoples whom the park is intended to honor. Accordingly, this project should be removed from the *Parks & Recreation Comprehensive Plan* and from the 2013 *Comprehensive Plan*, or modified to specify that the area should remain in its natural state and not be developed with "campgrounds, picnic areas, trails or other improvements".⁴

⁴ Greater Juneau Borough Ordinance Serial No. 69-3

The *Juneau Trails Plan* calls for increased access and trail improvements for cross-country skiing. No new access points to the Spaulding Meadows area are proposed at this time, but the Forest Service continues to make improvements to the Auk Nu trail by replacing bridges and installing graveled turnpikes.



Above is an example of a bilingual wayfinding sign in Auke Bay. The English and Tlingit words for bear are depicted on the sign. Photo courtesy of CBJ's Community Development.

Wayfinding signage for residents, students and visitors has been identified as an important asset to the Auke Bay area and is therefore highly encouraged. This will not only make navigation easier but also help capitalize on opportunities in the area. It is the vision of the community for wayfinding signage to not only exist, but also to be uniform, promote the many recreational opportunities, and to include bilingual

messages in celebration of Auke Bay's cultural and historical significance. Well designed and placed wayfinding signs will help to create an Auke Bay branding that represents the personality of the Auke Bay Community.

While Auke Bay Community wants a sign design that caters to its own personal character, this example serves to illustrate an area in town where wayfinding has already been achieved and is still actively being improved upon.

Goals and Policies

Goal 1 Seek opportunities to connect hiking and biking trails to provide for longer, interconnected loop systems that include connections to Auke Lake and beyond.

Policies

- 1.1** Provide direct and visible pedestrian connections at trailheads and street crossings.
- 1.2** Provide signage for pedestrian routes.
- 1.3** Seek pathways in the Auke Bay area to be ADA accessible during all seasons and properly maintained.
- 1.4** Develop a seawalk that connects Statter Harbor's Seawalk system to Auke Creek.
- 1.5** Ensure that future development enhances pedestrian access.
- 1.6** Inventory the paths, trails, and sidewalk connections within the subarea periodically (at least every six years), by CBJ. Gaps in the system should be assigned a priority and reported to the Planning Commission and

Assembly as a part of the annual Capital Improvement Program (CIP).

Goal 2

Develop a park and trail network.

Policies

- 2.1** Implement the goals of the *Juneau Parks and Recreation Comprehensive Plan*, which include additional access from behind the Auke Bay Elementary School to Spaulding Meadows.
- 2.2** Create space for programmable events and group use (such as those that exist in Savikko Park).
- 2.3** Provide an open space amenity (park) within the Auke Bay center that can be reached by all modes of transport.
- 2.4** Encourage the adoption of the *Juneau Parks and Recreation Auke Lake Management Plan*.

Goal 3 Develop a recreational wayfinding signage system for residents, students and visitors that will make navigation and access easier to the recreational areas of Auke Bay.

Policies

- 3.1** Ensure uniform typology among recreational wayfinding systems.
- 3.2** Encourage motorized traffic to acknowledge recreational use of the area through “Share the Road” signs and similar verbiage where appropriate.
- 3.3** Include a bilingual message celebrating Auke Bay’s culture significance on wayfinding to cultural resources, where possible.

Goal 4 Develop gateways within the *Auke Bay Area Plan* at the three entrance points; from the north and south on Glacier Highway and from Back loop Road.

Goal 5 Promote public art displays.

Policies

- 5.1** Establish a community art plan with specific locations for art within parks, along trails, and on the Seawalk and public facilities.
- 5.2** Incentivize private sector development to provide art within the Auke Bay area.

Draft Auke Bay Area Plan

Chapter 5: Transportation

The extent that an area's transportation infrastructure is able to serve its transportation needs, in terms of movement of people and goods, has a substantial impact on its livability and economic vitality. A successful transportation infrastructure design allows *safe* and *efficient* movement of both vehicles and pedestrians in an *attractive* setting. When all three features are present, it encourages people to visit and utilize the area rather than simply view it as part of route to somewhere else. If Auke Bay is to retain and develop its identity as a community hub, transportation has to be a key consideration.

Existing Conditions

This Plan comes at a time of change in the transportation infrastructure within the Auke Bay area. There are marine and upland transportation facilities planned for, or in the process of being, substantially redesigned and reconstructed. Projects underway at the time of the planning effort include the Alaska Department of Transportation and Public Facilities (DOT&PF) *Glacier Highway and Back Loop Road Intersection Safety Improvement* (AKA: the Round-a-bout), the *Glacier Highway Reconstruction – Fritz Cove Road to Seaview Avenue reconstruction*, and the CBJ's *Statter Harbor Improvements*.

Other projects scheduled in the short-term include the reconstruction of Fritz Cove Road, the paving of the Auke Lake parking lot, construction of a ten-foot-wide separated path on

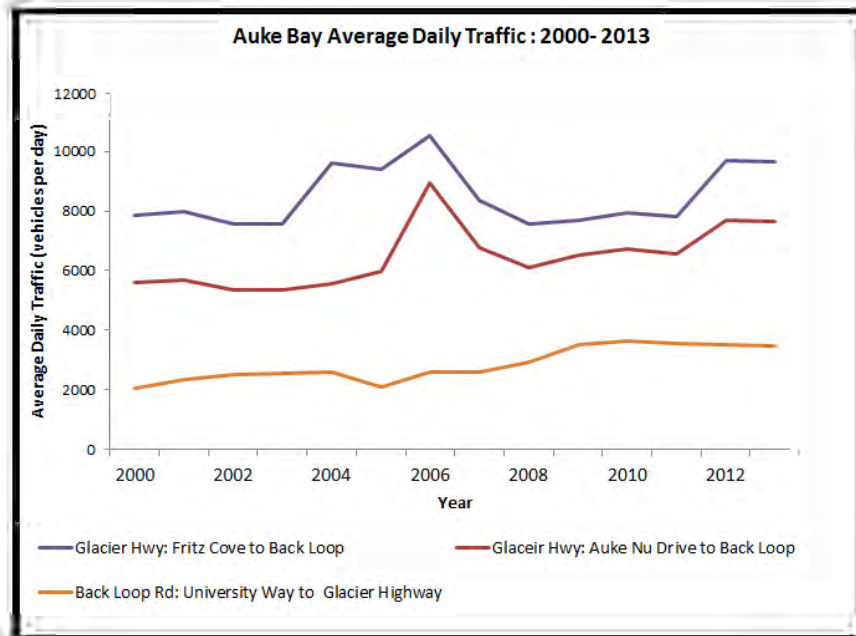
the north side of Glacier Highway from the Mendenhall River to the Auke Lake parking lot, and improvements at the Auke Bay terminal of the Alaska Marine Highway System.



Photo Courtesy of CBJ Docks and Harbors

The Don D. Statter Harbor Facility improvements (currently under construction, expected completion by end of summer 2016) will provide additional parking capacity for all users of the harbor. Mostly in the summer, many boaters use the Don D. Statter Harbor Facility and its boat ramp. Currently, they park their vehicles and trailers in the Auke Bay Elementary parking lot and on the hill of Back Loop Road due to the current parking lot being full - this raises safety and maintenance issues. The additional parking provided by the

harbor improvements will make parking more convenient and the launching of boats from the harbor much easier. It will also allow those businesses that operate out of Don D. Statter Harbor Facility to have increased customer parking; therefore, attracting more customers. Additionally, the improvements will lessen overflow of harbor parking in the area.



Source: Alaska Department of Transportation and Public Facilities annual Traffic Maps – Note that some spikes in the data trend reflect discrepancies in the counting procedure although the overall trend of increasing traffic is accurate.

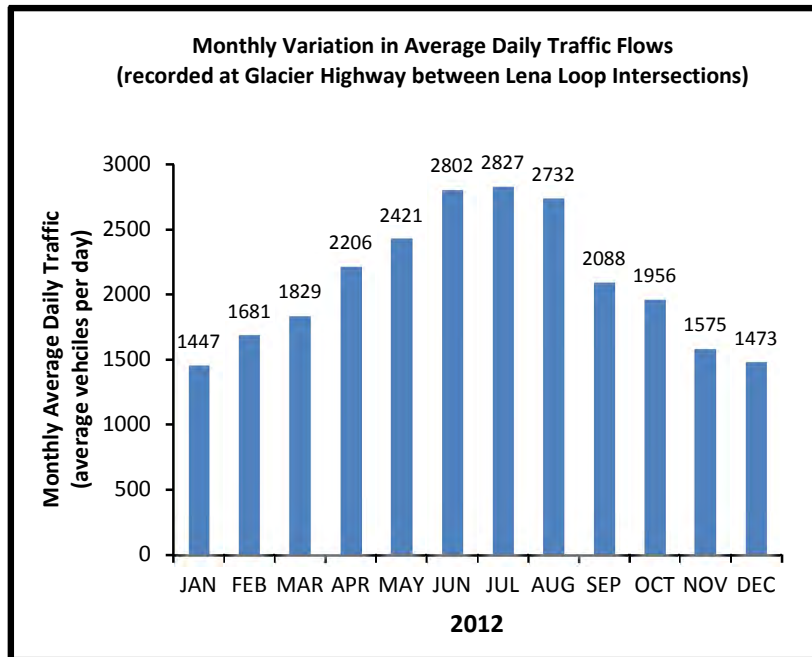
Other parking issues relate to commercial tourist operations. The Auke Bay area serves a number of tourist boat operators whose customers are transported to Statter Harbor by bus.

This may cause issues in terms of larger vehicles circulating the currently parked cars and also with staging locations when waiting to collect returning tours. Popular staging areas include the Auke Lake parking area and the UAS Recreation Facility.

Auke Bay serves as a traffic thru route for access between the areas North and the rest of Juneau. There are also a number of destinations within the area, in particular, UAS facilities, Statter Harbor, Fishermen's Bend Harbor and shops/businesses lining Glacier Highway. There is a significant variation in seasonal traffic flows and vehicle types both to and through the area due to the number of commercial tourist operations and commercial and private boat-related activities during the summer. Over the past decade, traffic on the roads approaching Auke Bay is estimated to have increased between 28% and 43%, dependent upon the section.

Residential, recreational, commercial and employment uses continue to expand north of the Auke Bay Plan Boundary. Therefore, traffic is expected to continue to increase through the Auke Bay Plan Boundary unless alternative routes are provided or significant changes to travel patterns occur. DOT&PF is currently examining options to increase travel efficiencies among Juneau, Skagway, and Haines. A preferred option would see the extension of Glacier Highway north to a new ferry terminal near the Katzeihin River delta. This option would result in a new day ferry service for those communities. *The 2014 Juneau Access Improvements Project Draft*

Supplemental Environmental Impact Statement, forecasted that the preferred route option will add over 1100 Average Daily Traffic (ADT)¹ in the summer of 2020 (expected year of opening). It is likely a significant portion of these vehicles will move through Auke Bay.



Source: Alaska Department of Transportation and Public Facilities. These figures give an indication of the seasonal variation in traffic flows through the Auke Bay area.

¹ The Draft Supplemental Environmental Impact Statement for the Juneau Access Project can be found at http://dot.alaska.gov/sereg/projects/juneau_access/documents.shtml

One of the fundamental realities of the vehicular transportation network in Auke Bay is that there is no network; that is, there are no alternative routes to, through, or around the area to Glacier Highway and its single intersection with the Mendenhall (Back) Loop Road. This means that all vehicular traffic, including passenger vehicles, heavy trucks, buses, and personal trucks with boat trailers must use the same roads, regardless of whether the vehicles are simply passing through the area, or beginning or ending their trip in the area. The increase in traffic and the resulting congestion poses a threat to many of the aspirations of the *Plan* by discouraging the easy movement of pedestrians and cyclists to the waterfront – a key amenity.

In recognition of the need to improve traffic safety and ultimately remove through traffic from Auke Bay, DOT&PF produced *2004 Auke Bay Corridor Study*.² The “Near-Term” goals suggested the improvements to Glacier Highway currently underway or recently completed. The study also outlines “Long-Term” goals for the area by completing a bypass of the Auke Bay community that would start at Industrial Blvd., follow the east side of Hill 560, cross Mendenhall Loop Road (Back Loop Road) at Goat Hill and continue behind the community of Auke Bay and connect to Glacier Highway near Auke Nu Creek.

² USKH Inc. prepared the *2004 Auke Bay Corridor Study*; read at http://dot.alaska.gov/sereg/projects/abcorr/assets/Main_Report.pdf

A connection would also be added, through a roundabout, from the proposed bypass to Back Loop Road at the North University of Alaska Southeast access. Sidewalks are proposed for both sides of the bypass connector from Back Loop Road to the UAS/National Guard Joint Use facility.

The *Pederson Hill Access Study*³ was prepared in 2010 for the CBJ to evaluate potential residential development areas and densities, as well as transportation access for future development of that area in both, the University of Alaska Southeast and the CBJ owned land on Pederson Hill. Potential routes identified in the study for an alternate Auke Bay corridor access include on top of Pederson Hill and along the north side of it, potentially connecting from Glacier Highway to Goat Hill Road. Development constraints, such as wetlands and existing steep topography, make the construction problematic. However, the study's preliminary routing identified that by using a series of switchbacks, acceptable road grades (< 10%) are possible. However, this can make the road longer and more expensive to construct.

Transportation in and through the Auke Bay area is discussed in Chapter 8 of the *2013 Comprehensive Plan* of the City and Borough of Juneau. In summary, the *Comprehensive Plan* calls for clustering residential density and destinations along transit routes, and for the provision of safe bicycle and pedestrian

³ The Pederson Hill Access Study can be found at <http://www.juneau.org/clerk/ASC/LC/Hill%20560/PedersonHillAccessStudy.php>

routes providing connections between transit and trip origins and destinations within the Urban Service Area Boundary. Auke Bay is identified for an “urban” treatment, with provision of safe bicycle and pedestrian facilities, including protected crossings of Glacier Highway, described as priorities in multiple locations in the plan.



Photo courtesy of CBJ's Capital Transit

The *2014 Transit Development Plan*⁴ for Capital Transit calls for a complete restructuring of transit service north of the Nugget Mall. Budget constraints precluded full implementation of the recommended service scenario in that plan.

However, at the time the plan was drafted, CBJ staff continued to work to develop interim changes to the system that can accomplish budgetary and service goals. Transit access to and from Auke Bay, especially to UAS, was recognized as an important service feature of the retained or strengthened. Transit service to the Alaska Marine Highway System ferry terminal in Auke Bay was listed by many community members and stakeholder groups as one of the most important destinations not currently served by Capital

⁴ The Juneau Transit Development Plan - www.juneautransitplan.org

Transit, and it remains a high priority for future service additions. Preserving a high frequency bus link to Auke Bay is a desired outcome of both the *2014 Transit Plan* as well as the earlier *2008 Transit Development Plan*,⁵ which additionally advocates a more significant service through Auke Bay to Lena Point.

Although UAS trails and non-motorized paths provide alternative routes for pedestrians and bicyclists, these routes are primarily designed and constructed to serve UAS students, faculty, and staff. There are unpaved trails between the Spaulding Meadows trail, Auke Bay Elementary School, and the Joint Use Facility. While the UAS trails are paved, maintained during the winter, lighted and provide emergency call boxes, the remainder of the Auke Bay trail network consists of dirt trails and boardwalks that do not meet the requirements of the Americans with Disabilities Act (ADA), which are not maintained in the winter, and which do not have lighting.

The 2009 *Non-Motorized Transportation Plan*⁶ (NMTP) provides guidance on such topics as traffic calming and design standards for non-motorized transportation facilities, including particular improvements in the Auke Bay area. Specific improvements are included in Appendix D of the *Non-*

Motorized Transportation Plan for areas of Auke Bay.⁷ Similar to the *Comprehensive Plan*, the NMTP calls for traffic calming, provision of improved pedestrian crossings of Glacier Highway in the Auke Bay area, and specific capital improvements that should be made to the area as funding becomes available.



Photo courtesy of CBJ's Community Development

Auke Bay Elementary School did not participate in the parent surveys used to collect information about other Juneau School District schools during the development of the 2012 *Safe Routes to Schools Plan*⁸. Observations of student arrivals and dismissals conducted for that plan occurred on a winter day with poor walking conditions; no students were documented

⁵ <http://www.juneau.org/capitaltransit/pdfs/adopted2.pdf>

⁶ The Non-Motorized Transportation Plan - www.juneau.org/parkrec/PR-Plans

⁷ Recommended Non-Motorized Infrastructure Improvements, By Area; November 2009 Juneau Non-Motorized Transportation Plan

⁸ Safe Routes to Schools Plan - www.juneau.org/cddftp/JuneauSafeRoutestoSchoolPlan

walking to or from school on the day of observations. CBJ staff and volunteers conducting bicycle and pedestrian counts in the school area on other dates have, however, documented children walking and biking to and from the school. The current catchment area for the school covers a wider area than most Juneau Elementary schools, with many children living beyond a reasonable walking or cycling distance; increasing the housing in the area will likely result in an increased number of children walking and cycling to the school.

This *Plan* identifies similar safety concerns and infrastructure/design shortcomings to those identified in other plans; namely, inadequate safe crossing opportunities across Glacier Highway, high vehicle speeds, and inadequate sidewalk and other non-motorized transportation route connectivity. Survivability of pedestrians during an collision with automobiles is only 15% when traffic speeds are at 40 mph, 55% when traffic speeds are at 30 mph; and 95% when traffic speeds are at 20 mph, according to the US Federal Highway Administration.

Snow removal and maintenance of non-motorized transportation routes has consistently been identified in all of the above-mentioned plans as a priority improvement. Typically, both CBJ and DOT&PF maintenance crews plow snow from the roadway onto the adjacent sidewalk or shoulder for temporary storage (generally one to seven days). This results in a situation where pedestrians must walk in the

street or “post-hole” through deep berms of snow. This situation not only discourages active transportation and use of transit, it may also result in keeping many elderly and mobility-impaired citizens in their homes during the winter months since sidewalks are unsafe.

Vision

The Vision describes what the community wants the Auke Bay Plan area to be. It captures how the housing, shops, businesses, recreation facilities and public amenities should be located in the area plus how they should be connected by physical infrastructure and transit services. The Vision was developed through a series of public meetings and brainstorming sessions with specific issues that should be incorporated in to the future Auke Bay design. The following are specific transportation-related features and aspirations identified in the Auke Bay Visioning exercise:

- Develop a transportation network sympathetic to the needs of all modes of transportation was raised repeatedly.
- New development should include new streets⁹ that provide a grid network of streets and sidewalks to the northeast of the intersection of Glacier Highway and Mendenhall Loop Road in the Auke Bay Center. Cul-de-sacs should be avoided except where topography or other features make through-streets impractical, and

⁹ See vision in Community Charrette Map in Appendix C

should be connected to adjacent streets, trails, and pathways with appropriate, non-motorized connections.



Photo courtesy of CBJ's Community Development Department

- Bicyclist and pedestrian safety in the Auke Bay area frequently surfaced as a primary goal. Bicyclist and pedestrian safety was voted as the most important aspect of an Auke Bay vision by the majority of survey respondents.¹⁰
- All trails and paths in the area should be connected to create a complete network, which eliminates the need for walkers and bikers to travel within major roadway corridors for most trips.
- Wayfinding signage and pedestrian-scale lighting (fixtures generally 12-15 feet tall) should be included

¹⁰ "Safe for bicyclists and pedestrians", selected by 58.3% of respondents, Auke Bay Vision Survey #1, Question 4.

on non-motorized routes and at pedestrian connections within the Auke Bay Center; maintenance, especially snow plowing, of these facilities is critical to their continued use.

- A bypass highway should be constructed to remove through-traffic from the Auke Bay area. This was a frequent, community suggestion. It was recognized that increased traffic through the Auke Bay area resulting from developments north of the area could have detrimental effects on safety in the Auke Bay Center. Use of the route envisioned in the DOT&PF's 2004 *Auke Bay Corridor* study was supported.
- Improve intersections at major Auke Bay roads including an additional intersection for Auke Bay Elementary School.
- Parking should cater for the needs of the expected growth of the Auke Bay area. Shared use of parking facilities by multiple organizations should be encouraged allowing space to be utilized by one activity when not used by another. These parking lots should be linked to allow walking to the various organizations' premises. A Park and Ride facility in conjunction with the transit system should be built for those living outside of the Auke Bay Center.
- Adapt parking requirements for new developments to encourage higher densities and to reflect closeness to Transit services.

- Capital Transit service connections to the Auke Bay Ferry terminal should be established. A new transit hub in Auke Bay should boost ridership (thereby reducing traffic) by improving the experience of those departing or arriving in Auke Bay via the Transit service.
- A seawalk providing for pedestrian movement through the Auke Bay Center¹¹ and waterfront area, with convenient and safe connections to and across Glacier Highway has been envisioned by many users of the area for some time. Although access across the United States Coast Guard's new facility may pose security/access conflicts, a public access easement across the only privately-owned Alaska Tidelands Survey between the harbor and Auke Creek ensures that the seawalk route could be on public tidelands, within dedicated right-of-way, or within an access easement and be key feature of an Auke Bay redevelopment.
- Gateway signage will demonstrate that the Auke Bay area is a community with its own identity, not just a thru route or a harbor.
- To reduce speeds in the Hub by transforming the character of the community to a safe, walkable Small Town Center.

¹¹ See Auke Bay Hub Overview Map in Appendix C for Auke Bay Center Boundaries.

During the visioning exercise, a project prioritization list was generated to help achieve the overall Vision. Projects were ranked by individuals according to when they should take place:

- Short Term (within 5 years)
- Mid-Term (5-10 years)
- Long Term (10-20 years),
- Beyond the Plan Horizon (20+ years)
- Not a Priority.

Using a weighted score that assigned higher points for near term votes and negative points for Not a Priority votes, the entire list of projects was ranked in priority. The list ranks projects by their weighted score, with a timeline assigned by staff based on votes. Thus, some short-term projects are deemed lower priorities.

By mid-October, that project list had been refined to clarify evolving ideas and reflect the input from the public and the Auke Bay Steering Committee. These changes include breakthrough ideas from the Community Charrette, examples of these ideas include a grid network of streets and a seawalk interconnected to the sidewalk and trail system in the Auke Bay Center and Hub. The refined list of capital projects, grouped by type of project, is included as Appendix B¹².

¹² Community priority list of Auke Bay Area Plan Capital Improvement Projects – Appendix B

The top ten project improvements are currently being addressed through DOT&PF improvements to Glacier Highway or CBJ improvements to Statter Harbor. The next highest priority projects belong to the core of the Auke Bay redevelopment and should be integrated in a timely manner as building developments occur.

Recommended Tools

To implement the *Vision* the following funding avenues approaches should be pursued to be the tools to ensure the Vision becomes a reality.

Capital Improvements

The primary tools for improving transportation systems are the Capital Improvement Program (CIP) at the local level, and the Statewide Transportation Improvement Program (STIP) at the state level. Projects are nominated to these programs and constructed based on support in adopted plans, public need, available funding, and public/staff advocacy. Simply adopting a project into a Program is not, in and of itself, enough to ensure that the project will be funded and constructed. The community's need for a project must be continually evaluated and promoted, sometimes for many years, before it may be funded. The capital projects listed within the plan are prioritized according to current conditions and perceptions, and can be expected to change as Auke Bay changes through both private and public investment.

Policies and Programs

The policies and programs identified below should be continuously pursued and updated at Auke Bay develops. There are some policies that should be at the forefront of development actions as they provide the infrastructure around which housing and commercial premises can be constructed.¹³

Scenic Byways

DOT&PF's Scenic Byways Program identifies access corridors that exhibit at least one of six qualities for Alaskan byways: scenic quality, natural quality, historic quality, cultural quality, archaeological quality, and recreational quality. The application process to nominate and adopt a byway into the State's program requires work by the community, but the designation can help the adopted corridor receive additional monies for potential improvements as well as ensure that the goals for the area are followed. This designation could be sought for Auke Bay area roads as they appear to meet a number of the required intrinsic qualities for the State's scenic byways.

¹³ Goals and Policies section located at the end of the Transportation Chapter



Panoramic view of a scenic view point. Photo courtesy of Dave Klein, KleinDesigns

Safe Routes to Schools

The Safe Routes to Schools¹⁴ program focuses on the “Five E’s”: Engineering, Encouragement, Education, Enforcement, and Evaluation. The Engineering component is covered under the capital projects discussed above; the other four E’s are policy or program components:

Encouragement: Support formal and grassroots campaigns that promote walking, bicycling, scooter-riding, skateboarding, and even skiing as fun and safe transportation choices to and from school.

Education: Develop materials and programs to educate parents, students, and the community about safe walking, cycling and driving practices and about the benefits of active transportation.

Enforcement: Increase enforcement of traffic laws around schools.

Evaluation: Monitor and document outcomes and trends through the collection of data.

The Safe Routes to Schools plan for Auke Bay Elementary School should be implemented. Some components, such as Education, Enforcement, and Evaluation could be implemented immediately, while it may be prudent to wait until the extensive roadway reconstruction projects currently underway have been completed and new infrastructure (Engineering) is in place before focusing on Encouragement.

Connectivity

The philosophy of connectivity should be engrained in all decisions to avoid a piecemeal application of the approach. As new development takes place in the Auke Bay Hub and Center, access roads should be designed to create a connected street, trail and path network including routes to the Transit stops. This theme of connectivity should be at the core of all development. The community vision for a connected street network is shown through their vision map for the Auke Bay, as the *Community Charrette Map*.¹⁵

¹⁴ 2012 Safe Routes to Schools Plan - www.juneau.org/cddftp/JuneauSafeRoutestoSchoolPlan

¹⁵ Auke Bay Community Charrette Map, Appendix C

Maintenance

Maintenance of roadways, sidewalks, and separated paths is a critical issue in Juneau, and deferment of maintenance has been cited as a barrier to access in many CBJ surveys.¹⁶ In the winter, snow removal is a particular concern. Streets and separated paths should be designed to facilitate maintenance and snow removal; however, the current practice of using roadway shoulders, bike lanes, and sidewalks for snow storage forces pedestrians and other non-motorized users to travel in the vehicular way, increasing their exposure to vehicle traffic. Alternative designs and maintenance practices, such as providing a vegetated buffer between the travel way and sidewalks, could provide snow storage capacity that does not interfere with non-motorized routes.

¹⁶ Community Transportation Needs Assessment, November 25, 2013; 2013 ADA Accessibility Survey; 2014 Transit Development Plan

Goals and Policies

Goal 1 Build an Auke Bay bypass road. Construction of the bypass should help lessen traffic volume, reduce traffic speeds, and maintain safety in the Auke Bay Center.

Policies

- 1.1** Preserve space for a future right-of-way for the DOT&PF bypass route north of the developed areas of Auke Bay.
- 1.2** As Auke Bay grows, ensure that development does not preclude DOT&PF's ability to locate a future bypass route to the north.
- 1.3** Future route considerations should include an evaluation of the impact of the scenic nature, views and value of Auke Bay.
- 1.4** Future DOT&PF's bypass routes should preserve or accommodate existing trails and provide pedestrian crossing amenities.

Goal 2 Create an appropriately scaled seawalk along the waterfront, linking residential, commercial, and recreational uses to the Statter Harbor Facility.

Policies

- 2.1** Encourage public and private partnerships to accomplish an Auke Bay seawalk for the common enjoyment of the community.
- 2.2** Encourage marine education, safety, artistic and cultural exhibits along the seawalk whenever feasible.
- 2.3** Encourage properties fronting on the seawalk to connect to the seawalk and to provide connections from seawalk to public rights-of-ways for pedestrian cross circulation.
- 2.4** The seawalk design should encourage and celebrate the bay's role in education, creativity, cultural heritage, and industry in the region.

Goal 3	Promote safe connections, at intervals, throughout Auke Bay consistent with both State and Federal standards.	pedestrian, bicyclists, and recreationalists.
Goal 4	Auke Bay will be a comfortable, inviting and safe place to walk and bicycle for everyone, including children, elderly, and school groups.	
Policies		
4.1	Safe highway crossings throughout Auke Bay should serve the community's interests:	
4.1a	Encourage safe routes between businesses, recreation, scenic viewpoints, residential neighborhoods and public or private schools.	
4.1b	Promote walkability to businesses from both sides of Glacier Highway.	
4.1c	Promote walkability between major employers including the University, Coast Guard and the Alaska Marine Highway port.	
4.1d	Be consistent with DOT&PF design standards that meet the needs of the	
4.2		Promote additional bicycle and pedestrian connections throughout the Auke Bay area and that provide connections between commercial and residential areas, scenic vistas and recreational pursuits.
4.3		Encourage, fund and develop pedestrian connections as identified in the <i>Auke Bay Area Plan</i> and other adopted plans.
4.4		Create a walkable community by encouraging, promoting, and investing in street furniture and safe lighting in higher density areas of the <i>Plan</i> .
4.6		Work closely with both public and private institutions and not-for-profit groups to develop a partnership to plan, construct, and where appropriate, maintain trail connections across City, State and Federal properties.
4.7		Create and adopt a way-finding and signage policy for the <i>Plan</i> area.

Goal 5 Promote the development of adequate parking to meet the needs of the growing community.

Policies

5.1 Promote an integrated parking management plan. This plan should encourage walking between the University, schools, and private and public sector parking areas. This plan should address season demands.

5.2 Create parking in conjunction with a transit hub.

Goal 6 Address intersection improvements in a prioritized fashion within the *Auke Bay Area Plan*.

Policies

6.1 Lighting and multi-modal safety issues should be inventoried.

6.2 Design aspects of each intersection in *Auke Bay Area Plan* should be inventoried and reviewed periodically. This should include review for ADA accessibility, walkability, and safety.

Goal 7 Improve the intersection at the entrance of Auke Bay Elementary School and Glacier Highway

Policies

7.1 Create a secondary access point for Auke Bay Elementary School that should help to promote better traffic flow entering and exiting Auke Bay Elementary School.

7.2 Work with School District to improve safe routes to school.

Goal 8 Develop a grid street network in the Auke Bay hub, as outlined in the *Community Charrette Map*¹⁷, which facilitates growth and improves circulation for both vehicles and pedestrians.

Policies

8.1 Encourage new development to dedicate grid street right-of-way consistent with the Auke Bay Area Plan.

8.2 Pedestrian-oriented designs should be used to capitalize on the opportunities presented at grid street corners.

¹⁷ Auke Bay Community Charrette Map – Appendix C

Goal 9 Encourage public transit connections from Auke Bay to other areas of Juneau.

Policies

9.1 Connect public transit with parking areas throughout the Auke Bay area.

9.2 Developing transit options within Auke Bay.

9.3 Develop a shuttle service from the Auke Bay core to the ferry terminal.

Goal 10 Auke Bay will be a comfortable, inviting and safe place to walk and bicycle for everyone, including children, elderly, and school groups.

Policies

10.1 Implement traffic calming measures to reduce traffic speeds.

10.2 Work with the DOT&PF to reduce the speed to a maximum of 30 mph in the Hub.

10.3 Until the bypass is built, encourage ways to reduce vehicular speed.

Goal 11 Explore the designation of Auke Bay area roads as Scenic Byways.

Goal 12 Snow removal will keep both non-motorized routes and motorized routes open during the winter.

Policy

12.1 Auke Bay Community, CBJ, and State should design and implement a plan for snow removal in the Auke Bay area to provides safe travel for motorized and non-motorized users.

Draft Auke Bay Area Plan

Chapter 6: Implementation

Recommendations for Auke Bay Area Plan's Implementation and Governance

Staff and the Steering Committee recommend that a committee, group or association be formed to build on the work that has been completed to date in the plan.

- The meetings should be quarterly and consist of a core group carrying the accumulated local planning knowledge forward. The Community is actively engaged and committed to moving the plan forward in the future.
- Agencies and groups including the University of Alaska Southeast, CBJ Dock and Harbors, State of Alaska Department of Transportation and Public Facilities, Áak'w Kwáan Tribe, Douglas Indian Association, area neighborhood associations, area condominium associations, area land owners and area businesses owners should be the key to the long term implementation of the elements of the plan.
- This proposed committee, group or association should provide a convening point for community dialogue and discussion to the implementation of the plan.

CIP/STIP Review and Input Opportunities

The City & Borough of Juneau should update the organized committee, group or association of annual CIP/STIP list in an effort to implement the Auke Bay Area Plan in the following ways.

- Coordinate with the organized committee, group or organization so they may comment upon both annual CIP

and STIP processes as well as any other relevant processes that may involve key action relative to implementation.

- Notify the group of any development within the planning area and seek comments to be brought before the Planning Commission.

Annual Plan Coordination and Information

Coordinating between multiple providers of infrastructure improvements requires the use of a convener role in Auke Bay on a quarterly or annual basis.

- Project Based Development – Neighborhood meetings would be called only as needed. It is the intent of this Plan to ensure that improved access to information is encouraged.
- Annual Coordination and Implementation – Project sharing meetings should be called to update the community on all public party implementation projects. Public parties could include CBJ Community Development, State of Alaska Department of Transportation and Public Facilities, CBJ Transit, CBJ Engineering, CBJ Lands & Resources, CBJ Docks and Harbors, Juneau School District, University of Alaska Southeast, etc. It is the intent for this sort of information sharing to lead to greater coordination and stronger public-private partnership that enhance opportunities for coordination of infrastructure financing.
- Maintain a web page for Auke Bay Plan Implementation.

Continue Monitoring and Collecting Data

Project implementation is a shared responsibility. Currently, CDD collects relevant transportation, parking, pedestrian and bicycle data community wide, including Auke Bay. With the adoption of the *Plan*, data is a key part of project implementation.

Several years' worth of coordination projects are in the works at the present time, including potential private projects, CBJ projects, University projects, and DOT&PF projects. Monitoring data as to annual parking patterns, parking needs, pedestrian use, and bicycle use is important to coordinate. Data collection through coordinated voluntary efforts from the Steering Committee would assist the Department in the Auke Bay implementation efforts.

Collected permit data relating to housing and sewer/ water hook ups within the Auke Bay area should be reported back to the organized group annually. This data should be shared with other departments and institutions to enhance project coordination.

Coordinating improvements in Demand Management (Access to transit, future park-and-ride, and coordinated parking strategies) is an important part of the Plan. Transportation and land use are closely tied together within the Auke Bay Planning Area, Hub, and Center. With improved regular service from Auke Bay to Downtown, future growth can be accommodated in a more efficient manner. Coordinating the location of this infrastructure with the expected growth patterns in Auke Bay, Out the Road, and at the University of Alaska Southeast is essential to maintaining the character of Auke Bay.

Coordinate with state and federal agencies in regard to environmental issues to ensure that negative impacts are mitigated when new development and uses are proposed. The health of the

Auke Bay community is largely dependent on ensuring the water, air, and natural habitat is vibrant and thriving.

Regulatory Changes

The Auke Bay Area Plan is largely aspirational in its approach to land use.

- To achieve the envisioned Small Town Center, the Auke Bay Steering Committee proposed amending the Comprehensive Plan Land Use designation in the Auke Bay up hill (north) of Glacier Highway from Marine/ Mixed Use (M/MU) to Traditional Town Center (TTC). The proposed amended and existing Comp. Plan Land Use maps are provided in Appendix C.
- The Steering Committee should play a role in the implementation of the necessary CBJ Land Use code amendments to carry out master planning and/or zoning components and incentives.
- Master Planning: Additional detailed master planning standards can aide in improving design and sense of place. The Master Planning should provide additional opportunities and incentives as well as collaborative public-private site development, or development agreements. This information will also improve the knowledge of Auke Bay with regards to building orientation to the streets, the bay, surrounding mountains, existing views and other buildings.
- Signage Improvements: Way-finding signage and three identified gateways identified in the *Plan* may require amendments to existing City Codes. These improvements include ways to address culturally sensitive signage, an example of which would be including Tlingit text on signage.

Public / Private Partnerships

Accomplishing the vision of the Auke Bay Area Plan will depend on partnerships between the public and private sector. The most common partnerships are the informal ones that exist because of the level of communication regarding the goals of the Auke Bay Area Plan and current regulations.

Tools for Implementation

Activity	Description/Lead Agency	Coordination
General Coordination	Establish a neighborhood committee, group or organization/coordinate with CDD/others as identified.	Quarterly and annual meetings.
Infrastructure Coordination	Work with CIP/STIP and other agencies on annual basis for strategic plan implementation.	Steering Committee implementation list.
Infrastructure Coordination	CDD to convene multi-agency meetings annually to coordinate Auke Bay infrastructure opportunities.	CDD with all participating agencies.
Data Collection	CDD working in coordination with the Steering Committee and any neighborhood group volunteers to continue collecting relevant neighborhood data.	Annually or as-needed, depending on identified information needs.
Regulatory Implementation	Short duration consisting of the existing Steering Committee for the next three to five months to continue working on the Plan implementation through guidelines and zone changes.	CDD and Steering Committee in coordination with interested agencies, property owners, investors and others.
Auke Bay Way Finding	CDD to convene multi-agency reviews as opportunities for new way-finding signage are presented.	CDD and community group coordination on way-finding projects, including communication standards.
Communication	CDD should update an Auke Bay Implementation web page. Official documents on data collection, CIP's and any relevant reports would be found here.	CDD coordination with the community.
All Other Projects	A number of other projects were identified in the Plan. Once these projects are moved from the 20 year plan into the six year CIP, a greater level of coordination could be expected through the capital planning process	CDD/Engineering/Coordination

Action Items: 2015 - 2016	Problem Solved/ Opportunity Enhanced
Change Zoning Districts within Center planning	Establish cohesive zoning district(s) to achieve the goals of a new Small Town Center. Too many existing districts results in a separated mixture of land use development. Owners have little certainty of future neighboring developments.
Create a new Town Center design standards plan	New design plan will help achieve the aesthetics of buildings, streetscapes, etc. Without a design plan, current/ future zoning districts cannot influence the form and function of streetscapes, buildings, and other spaces. A design plan can enhance aspects of space/ buildings, such as landscaping, parking lots, walkways, building facades, etc.
Action Items: 2017 - 2021	Problem Solved/ Opportunity Enhanced
Create new Gateways	Establish gateways along the main corridors into Auke Bay that provides a 'welcoming' aspect to the area. Creates a sense of place for Auke Bay.
Plan routes a future seawalk	Coordinate routes with shoreline properties. Routes should connect to future pedestrian pathways to ensure highest level of connectivity within Center planning area.
Plan routes for future grid streets in the Center planning area	By planning routes, the Small Town Center can better plan for future development. Coordinate with property owners to ensure future development doesn't prevent street route planning
Establish a new parking management plan	A parking plan will ensure parking will be efficiently planning in the Center planning area. This will provide a better understanding of where and when peak parking demand is needed. Without a parking plan, parking may not be effectively laid out or designed to meet the goals of the Small Town Center.
Establish a new park in the Center planning area	A park in the Center planning area can provide a wonderful place to enjoy and relax outside. A park can be an economic driver as it provide spaces for markets, concerts, art fairs, etc. A park can add value to adjacent residential and commercial properties.
Add Pedestrian-level lighting along streets in Center planning area	Pedestrian-level lighting illuminates more walking surfaces for safer walking conditions and feels safer. Without this level of lighting, pedestrians may feel less safe and may be less inclined to walk.
Explore CBJ Sewer renovations to accommodate growth in Auke Bay	Early coordination and planning about the demands on existing sewer capacity must occur with expected development of the new Town Center

Action Items: 2020 - 2035	Problem Solved/ Opportunity Enhanced
Construct seawalk	A seawalk provides a unique place to enjoy views of the water. A seawalk will provide a fun place to stroll, jog, and recreate. A seawalk can connect to existing pedestrian routes between water and upland developments
Construct future streets within the Center planning area	The new street grid will increase development potential. The new streets will create value in future business frontage. The streets will provide pedestrian connections throughout the future Small Town Center.
Analyze parking at Spaulding Meadow trailhead	This popular trailhead parking lot is undersized and needs to be re-examined Vehicles sometimes park too close to the road.
Analyze and construct a parking structure within the Small Town Center	Providing a central parking structure will lessen the parking demands of each use within the Town Center. This will reduce the amount of individual parking lots throughout the Town Center. A parking structure will increase the land use efficiency by allowing more flexibility in future developments.
Construct bicycle stations	Bicycle stations can reduce vehicular parking. Bicycle stations provide appropriate places to park bicycles instead of around street lights/ power poles. These will encourage recreational and healthy transportation choices.
Connect pathways around Auke Lake	A circular pedestrian route around the lake will provide more recreational choices. This will allow more people to enjoy the lake. This will allow pedestrians to reach the lake from their residence or work.

Action Items: 2020 - 2035 (continued)	Problem Solved/ Opportunity Enhanced
Construct a separated pathway from the Auke Bay Ferry Terminal to the Center planning area	No pedestrian connections.
Design wayfinding signage	Wayfinding signage directs people to destinations, i.e. harbors, parks, trails, etc. Signage creates a sense of place.
Explore a new CBJ Capital transit hub	A hub in the Auke Bay Center planning area will enable transportation options Allow residents to reach Auke Bay without using private automobiles Help strengthen the UAS campus Provides an economic value to Auke Bay
CBJ Sewer upgrades to serve increase development in Auke Bay	Existing sewer service to Auke Bay cannot serve proposed large development increases expected to create the Small Town Center.
Action Items: 2036 and Beyond	Problem Solved/ Opportunity Enhanced
Design a by-pass highway around Auke Bay	Alleviates existing high traffic volume. Allows Glacier Highway to be converted to a traditional 'Main Street' within the Central planning area. Will allow a reduce in traffic speeds.

Draft Auke Bay Area Plan: Appendix A

Referenced Published Plans and Studies

1984 Comprehensive Plan	Channel Island State Marine Park Management Plan
1996 Draft Preservation Plan	Historic Preservation Plan
2008 Juneau Wetlands Management Plan	Juneau Trails Plan
2012 UAS Campus Master Plan	Non-Motorized Transportation Plan
2013 Comprehensive Plan Update	Parks and Recreation Comprehensive Plan
2013 Flood Insurance Rate Map & Flood Insurance Study	Pederson Hill Access Study
2014 Southeast Alaska Sac Roe Herring Fishery Management Plan	Safe Routes to Schools Plan
ADF&G Juneau Herring Update #10	State Land Management Plan
All-Hazards Mitigation Plan	Statewide Transportation Improvement Program
Auke Bay Corridor Study	Statter Harbor Master Plan
Auke Lake Management Plan	Transit Development Plan
Auke Lake Watershed Action Plan	Willoughby District Land Use Plan
Capital Improvement Program	

Draft Auke Bay Area Plan: Appendix B

Capital Improvement List

Streets	Timeline
DOT/PF monitoring for traffic into and out of CBJ Statter Harbor/De Harts.	Mid Term
Construct a vehicle access to Auke Bay Elementary from Mendenhall Loop Road. (600 ft)	Short Term
Connect Glacier Hwy. to Loop Rd. via Pederson Hill (east of Auke Lake). (1.6 miles)	Long Term
Auke Bay By-pass (Auke Bay Corridor Plan 2003)	Long Term
Purchase ROW along conceptual Auke Bay By-pass routes such as the connection between Back Loop Road and the Auke Bay Ferry Terminal, and further east to the Goat Hill connection	Long Term
Grid Streets	
Grid Street running North/South at the Elementary school (600 feet)	Mid Term
Grid Street running North/South from the Elementary to the Joint Use Facility (1,000 feet total)	Mid Term
Middle Grid Street running North/South (south segment 600 feet)	Mid Term
Middle Grid Street running North/South (north segment 600 feet)	Mid Term
Eastern Grid Street running North/South (south segment 600 feet)	Mid Term
Eastern Grid Street running North/South (north segment 600 feet)	Mid Term
East/West Grid Street (Back Loop to elementary) (1000 feet)	Short Term
Mid Hill East/West Grid Street (elementary to middle)(600 feet)	Mid Term
Mid Hill East/West Grid Street (middle to eastern)(600 feet)	Mid Term
High hill East/West Grid Street (Joint Use Facility to middle)(600 feet)	Mid Term
High Hill East/West Grid Street (middle to eastern)(600 feet)	Mid Term
Parking	Timeline
Additional off-street parking on city land.	Short/ Mid Term
Additional parking at Auke Lake.	Short Term
Additional parking at Spaulding Meadows trail.	Mid Term
Additional parking at Spaulding Meadows trail on a grid street.	Mid Term
On-street parking on Glacier Hwy. from Loop Rd. to Fisherman's Bend after construction of By-pass.	Long Term
Construction of Auke Bay Center parking structure.	Long Term
On-street parking on Loop Rd. from Glacier Hwy. to UAS.	Not a Priority

Draft Auke Bay Area Plan: Appendix B

Capital Improvement List

Pedestrian/Trails	Timeline
Pedestrian crossings to harbor.	Short Term
Bike paths and lanes.	Short Term
Sidewalks where they don't exist or are not already planned.	Mid Term
Pedestrian crossings to seawalk extensions.	Long Term
UAS/Loop Road pedestrian crossing improvements.	Short Term
Glacier Highway crossing improvements for safety.	Mid Term
Improvements (signage, re-routing) on the Auke Bay Elementary/Joint Use Facility trail (coordinate with Auke Bay Elementary School)	Short Term
Overpass from UAS to the Anderson Building (former NOAA lab).	Long Term
Trail from joint use facility to Spaulding Meadows trail. (2,000 ft)	Mid Term
Pedestrian activated beacon at elementary school and other crossing locations on Glacier Highway.	Mid Term
Path/trail around entire lake. (2,000 ft on east)	Mid Term
Path/trail around entire lake. (1,000 ft by road)	Mid Term
Separated path to Alaska Marine Highway System ferry terminal.(.89 mi)	Long Term
Waterfront/Harbor/Seawalk	Timeline
Separate commercial and recreational vessel traffic.	Long Term
Seawalk: Fisherman's Bend to Statter Harbor.	Mid Term
Seawalk: Fisherman's Bend to Spaulding Meadows trailhead.	Long Term
Seawalk: Spaulding Meadows trailhead to the Alaska Marine Highway ferry terminal.	Long Term
Seawalk: Statter Harbor to Anderson Building (former NOAA Lab).	Mid Term
Seawalk: Anderson Building (former NOAA Lab) to Fritz Cove Rd.	Mid Term
Seawalk: Fritz Cove Rd. to Statter Harbor.	Mid Term
Other	Timeline
Transit service to the Alaska Marine Highway ferry terminal. (as consistent with Capital Transit plans)	Mid Term
Pedestrian friendly lighting on sidewalks within the Auke Bay Center.	Short Term
Wayfinding signage (directional signs)	Short Term
Signage & gateway treatment (Welcome to Auke Bay).	Short Term
Signage & gateway treatment (Welcome to Auke Bay).	Short Term

Draft Auke Bay Area Plan: Appendix B

Capital Improvement List

Other (continued)	Timeline
Signage & gateway treatment (Welcome to Auke Bay).	Short Term
Street trees.	Mid Term
Capital Transit projects (such as shelters adequately sized for demand).	Mid Term
Land trade with UAS for water front property to reduce pedestrian crossing on Glacier Hwy. (if consistent with UAS Master Plan).	Long Term
Vehicle connection thru UAS (re-establish).	Not a Priority
New CBJ Capital Transit hub in Auke Bay (Scaled to serve existing/anticipated demands and as consistent with Capital Transit plans)	Long Term
Sewer system expansion/upgrade	Mid Term

Definition of Terms

Short Term = 5 Years or Less ▪ Mid Term = 5 – 10 Years ▪ Long Term = 10 – 20 Years

Appendix C

Maps

Boundary Map

Community Charrette Map

Hub Overview Map

Maximum Allowable Height Map

Ownership Map

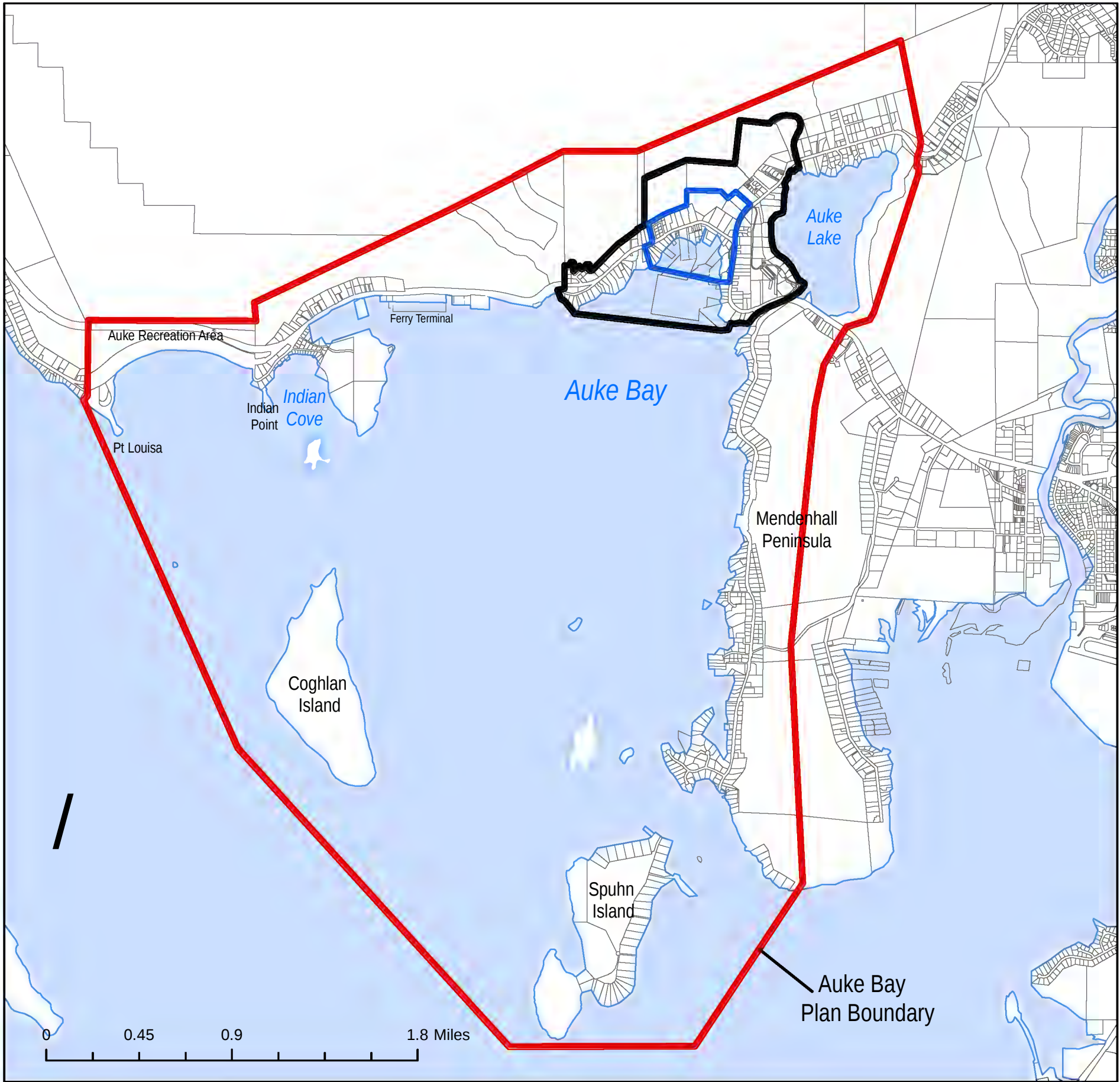
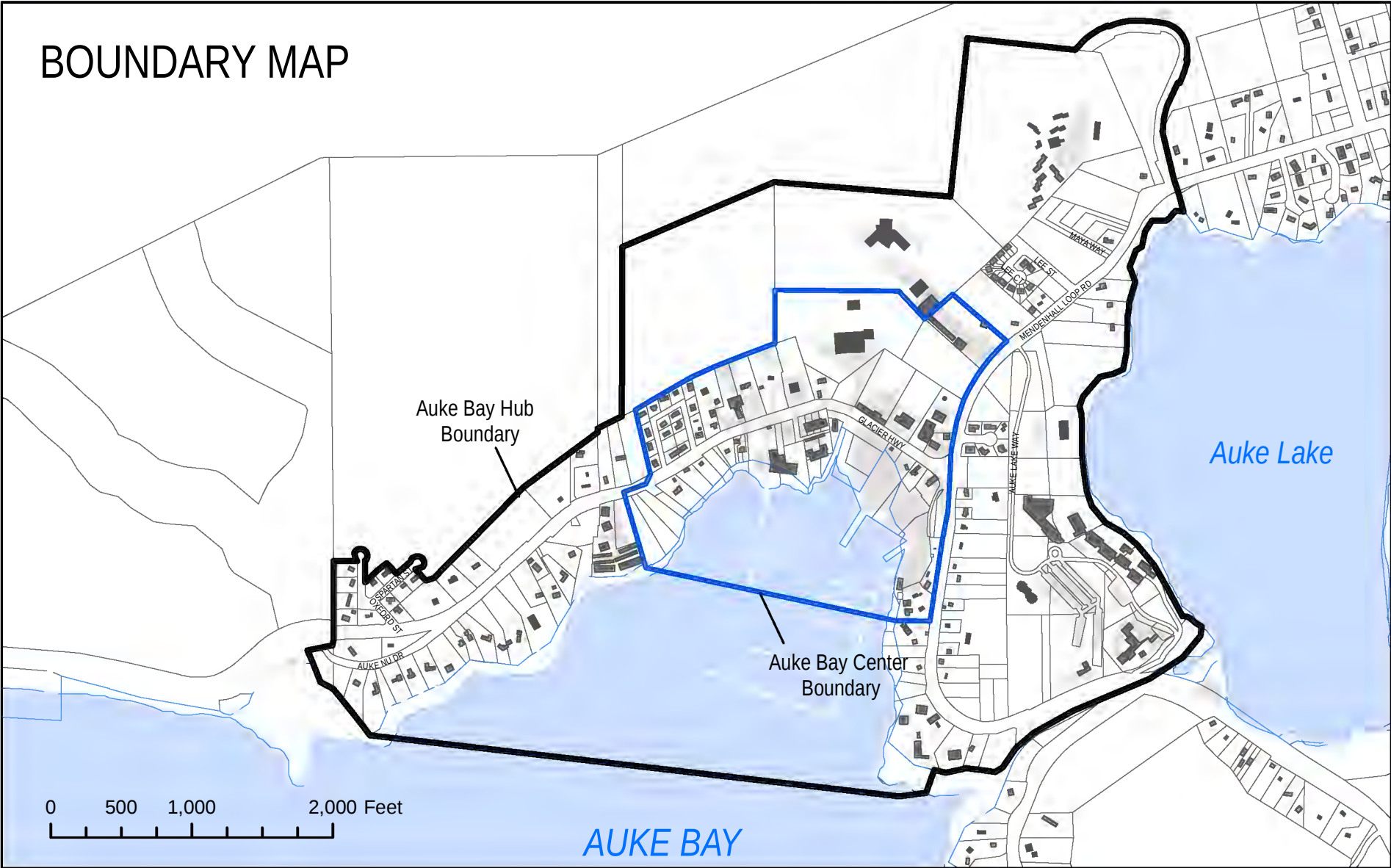
View Points Map

Existing & Proposed Comprehensive Plan

Land Use Designation Maps

Zoning Designation Map

BOUNDARY MAP



Initial Draft from Community Charrette



Hub Overview Map

Legend

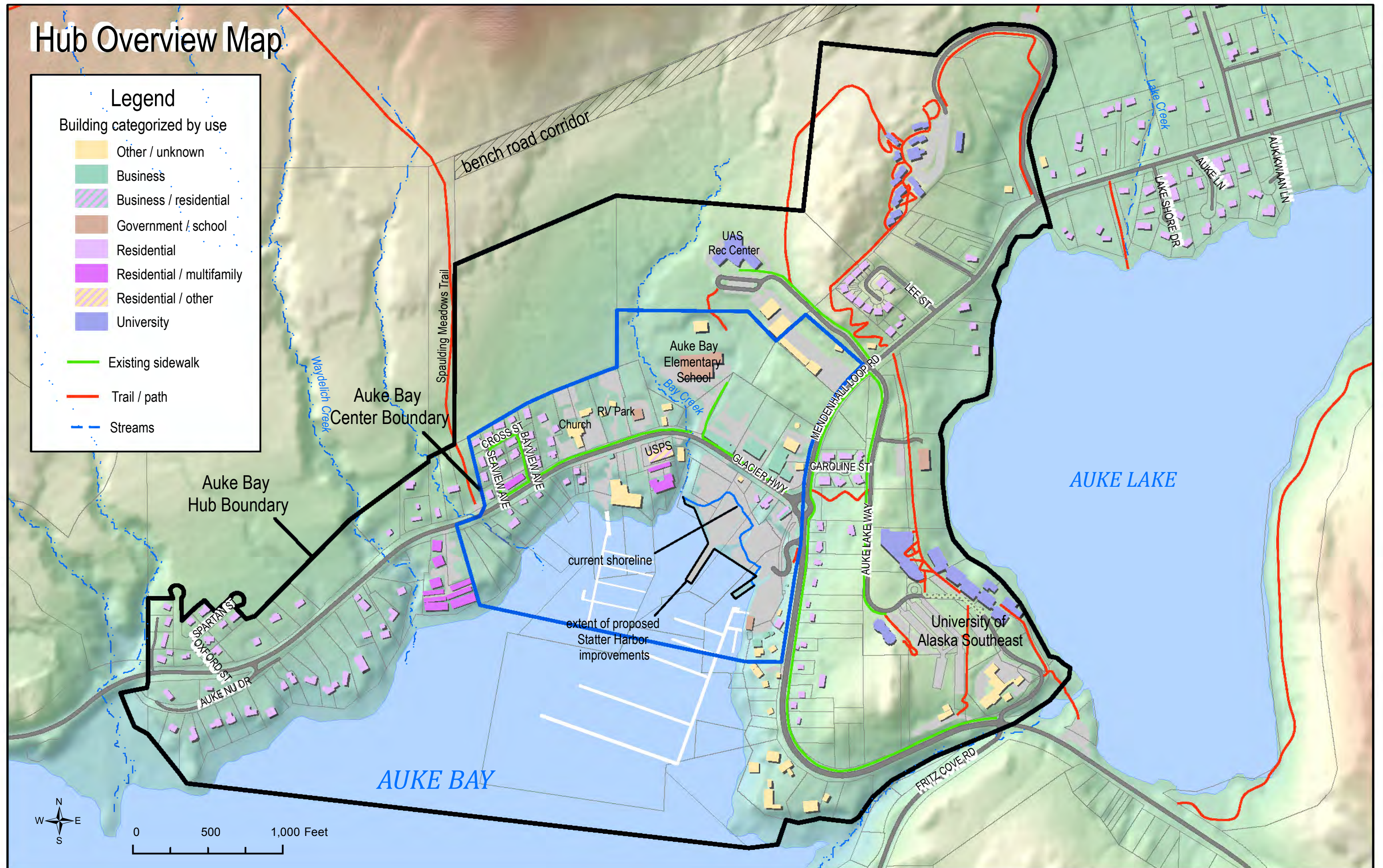
Building categorized by use

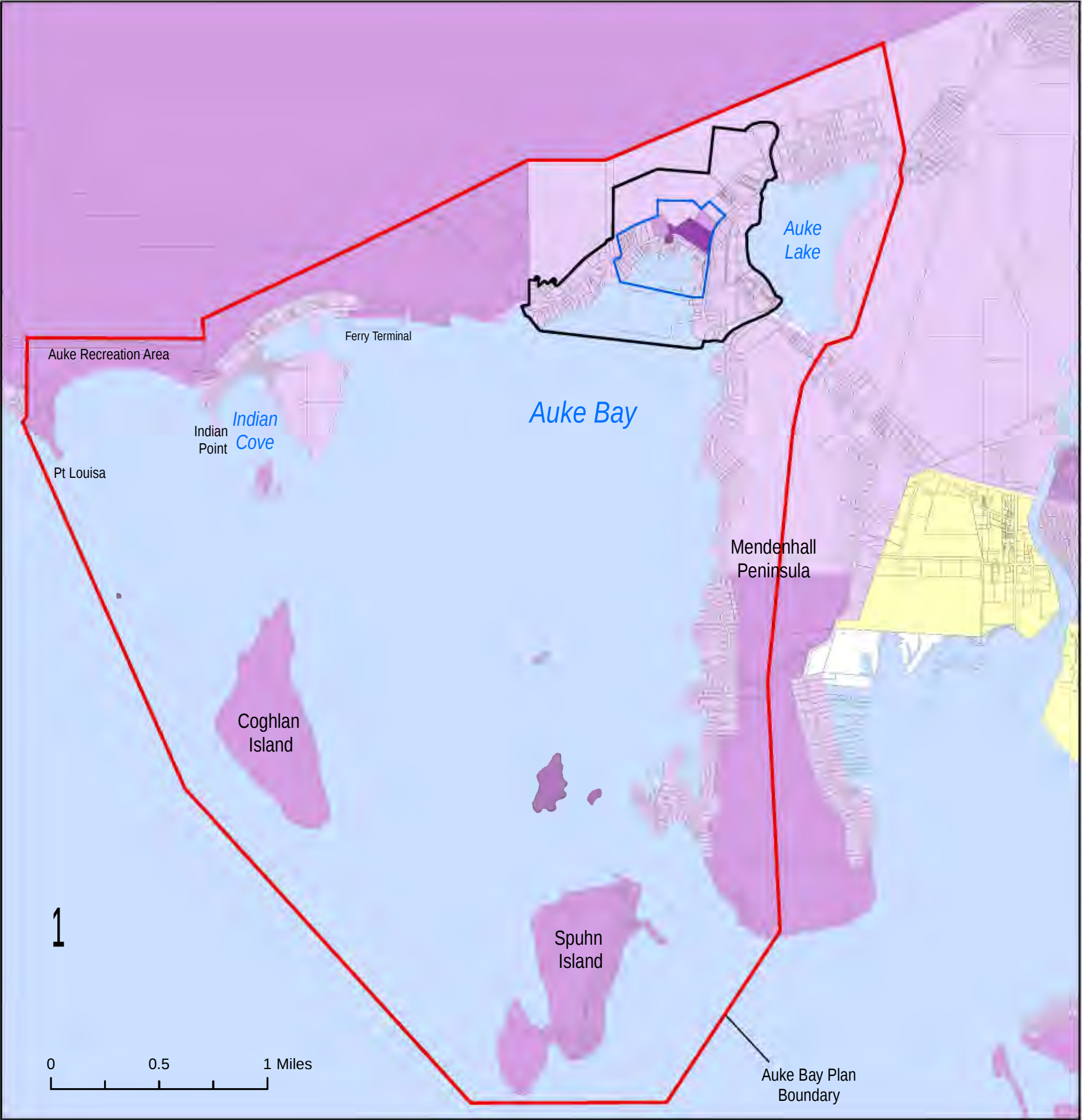
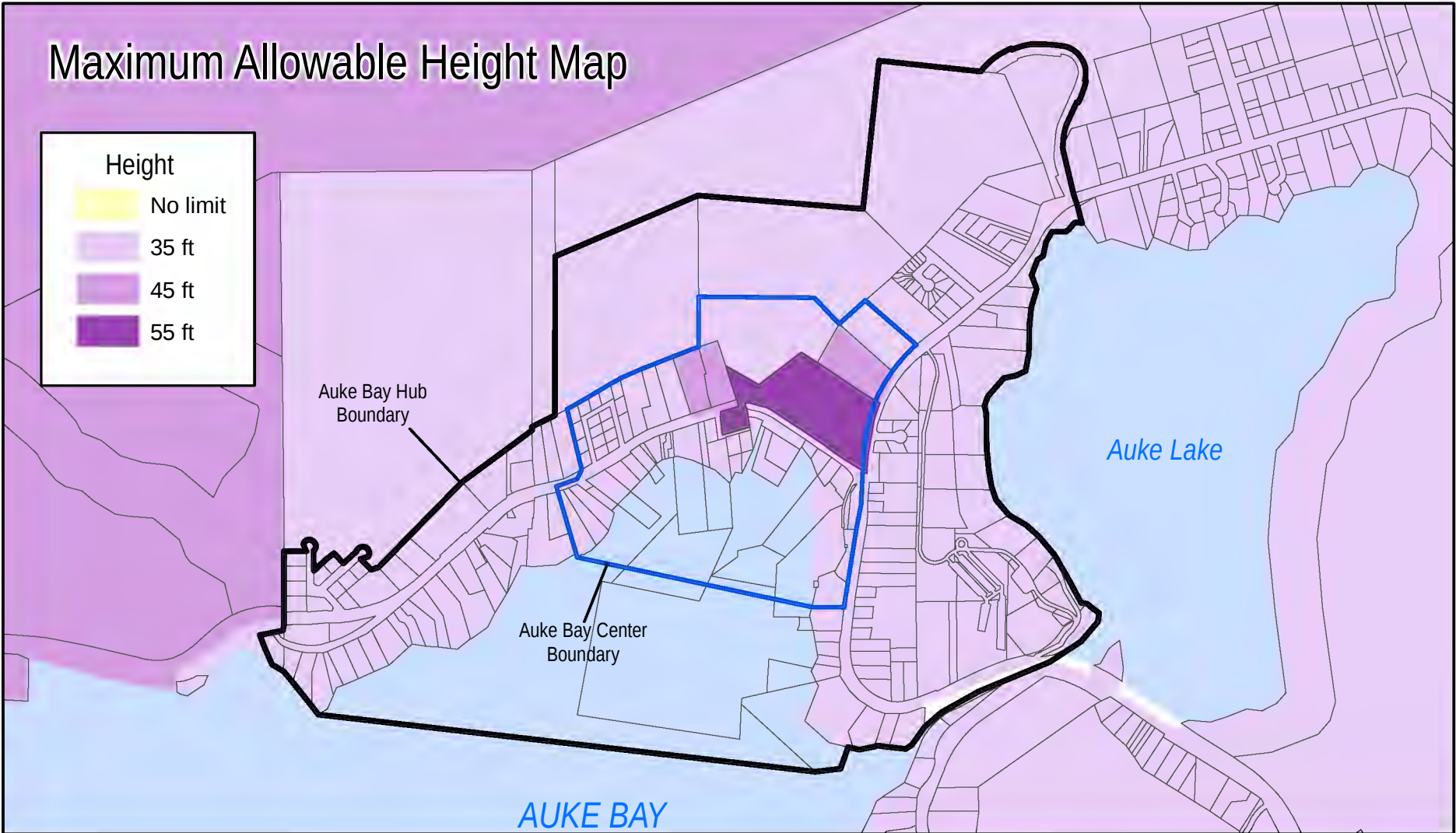
- Other / unknown
- Business
- Business / residential
- Government / school
- Residential
- Residential / multifamily
- Residential / other
- University

Existing sidewalk

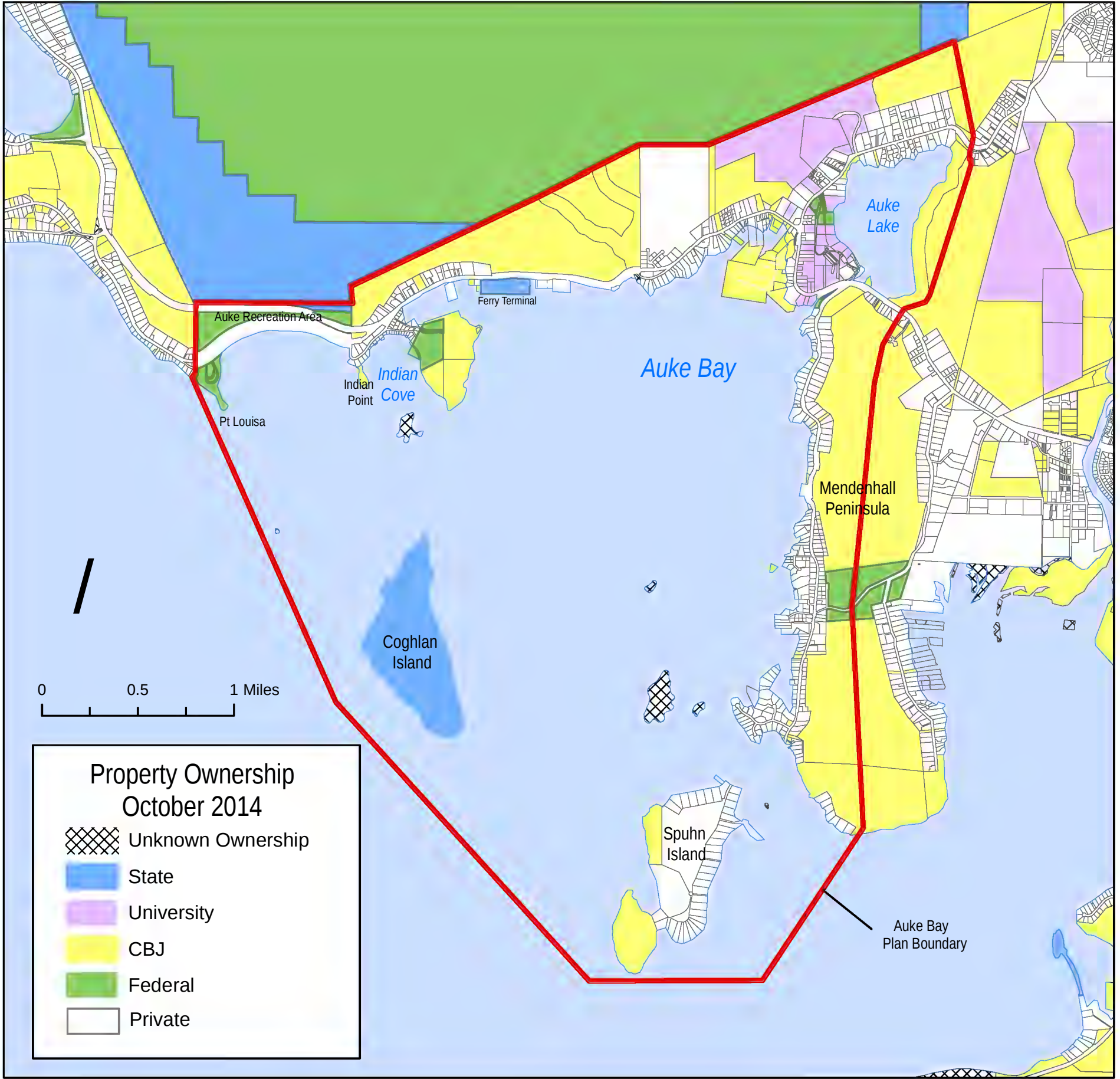
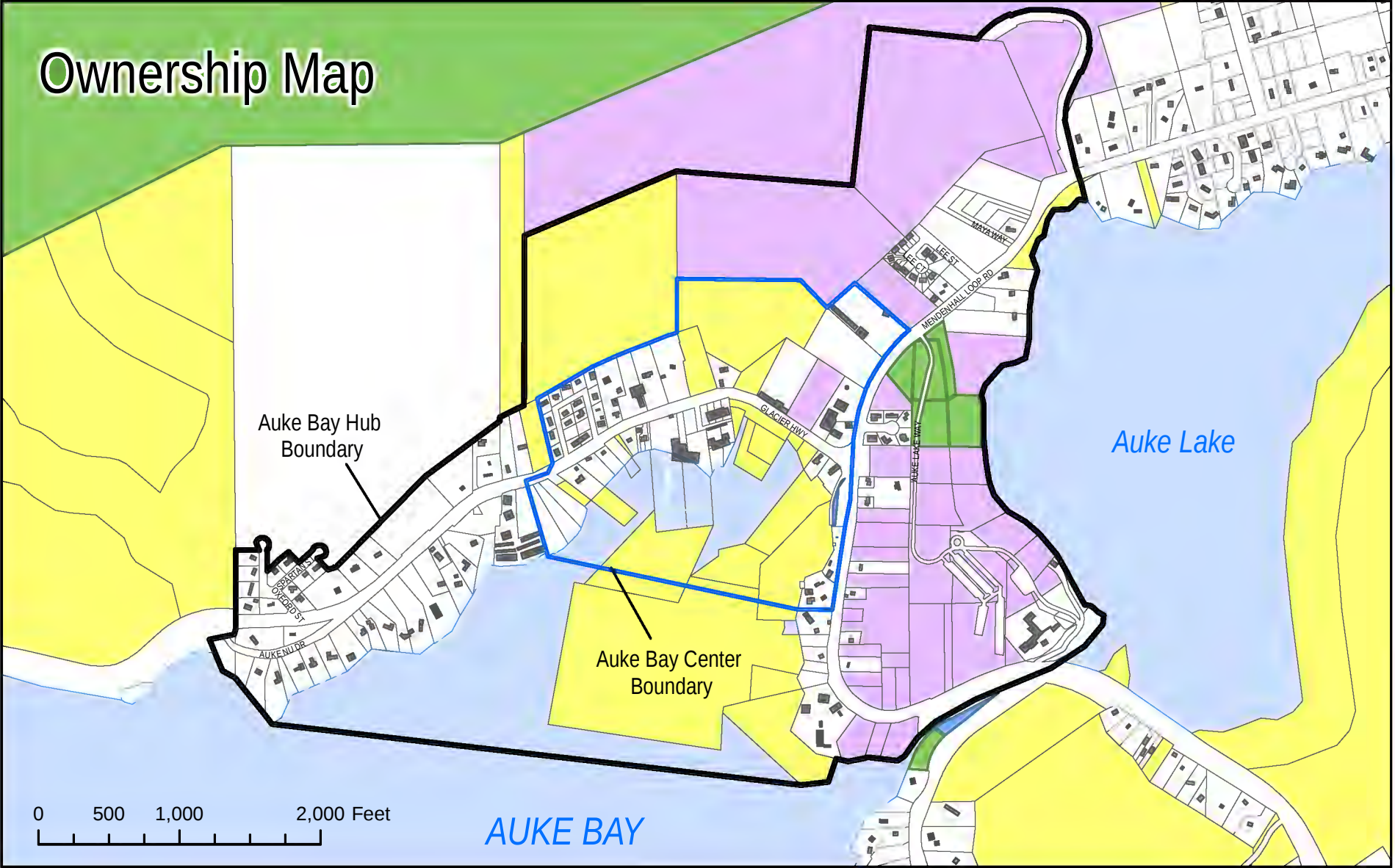
Trail / path

Streams

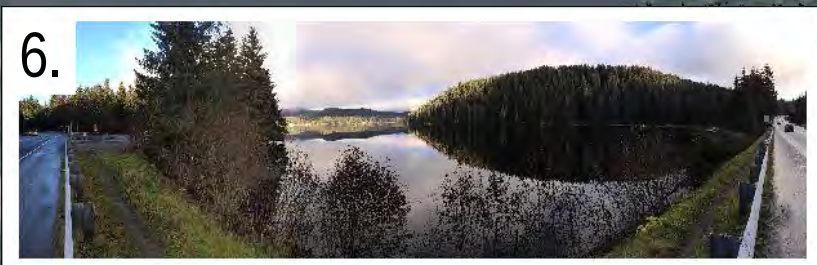
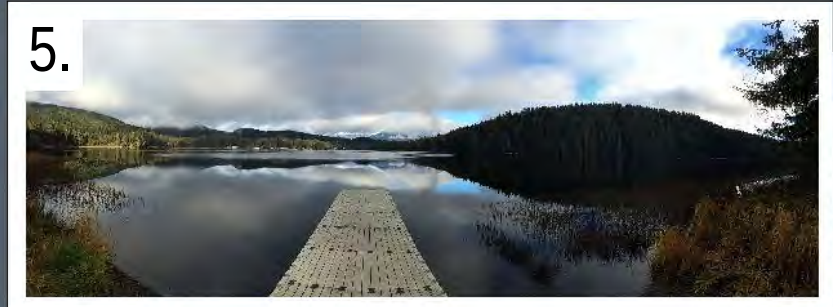




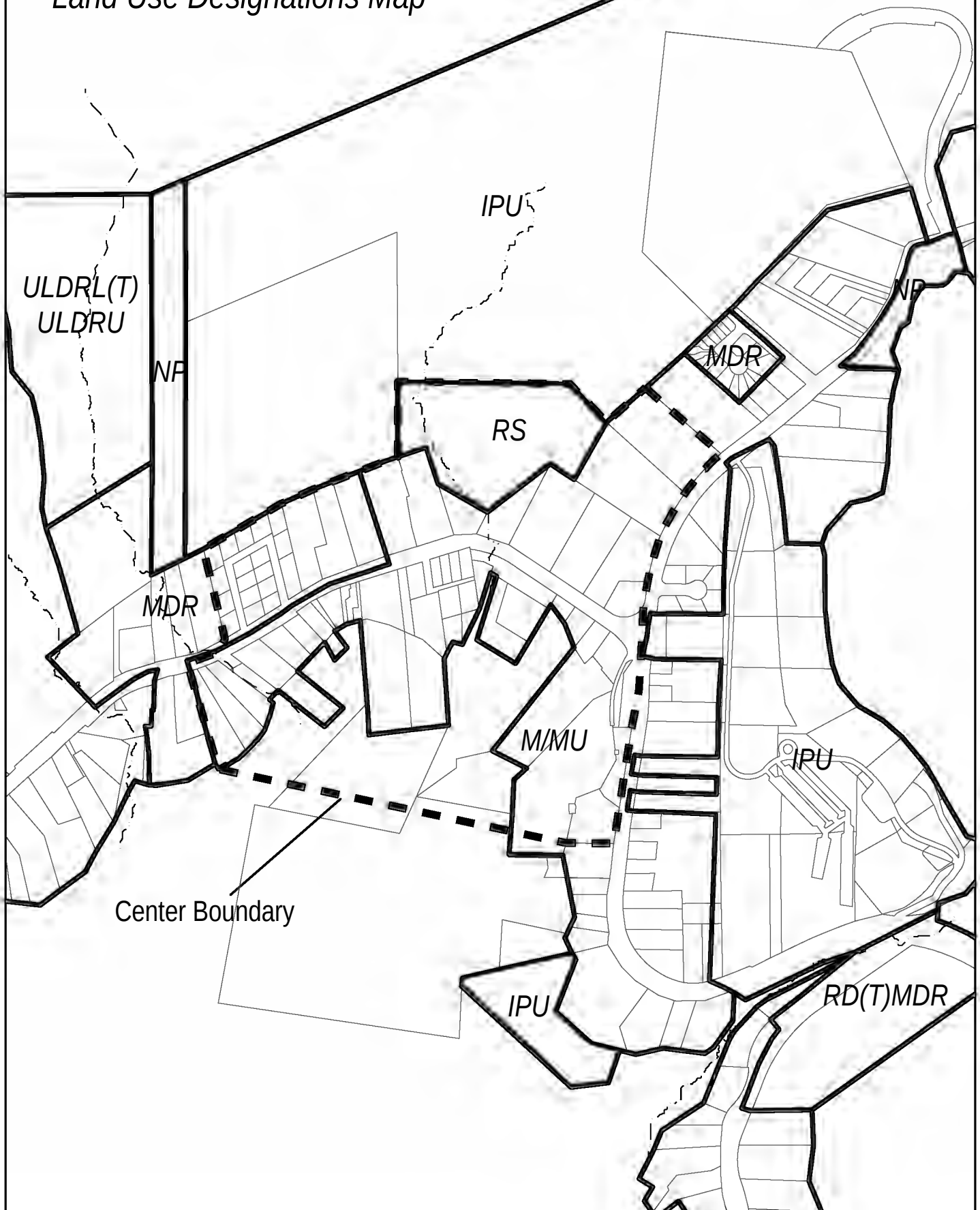
Ownership Map



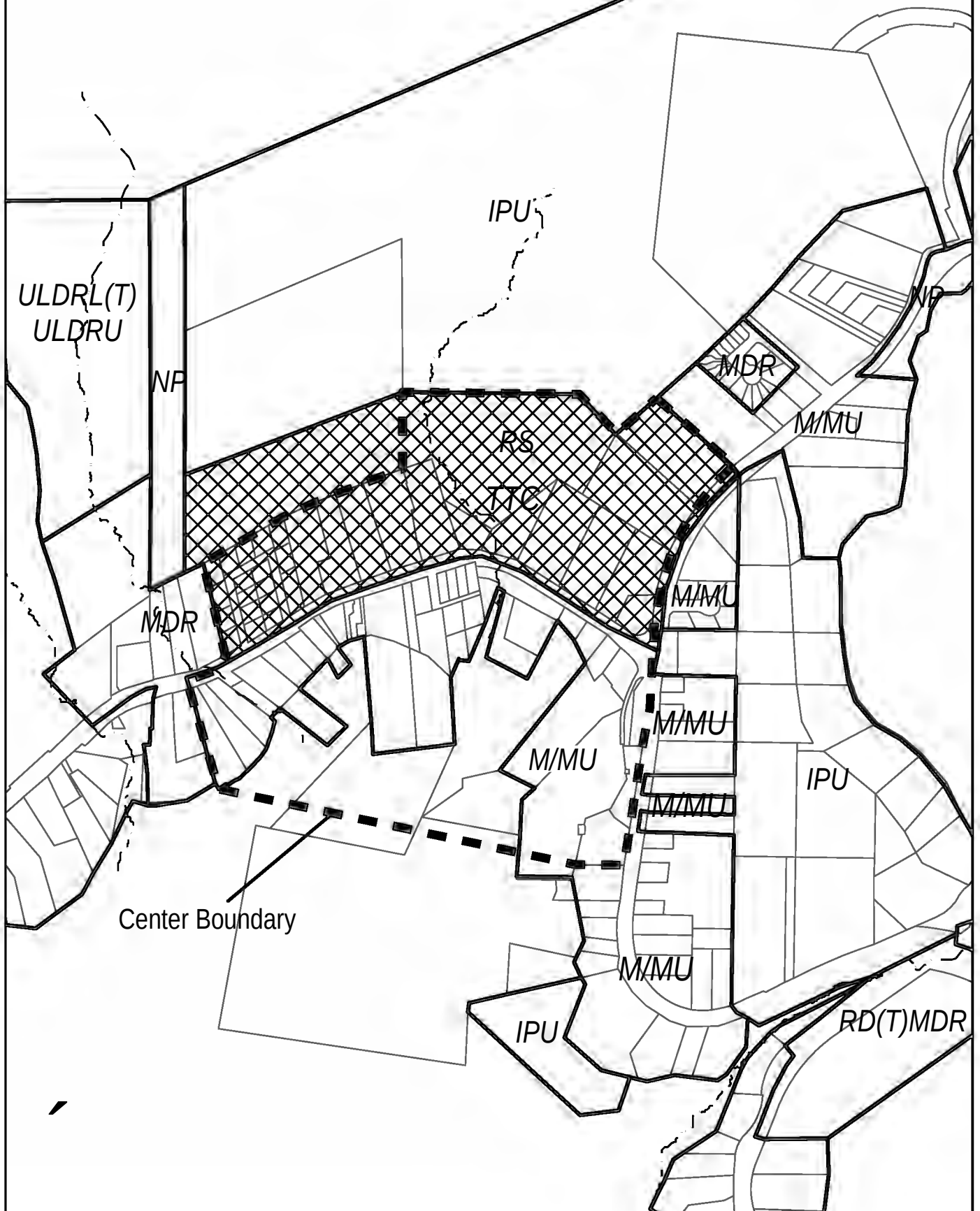
View Points Map



*Existing Comprehensive Plan
Land Use Designations Map*



Proposed Amendment to Comprehensive Plan Land Use Map



ZONING MAP

Zoning October 2014	
D1	WI
D3	RR
D5	D1(T)D3
D10	D1(T)D10
D10SF	D1(T)D5
D15	D10(T)D15
D18	D3(T)D18
LC	D3(T)D5
GC	D5(T)D10
I	D5(T)D18
MU	RR(T)D15
MU2	RR(T)D3
WC	

