

Agenda

Planning Commission - Ad Hoc Committee City and Borough of Juneau

December 20, 2018

Auke Bay Implementation Committee, Marine View Building 4th Floor
12:00 PM

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

A. Draft Minutes, Auke Bay Implementation Committee, November 6, 2018

IV. AGENDA TOPICS

A. Recap of December 6, 2018, Public Meeting

B. Review of Public Comments

C. Discussion of Next Steps

V. COMMITTEE MEMBER COMMENTS AND QUESTIONS

VI. ADJOURNMENT

Planning Commission
Auke Bay Implementation Ad Hoc Committee

Tuesday, November 6, 2018, 12:00 PM
Marine View Building, 4th Floor

Call to order 12:04 pm.

I. Roll Call

Planning Commission Present:

Dan Miller (Chair)
Paul Voelckers
Dan Hickok
Ben Haight

Commissioners Absent:

Nathaniel Dye

Staff Present:

Jill Maclean, Director, CDD
Beth McKibben, Senior Planner, CDD
Allison Eddins, Planner II, CDD
Marjorie Hamburger, Administrative Assistant, CDD

Public Present:

Mark Schwan
Linda Blefgen
Dave Klein
Rick Haida

II. Approval of Agenda

Hearing no objection the agenda was approved.

III. Approval of Minutes

A. October 2, 2018 Draft Minutes

MOTION: *by Mr. Voelckers to approve the minutes with no edits.*

The motion passed with no objection.

IV. Agenda Topics

I. Zoning District and Overlay District Draft Regulations

Ms. Eddins presented an overview of the drafted regulations and bonuses (see Powerpoint).

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Ms. Eddins reminded the committee about the boundaries under consideration (slide 2); red outline = Community Mixed Use (CMU) district, yellow outline = overlay district. The zoning on the ground includes General Commercial, Light Commercial, and D10 and D5 residential. The overlay includes Waterfront Commercial. Slide 3 listed what is called for in the area plan. The density proposed in the CMU calls for higher density to create a village-like feel (slide 4). Ms. Eddins said that a jump from 18 units per acre to up to 50 units per acre would increase density by 177%. On reconsideration, she suggested looking at an ARS density increase maxed at 25% and 50%. She proposed starting density at 30 units per acre in CMU (See chart in slide 4.)

Mr. Voelckers said he was okay with the notion of a base density increasing but had no heartburn if it was doubled to 60. The charts do not use Mixed Use (MU) or Mixed Use 2 (MU2) zoning but he thought they should. Mr. Miller said he thought 30 was a good starting point and getting to 50 would be a spread. Go with that for now, he suggested, if not higher as Mr. Voelckers suggested.

Slide 6 – CMU Dimensional Standards

Ms. Eddins said that these have been tweaked since the last meeting, the minimum lot size in particular. A question before the commission is to keep 2,000 sq. ft. or allow 2 units per lot. Mr. Voelckers said he was happy with 3,000 sq. ft. and a 40 ft. width, however he felt undecided because it is not the intent to make a series of bungalow-sized lots. Getting 1 or 2 units is not central to the goal; 2,000 sq. ft. is probably too small. Mr. Miller asked when doing the math, do we round up? Yes, to the nearest whole number, said Ms. Eddins. Mr. Miller said he liked 2,000 sq. ft. so as to include oddball lots. He is fine with 3,000, he said. Mr. Voelckers suggested 25 as the default. Mr. Hickok asked if there are lots that are that small. Downtown there are tons with good development, said Mr. Voelckers. He wondered if an asterisk was needed regarding the permissible use maximum height. Mr. Hickok said he was struggling with height allowances particularly for builders on behind waterfront lots where the developer did not anticipate that the height allowance in front might go higher. Mr. Voelckers agreed that view plains needed to be fleshed out. A developer should not get height carte blanche but if it can be proven to not have a negative impact on neighbors, there could be room for an increase. Mr. Hickok suggested this be determined on a case by case basis and Mr. Voelckers agreed. Mr. Miller said that for most of the existing zoning, the proposed standards are lower but there is room to allow for it to go back up after careful consideration. This is correct, said Ms. Eddins. Ms. McKibben pointed out that this is a key point to get across to the public and the Assembly.

Slide 7 – CMU Front Yard Setback

Ms. Eddins said there was a change from last time when there was discussion that a maximum of 10 feet might be too limiting. Now she has proposed a 15 foot maximum which will allow buildings oriented towards the street to have outdoor seating/decking as called for in the plan. She requested commissioner's thoughts. She felt this would require parking to be in the rear or on the side and this is what the plan calls for. This could be a regulation that is required or could be built into a setback maximum. If the committee wants it to be more explicit, it can be. Mr. Miller said that with an 8½ foot setback there could be parallel parking or a drive through. He wondered about making it a bonus; if the developer provided a cool outdoor setting they could

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get a deeper set back. Ms. McKibben asked if he was suggesting a developer could have a building further back if they give the public something. Mr. Voelckers said he did not think someone should get a bonus for a drive through teller. Mr. Miller suggested putting language in to take to the neighborhood meeting for feedback. Mr. Voelckers said that the section of the draft ordinance regarding façade continuity needs an incentive. Ms. Maclean said there has to be a break between buildings in order to get to the back. Mr. Voelckers said there could be an alley behind but there also could be some driveways. Ms. Eddins proposed to incentivize developers to plat rights of way (ROW). There could be different variations depending on traffic. She would not want to pigeonhole into one specific travel way width but instead use language like “as determined by the director” to determine how wide the ROW needs to be with the intent that CBJ will develop it. Mr. Haight said installing sidewalks in front of storefronts plays into the question of setbacks. Ms. Eddins said this would be the front edge of the sidewalk. A ROW would be constructed by CBJ. Mr. Haight said if a developer wanted a wider sidewalk, they could do that, and the issue of a courtyard setting would be determined by sidewalk widths. Mr. Voelckers said he liked Mr. Miller’s suggestion of 8 feet as the default but would not want to automatically say the option was wide open for a sidewalk plus 15 feet.

Slide 8 - CMU Lot Coverage

Ms. Eddins said that to implement the area plan there needs to be multi-use, multi-story buildings. Perhaps this can be implemented without making it required by offering a lot coverage incentive. There is no maximum lot coverage in the underlying zoning district. But if a single use building is constructed, lot coverage is cut in half. Ms. Maclean said she agreed with all of this except for multiple uses because it would be difficult to enforce. Someone could remodel the space by breaking down walls for a single use, and CBJ is not able to enforce based on the original use. Mr. Voelckers said that if this stays in the language there will need to be definitions of what constitutes multiple use. It may be that people game the system slightly. Mr. Miller said that for a single story building there should also be a size limit on the Table of Dimensional Standards.

Slide 9: Auke Bay Overlay District Bonuses

Ms. Maclean said she thought all bonuses were going to need approval from the commission. Mr. Voelckers also questioned the statement that the director is authorized to approve. This may be defined when the full commission sees this draft. Maybe minor bonuses could be approved by the director but he would want the opportunity to consider view planes, for example. Ms. Eddins said she thought there was intent to make this simple for developers. Going before the Planning Commission might put a bad taste in people’s mouths. Ms. Maclean said that as the director, she would not want to approve a bonus without a public hearing and the opportunity for public comment. Mr. Haight and Mr. Hickok said that they agreed. Ms. Eddins asked if the Alternative Residential Subdivision (ARS) ordinance was written this way. Ms. Maclean recalled that all of the ARS goes before the Planning Commission. Mr. Voelckers recalled agreeing this step is a burden and developers don’t like to do it, but there is an incentive to take this extra step with the Planning Commission in order to obtain “the icing on the carrot cake”. Something simple like a bonus due to mixed use only does not need Planning

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Commission input, he felt, but anything affecting viewsheds needs a public process. Mr. Hickok asked if bonuses were going to be treated like a variance. Ms. Eddins suggested there could be a point threshold i.e. 5 points or fewer is a director decision and 6 or more requires Planning Commission approval. Could that work, she asked? Mr. Voelckers said he has not thought about this question but thinks some minimum housekeeping is necessary. Mr. Miller suggested not getting hung up on this point at this time.

Mr. Voelckers had a point on the last sentence in the paragraph (line 72) and suggested replacing “exceeds” with “creates a dense, well-functioning community center”.

Slide 13: Bonuses: How They Work

Ms. Eddins said the last sentence needs wordsmithing but is in here to avoid double dipping – “Once a point has been used for a bonus, it cannot be used again for another bonus.”

Slide 14: Connected Street Grid

Ms. Eddins said this encourages the creation of a nice, connected street grid. Instead of the burden being placed solely on the developer, they just need to plat a ROW for future development by CBJ, who will own the ROW. Mr. Voelckers said the first step is to incentivize blocks being broken down to smaller units. He liked the bonuses traveling with lots that have been created. Maybe there should be a subdivision bonus in this section, he said. He thought points should not be awarded based on how many random ROWs a person makes but based on how they connect, but he is not sure of the words to use. An example is 8-acre lots broken into 10 lots; each of those lots should get some points. Maybe every lot gets a number of points – some work here is needed. Ms. Eddins said that every proposed subdivision has a pre-application conference and is reviewed in-house. Therefore, planners would weigh in regarding where the ROW goes. CDD plays an active role in designing these future ROWs.

Mr. Miller said if a developer with a large lot decides this is way to go and puts in several ROWs and gets 12 points in return, do those points travel with the lot when it is sold or can the developer use the points for a parking reduction? Then the lots might be sold with a 30% reduction in parking. What if a buyer does not need that parking reduction? If points travel with the lot, then the buyer has a portion of those 12 points and as the buyer develops his/her project more points might be obtained. Mr. Voelckers agreed points should travel with the lot and be bankable. This is the only way a major property owner sees it in his interest to develop multiple mixed-use lots. The lots will have development value. Mr. Hickok asked questions about how these points would work. Mr. Voelckers said the way this is structured incentivizes developers to put in lots of ROWs, which is not the intent if they are just random. What is wanted is a grid that makes sense and creates community. Mr. Miller said that land is so expensive, he does not think dedicating lots of ROW would make sense for a developer. It makes sense only if makes the lots more valuable AND gets the developer some points.

Mr. Haight had a question regarding a subdivision – how can they use the points just for development? Mr. Miller said they could use points as soon as the land is subdivided to get

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more density. Mr. Voelckers said the density could go from 30 to 50 units per acre. Mr. Haight wondered about parking – what if we allow off-site parking and allow construction without parking? Ms. McKibben said that a subdivision could include a parking pocket.

Ms. McKibben wondered if a lot is subdivided into 6 lots and earns 12 points how would these points be allocated, percentage based on lot size, or frontage, or what? Mr. Voelckers said the committee has not yet gamed through where the points go. Examples have not yet been considered. Mr. Hickok said that if developers put all their points into zoning, the points would then be used up. Mr. Voelckers thought the purchaser would decide about density. Ms. Maclean said they would not be able to rezone – this will be the new zoning, CMU as the base, etc. Mr. Miller said if a developer uses the points, they will need to realize the value when they sell the property. The buyer needs to know that the points have value. He said he was not sure if a developer would need to spend the points before selling or if it is clear that the potential of the points raises the value of the property. Mr. Hickok asked if this point allocation will follow the title or be tracked by CDD. Ms. Eddins said that in the land database system a parcel tag can pop up; this happens for the historic district's design standards. Ms. Eddins said regarding how to split up the points, she envisioned if the large parent lot is awarded 16 points, then each lot created would have 16 points to use.

Mr. Miller said that one thing the Assembly may not like is having the city owning all these rights-of-way that are not developed. When the lots are sold and built on, the new owners are likely to come to the city demanding that their streets be constructed. A street with a 22 ft. ROW including sidewalks costs about \$1,200 per foot to build. This will need to be addressed before the ordinance goes to the Assembly. Mr. Voelckers agreed. The CBJ will have to hazard something to get something. There are also issues of sewer and water, not just paving and surface. There should be language that the city is on the hook to be a co-developer so that these things happen at the same time. There has to be a working street by the time the development is completed otherwise the community will not get the village setting that is desired. Mr. Miller said that it takes a tremendous amount of bonding capacity and capital in order to pull this off. CBJ may need to be a partner in the development, similar to a pre-existing LID when the lot is sold, to help out the developers and so it will not just be the big developers with deep pockets who will be able to do this. Mr. Voelckers said he thought much of the draft language is close to being ready but this key piece that had just been discovered will take an additional page or two to discuss.

Ms. Eddins said she will have to speak with Engineering before going out to the public.

Slide 15: Mixed Use (MU)

A different version of this was in the draft regulations, said Ms. Eddins, but it got complicated. The current version is simpler and is a way of promoting MU buildings. Mr. Voelckers said he was not in favor of aiming for a higher and higher ratio of commercial to residential. The plan encouraged having a lot of both, not, for example, an 18-plex with just one laundromat on the ground floor. Some ideas include obtaining points based on size, setting some threshold,

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instituting a rising scale based on a bigger final product. He said he did not want to over dictate the ratio but encourage robust mixed use. Ms. Eddins said her research indicated that the 4 to 1 ratio is the sweet spot to keep ground floor commercial thriving. The hope is that the market and the folks living on the top of the building dictate what is on the ground floor. In the Table of Permissible Uses the laundromat could be allowed, but would it thrive in that location? Mr. Voelckers asked about Auke Bay's role in the larger surrounding area which is primarily residential? Ms. Eddins said she did not look at that. The focus has been on how to create a self-sustained village.

Mr. Miller asked if Mr. Voelckers had a different list in mind. Mr. Voelckers said it comes back to the commission having a collective sense not to dictate to developers. There might not be a need to drive as hard. Mr. Haight said that if a two-story building has a bottom story with commercial use, a 1-1 ratio makes sense, but a 4 to 1 ratio in 2 story building does not. Mr. Miller said he felt this area needed more time to work out and that likely there would be no conclusion at today's meeting. On a small building maybe this works, he said. A bigger lot might dictate a different set of ratios. But he still thought it was okay to take this to the public soon and asked if others agreed. Mr. Voelckers said that he did not want to incentivize putting apartments on the street level on an otherwise vertical building as apartments at street level are not compatible with a town center concept. Ms. Maclean said a building could have commercial use on two floors and that could be a different ratio, which would not be a bad thing. Ms. Eddins wondered if the ratio should be tied to the number of stories. Mr. Voelckers said he thought this was a good enough start for a public conversation but that the devil was in the details. Mr. Hickok asked if there was anything to prevent office space being located above commercial, as some offices might appreciate having the view. Mr. Miller pointed out that accessibility is an issue too; if the developer does not want the expense of putting in an elevator could there be office space above? He also did not think having a residence on the first floor is completely out of whack. Office space on a second floor would go along with a town center. There would be people to shop and eat, etc. Mr. Voelckers said that the easiest solution to him is a healthy, mixed ratio but beyond that he would want density and scale of development. Retail commercial on the ground, stylish office space above, and a penthouse on top of the building could work. Ms. Eddins said she has examples from other communities but will need to do more research.

Everyone was comfortable with taking the draft as it stands to the public. Mr. Miller thought someone might have a good suggestion when these issues are discussed publically.

Building Design Standards & Site Features (see draft ordinance beginning on line 102)

Ms. Eddins said the language here has not changed but points have been assigned. Mr. Voelckers said he promotes design standards, but these seem tricky because people will not spend a lot of money without thinking about how to pull people in, especially regarding a ground floor entrance. He felt this will already be met and is uncomfortable going too far with a certain look and style. Mr. Hickok said he agreed that a developer will want to make their building appealing. Mr. Voelckers said it might be okay to incentivize glass fronts, but too far

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beyond gets into design standards that are not needed. Ms. Maclean recommended that the language needs to be specific enough to make it through the Assembly approval process. Ms. Eddins said from her staff perspective, whenever subjectivity can be taken out of the code, interpretation is easier.

Ms. Eddins reviewed street-facing building facades and ground level entrances as per the Auke Bay Plan. She said that Ms. McKibben suggested changing canopy covering or facing public ROW instead of lining up, if they bump back. Mr. Voelckers felt the language should say that if there are adjoining canopies they have to be linked. Mr. Miller felt they would not have to match though, for example in terms of height. Mr. Voelckers felt some words pertaining to keeping people from getting wet could work; words like “continuity” or “weather-proof” are not subjective terms. Mr. Miller said the idea is that it is interesting, although that is subjective. If there is a change in the plane of the entryway, he said, he is interested in bumping these points up to 6 points with 12 points max. He said he felt that canopies are worth a lot, like 10 or 12 points, because they are a huge benefit to the public.

Ms. Eddins said she was fine with messing with numbers but that they do flow with other bonus points. There is a need for balance i.e. if canopies increase in points then platting a ROW should increase. Mr. Miller said he was not so sure. Building the canopy is more expensive than contracting for the survey to do the plat. Mr. Voelckers said he agreed with Ms. Eddins in this case, not Mr. Miller. Platting a ROW is where a whole neighborhood starts to work, he said. Mr. Miller thanked Mr. Voelckers for pulling him back in. Ms. Maclean said the department will be working on the canopy ordinance soon, so she suggested not being too specific and instead refer to the canopy ordinance so that when it changes, this ordinance will follow.

Ms. Eddins asked if the points for site features should be increased. These walkway points will go through the Planning Commission process so there will be the chance weigh in on allocating them. Bike racks and outdoor seating are some other things to consider. What is missing in the language is outdoor seating areas like a nook. Maybe developers should get points for the real estate as well for a courtyard, not just the seats. If real estate is dedicated for that amenity, points should be awarded in addition to the points for street furniture. Mr. Hickok felt it may be important to not make outdoor seating so permanently fixed. Being able to create an attractive setting depending on the business is the goal, not just a fixed bench. Ms. Maclean asked about bus shelters. Mr. Miller said he felt shelters ought to be in the bonuses, because if the area is developed then bus service will arrive. Mr. Voelckers said if the canopies are in place, then a bus stop will have what is needed.

Slide 17 - Screening

All of the committee members were okay with this section.

Slide 18 - Preserving Views

An error was found: 50% lot coverage should earn 6 points.

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Mr. Voelckers said he had concerns. We want to have it go up so as not to obstruct a view plane, he said. Ms. Eddins said that this is the first attempt at the preservation of views from private property and only is address at buildings 35 ft. or taller. Mr. Miller asked if it might work if buildings above 35 feet shrunk their next story to 75% of the footprint. Mr. Voelckers said that yes, this kind of thing could be the subtlety desired. There are ordinances in cities that work with skyscrapers and such. Sometimes extra height is good, others times it is bad depending on what is behind. He suggested that it would be helpful if staff could find other examples as this section is the hardest one. Mr. Hickok pointed out that views are very subjective and in the eye of the beholder. Ms. Eddins said this is the trickiest when it comes to simplicity with getting it right. Austin, Texas has a standard which is very complicated. Mr. Voelckers suggested thinking about words that reference abutting or the backside of buildings or view access to the water. Some intent language from the Auke Bay Plan could be inserted. The work on this may need to be a little closer to a finished product before it is shared with the public especially regarding private and public viewsheds. Ms. McKibben said perhaps there could be a separation in the overlay so one section is about protected views from the Plan and another section could incentivize protecting views on private property. Ms. Eddins said the Auke Bay Plan talks about views from public spaces and also says it would be nice if everyone's property could have their views of Auke Bay preserved. However would that come to mean one property owner can have their view if the city takes away someone else's opportunity for a view. She said she feels uncomfortable about taking property value away from some of these lots without law's input. Mr. Voelckers said this step is already being taken for future development; buildings currently in place are grandfathered in. We are not "taking" if we start at 35 feet. Ms. Eddins said she does not want to play with property values and picking one property over another. Mr. Hickok pointed out that the reason the Auke Bay Implementation Committee was formed was to put zoning in place first before buildings went up and blocked views.

Ms. Eddins said there were some tools that can be played with to get ideas of things like floor ratios. Ms. McKibben said she also heard ideas about a footprint being reduced if you could stack ratios. Mr. Miller said that if there was a line of condos behind a waterfront developer who has bonuses that allow the building to go to 55 feet on half of the building, some of the condos behind have their views blocked, while others do not.

Mr. Voelckers had some comments. He felt the most important item is parking reductions, and he favored extending the chart up to a 60% reduction. Also he felt it should take a lot of points to get to build to 55 feet.

Slides 19 & 20 - Using bonuses

Mr. Miller said these tables looked good to him but should use 50 percent.

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Public Outreach

It would be good to have all commissioners in attendance at the public meeting, if possible. Ms. Eddins said she will call to see about available space and needs at least two weeks for noticing the public. It was suggested that this occur in the first week of December, on the 4th or the 6th.

V. Committee Member Comments and Questions

The next committee meeting will take place after the public meeting. December 17, 2018, was proposed.

VI. Adjournment

The meeting was adjourned at 1:45 pm.

Drafting Proposed Zoning Regulations for Auke Bay

Neighborhood Meeting
UAS Rec. Center
December 6, 2018



Tonight's Presentation

- Background information on the Auke Bay Area Plan (ABAP)
 - What the 2013 Comprehensive Plan Says
 - The ABAP Planning Process
 - The Auke Bay Hub and Center Boundary Maps
 - The ABAP Goals and Action Items
- Discussion of the draft zoning regulations
 - The Public Process So Far
 - The Proposed Regulations & Boundaries
 - The ABAP Goals that the Zoning Address
- General Q & A

Goals for tonight

This meeting will be considered a success if...

- You leave feeling informed about the proposed zoning changes
- You leave feeling informed about why new zoning is being proposed in Auke Bay
- You leave feeling like your input matters and were given an opportunity to participate

Background – 2013 Comprehensive Plan

The 2013 Comprehensive Plan calls for the development of a neighborhood plan for Auke Bay and provides guidance regarding what the plan should aim to achieve.

Conduct a neighborhood plan for Auke Bay 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...(pg. 178)

Encourage high-density, transit-oriented residential and/or mixed use development in the Auke Bay “village” area and around the University, particularly for student and faculty affordable housing. (pg. 178)

Background – 2013 Comprehensive Plan

Encourage UAS and private property owners to dedicate new public rights-of-way to create an interconnected Auke Bay neighborhood street system. (pg. 178)

Allow development of in-fill residential development, such as apartment, condominiums, efficiency or single-room-occupancy units, and loft-style housing within new and existing shopping centers. (pg. 179)

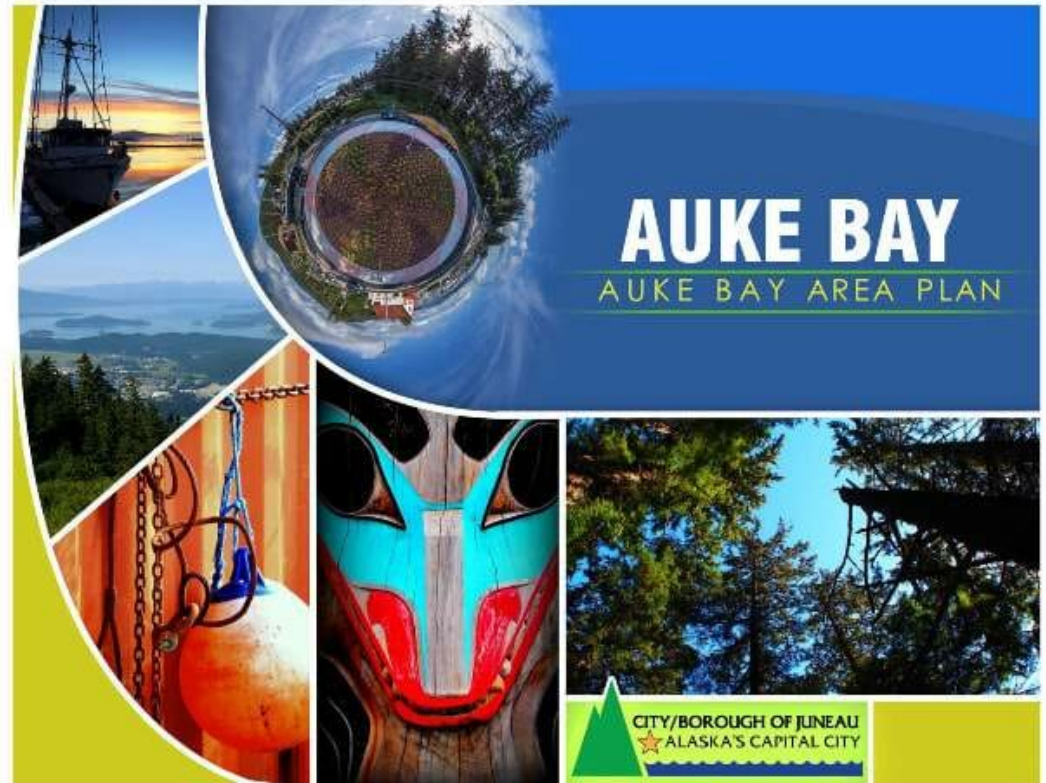
Identify scenic view corridors as seen from public vista points and preserve them through building height restrictions, building massing and orientation restrictions as conditions of a re-zoning, subdivision easements and careful building spacing requirements. (pg. 179)

ABAP – The Planning Process

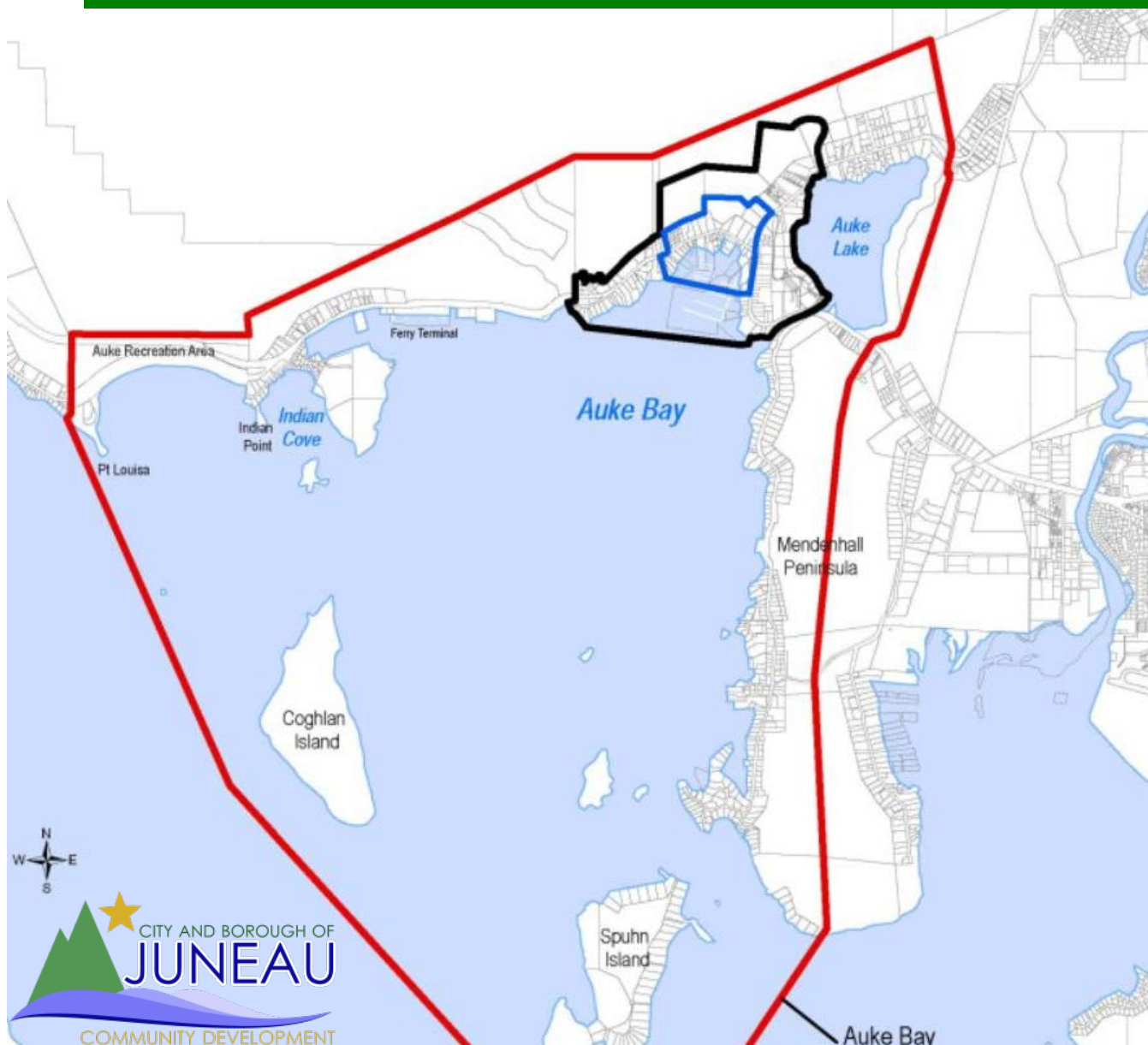
- The planning process began in September 2013
- 19 member Steering Committee appointed by the Planning Commission
- 21 Steering Committee Meetings
- 3 Open House Meetings
- 2 Design Charrettes
- 1,038 Households Notified by Direct Mail
- 230 Flyers Posted
- 54 Newspaper Advertisements

ABAP – The Planning Process

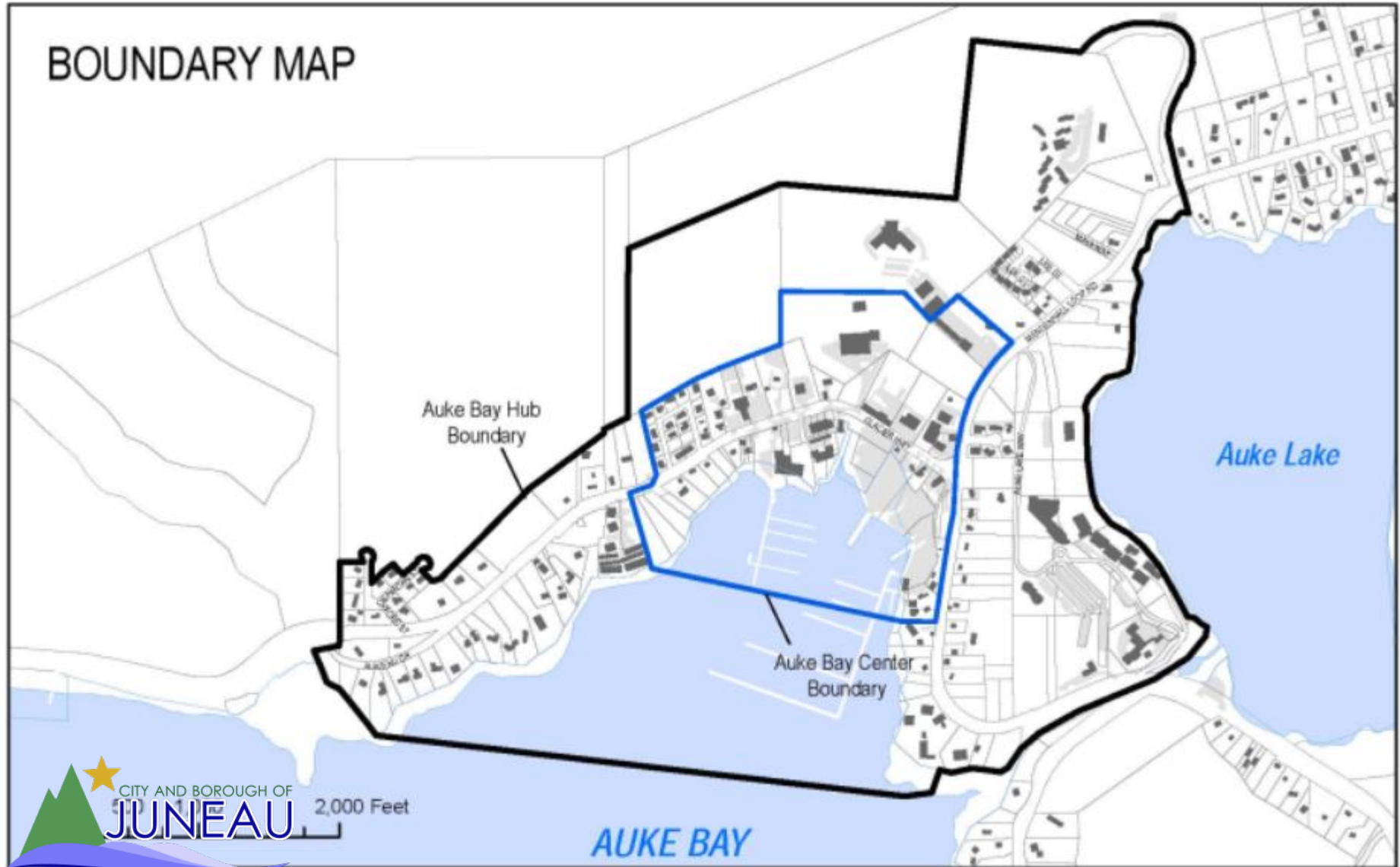
- March 16, 2015
Assembly adopted
the ABAP with
Ordinance 2015-13.
- After adoption, total
of 11 Steering
Committee meetings
to begin drafting new
zoning for Auke Bay



ABAP – The Study Area



ABAP – Hub and Center Boundaries



Land Use Vision in the ABAP

The tools described below will help direct future development to achieve the vision of the Auke Bay Center:

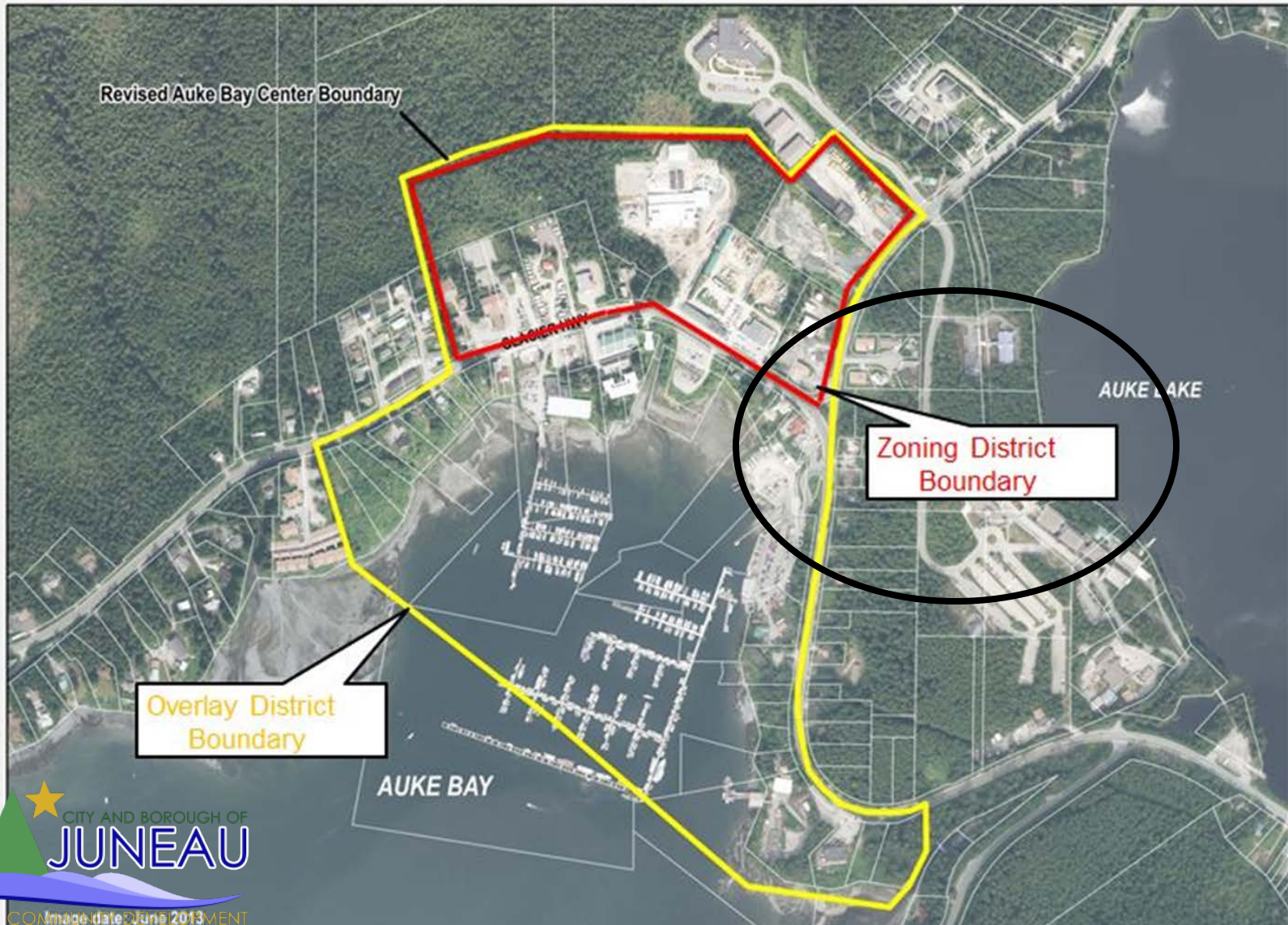
- Create design guidelines for new buildings and streetscapes
- Have “build-to lines” for minimum front yard setbacks
- Building heights of at least two stories
- Buildings oriented to the street
- Ground floor commercial with residential above
- Create interesting building facades for enhancing appearances
- Parking located at the rear, side or under buildings
- Hidden trash receptacles, loading docks, outdoor mechanical and electrical equipment
- Preserve key Auke Bay view sheds
- Create a connected street grid system
- Have street furniture, banners and plantings

Questions about the Auke Bay Area Plan?

Auke Bay Implementation Planning Commission Sub-Committee

- 4 Member Sub-Committee of the Planning Commission
- Established to continue the work of the Auke Bay Steering Committee to draft potential new zoning
- Began meeting in January 2018
- Held 11 public work sessions between January 2018 & November 2018
- The public is welcome to attend and submit written comments

What the Sub-Committee is Proposing



What is a Zoning District?

Zoning is a legislative action that divides cities into districts and establishes regulations governing the use, placement, spacing and size of land and buildings.

The major components of a zoning district are land uses and dimensional standards, such as setbacks, lot coverage and building height.

CBJ has four main zoning districts:

- Residential
- Commercial
- Mixed Use
- Industrial

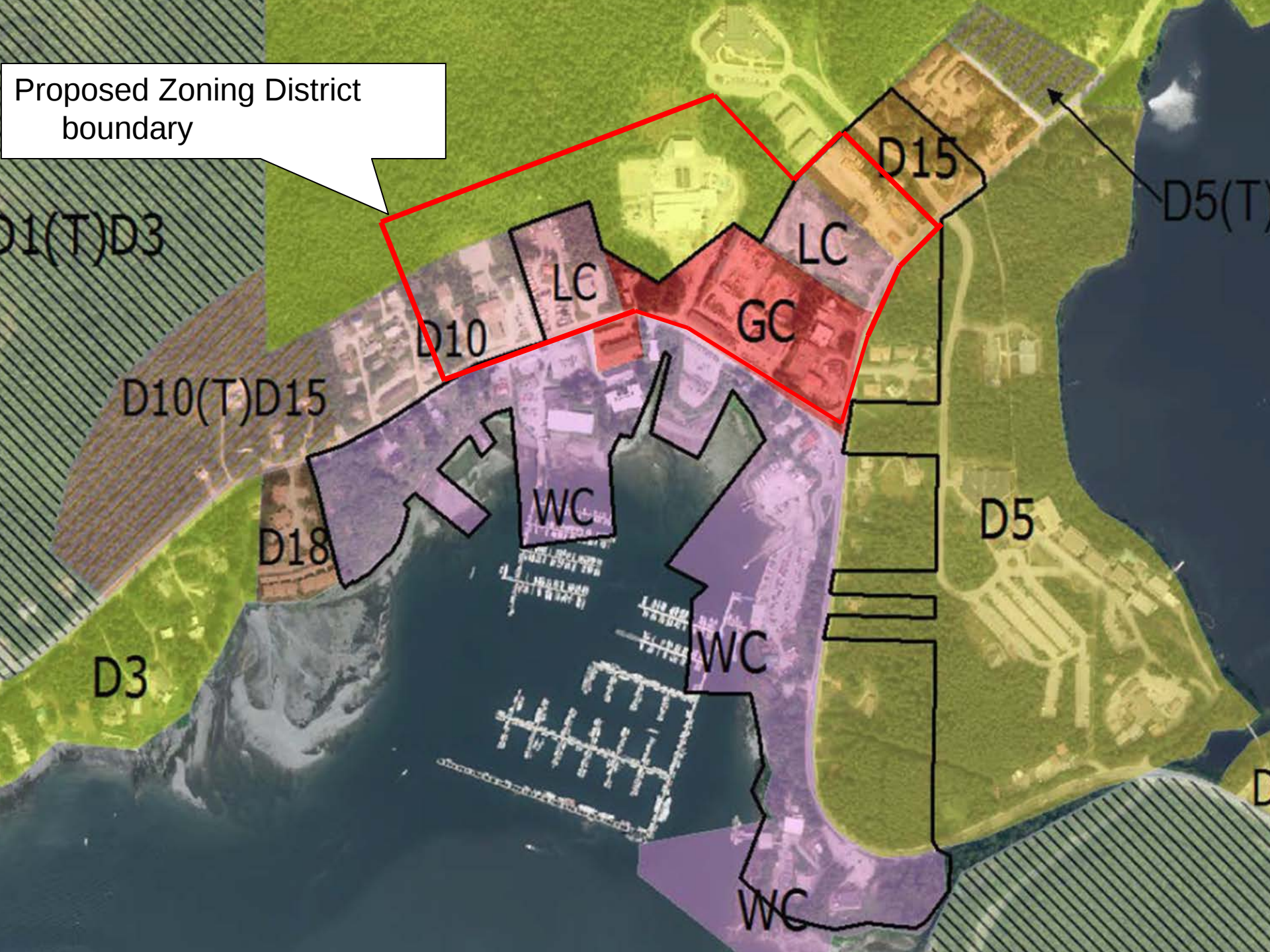
What the Sub-Committee is Proposing

The purpose the Community Mixed Use (CMU) zoning district is to encourage the development of **lively, mixed use** neighborhoods that are **compact and walkable**. It is intended that this area will be a primary focus of community activity for the surrounding neighborhoods.

More specifically, the purpose of the new district is as follows:

- Promote the integration of small scale commercial uses and medium density residential uses within the same building.
- Provide flexible regulations regarding setbacks to promote cohesive neighborhoods.
- Encourage the development of pedestrian oriented buildings that are harmonious with each other.

Proposed Zoning District
boundary



Proposed Zoning District - Boundaries



Questions?

Proposed Zoning District - Dimensional Standards

Zoning Regulations	D10	D15	LC	GC	WC	Proposed Zoning
Minimum lot size	6,000	5,000	2,000	2,000	2,000	3,000
Minimum lot width	50'	50'	20'	20'	20'	40'
Minimum lot depth	85'	80'	80'	60'	60'	No minimum
Maximum lot coverage	50%	50%	None	None	None	None
Permissible Use Max. Height	35'	35'	45'	55'	35'	35'
Accessory Use Max. Height	25'	25'	35'	45'	35'	25'
Max. square footage of one story building						5,000

Proposed Zoning District - Dimensional Standards

Zoning Regulations	D10	D15	LC	GC	WC	Proposed Zoning
Minimum lot size	6,000	5,000	2,000	2,000	2,000	3,000
Minimum lot width	50'	50'	20'	20'	20'	40'
Minimum lot depth	85'	80'	80'	60'	60'	No minimum
Maximum lot coverage	50%	50%	None	None	None	None
Permissible Use Max. Height	35'	35'	45'	55'	35'	35'
Accessory Use Max. Height	25'	25'	35'	45'	35'	25'
Max. square footage of one story building						5,000

Proposed Zoning District - Dimensional Standards

Zoning Regulations	D10	D15	LC	GC	WC	Proposed Zoning
Minimum lot size	6,000	5,000	2,000	2,000	2,000	3,000
Minimum lot width	50'	50'	20'	20'	20'	40'
Minimum lot depth	85'	80'	80'	60'	60'	No minimum
Maximum lot coverage	50%	50%	None	None	None	None
Permissible Use Max. Height	35'	35'	45'	55'	35'	35'
Accessory Use Max. Height	25'	25'	35'	45'	35'	25'
Max. square footage of one story building						5,000

Proposed Zoning District - Dimensional Standards

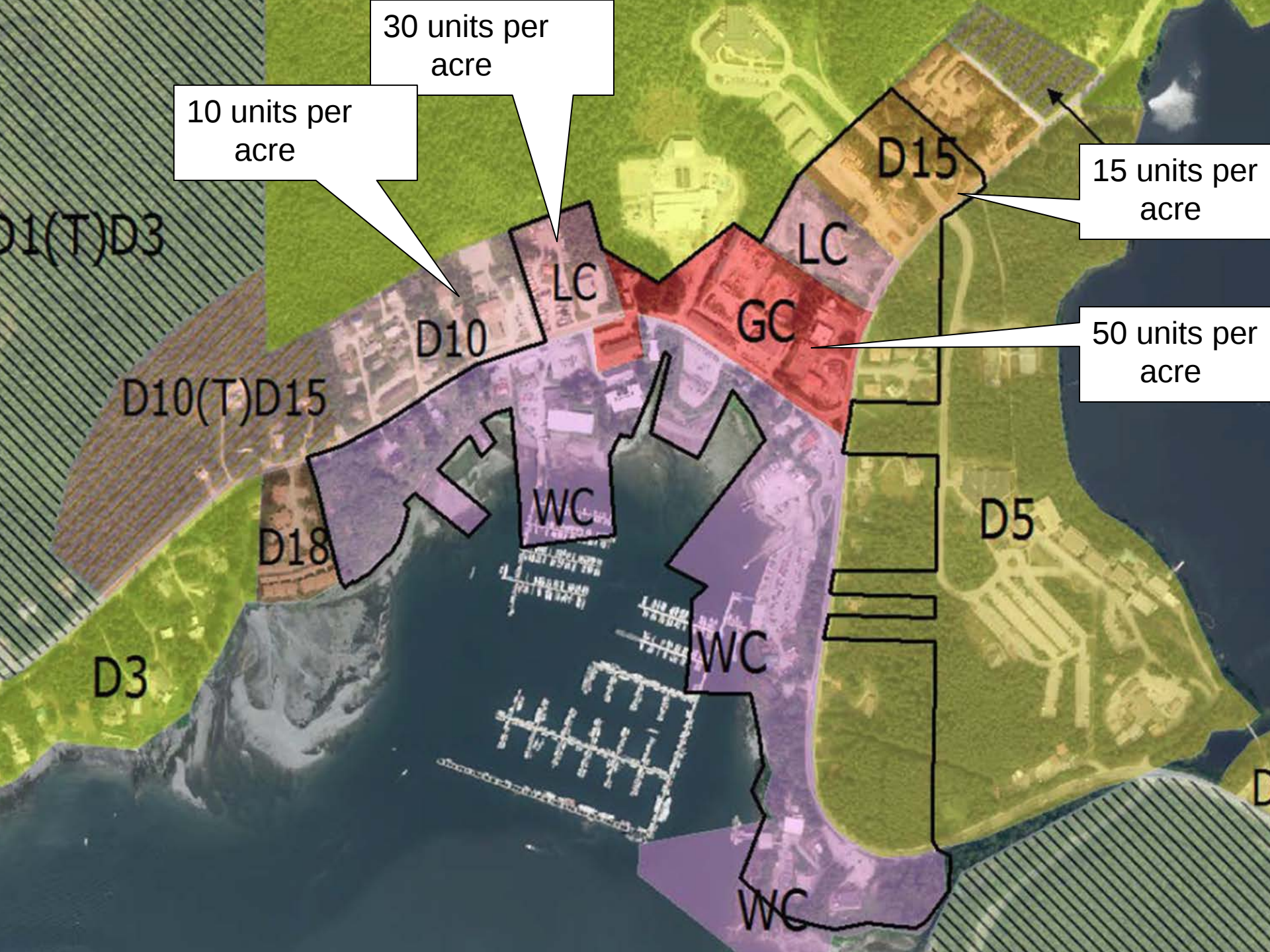
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Accessory Use Max. Height	25'	25'	35'	45'	35'	25'
Max. square footage of one story building						5,000

Proposed Zoning District - Density

Zoning District	Maximum Dwelling Units/Acre
D10	10 units per acre
D15	15 units per acre
LC	30 units per acre
GC	50 units per acre
WC	18 units per acre
New Zoning	30 units per acre (Up to 50 units per acre in the Overlay District*)



30 units per
acre

10 units per
acre

15 units per
acre

50 units per
acre

Proposed Zoning District - Setbacks

Zoning Regulations	D15	LC	GC	WC	New Zoning
Front	20'	25'	10'	10'	0-15' max.
Street Side	13'	17'	10'	10'	0-10' max.
Side	5'	10'	10'	10'	0'
Rear	15'	10'	10'	10'	0'

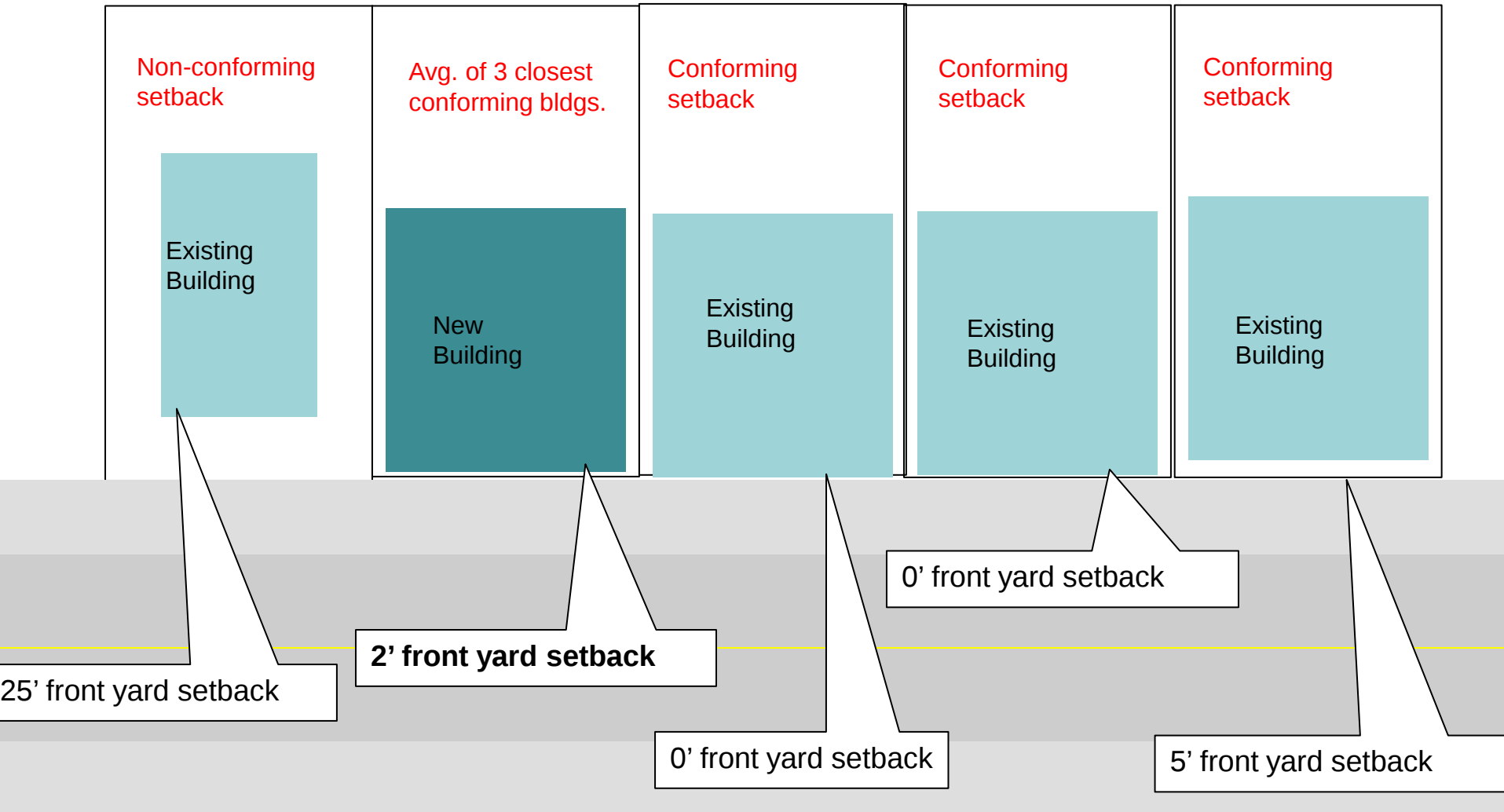
- Maximum front and street side setbacks requires buildings to be oriented toward the street while providing enough space for outdoor seating and street furnishings.
- Maximum front and street side setback also “requires” parking to be located in the rear or side.

Proposed Zoning District – Build to Line

Maintaining Building Façade Continuity

A new building must have a front yard setback equal to the average front yard setback of the three closest conforming buildings but shall have a front yard setback no greater than 15 feet, or a street side yard setback equal to the average street side yard setback of the three closest conforming buildings but shall have a side yard setback no greater than 10 feet.

Proposed Zoning District – Build to Line

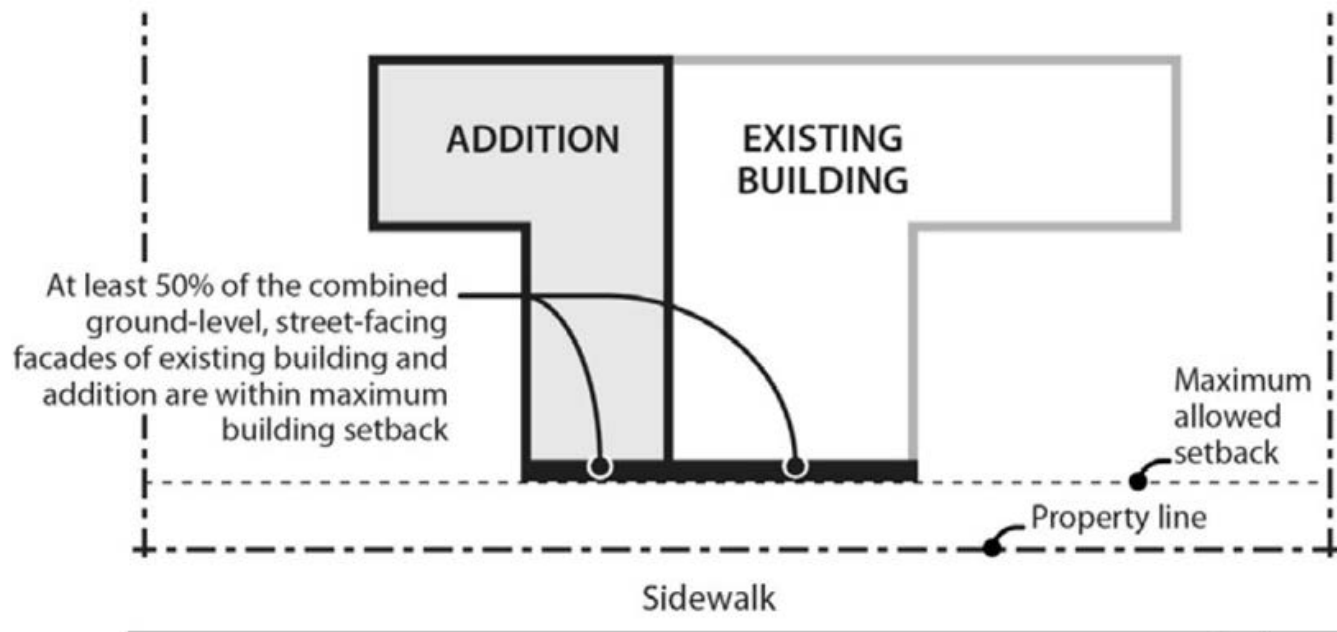


Proposed Zoning District – Build to Line

Maximum Building Setback for Front and Street Side Lot Lines:

At least 50% of the length of the ground level street-facing façade of buildings must be within 15 feet of the front lot line.

Alteration to Existing Building in Conformance with Maximum Setback Standard

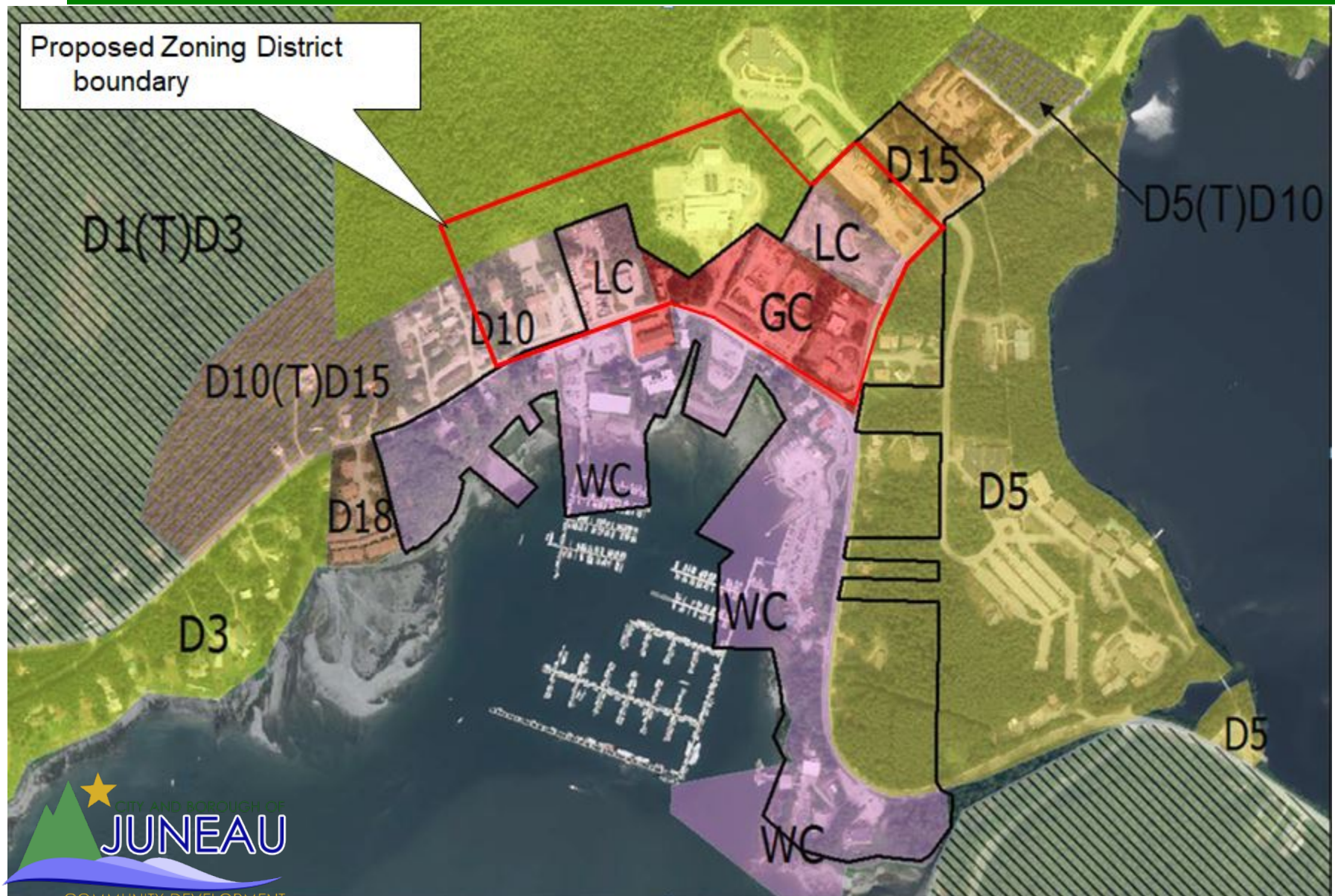


Proposed Zoning District – Buffering Residential Neighborhoods

Minimum Building Setbacks from Residential Zone lot lines:

Height of building	Lots abutting a residential zone side lot line	Lots abutting a residential zone rear lot line
15 ft. or less	5 ft. setback	No setback
16 ft. – 30 ft.	8 ft. setback	8 ft. setback
31 ft. - 45 ft.	10 ft. setback	10 ft. setback

Proposed Zoning District – Buffering Residential Neighborhoods



Proposed Zoning District - Lot Coverage

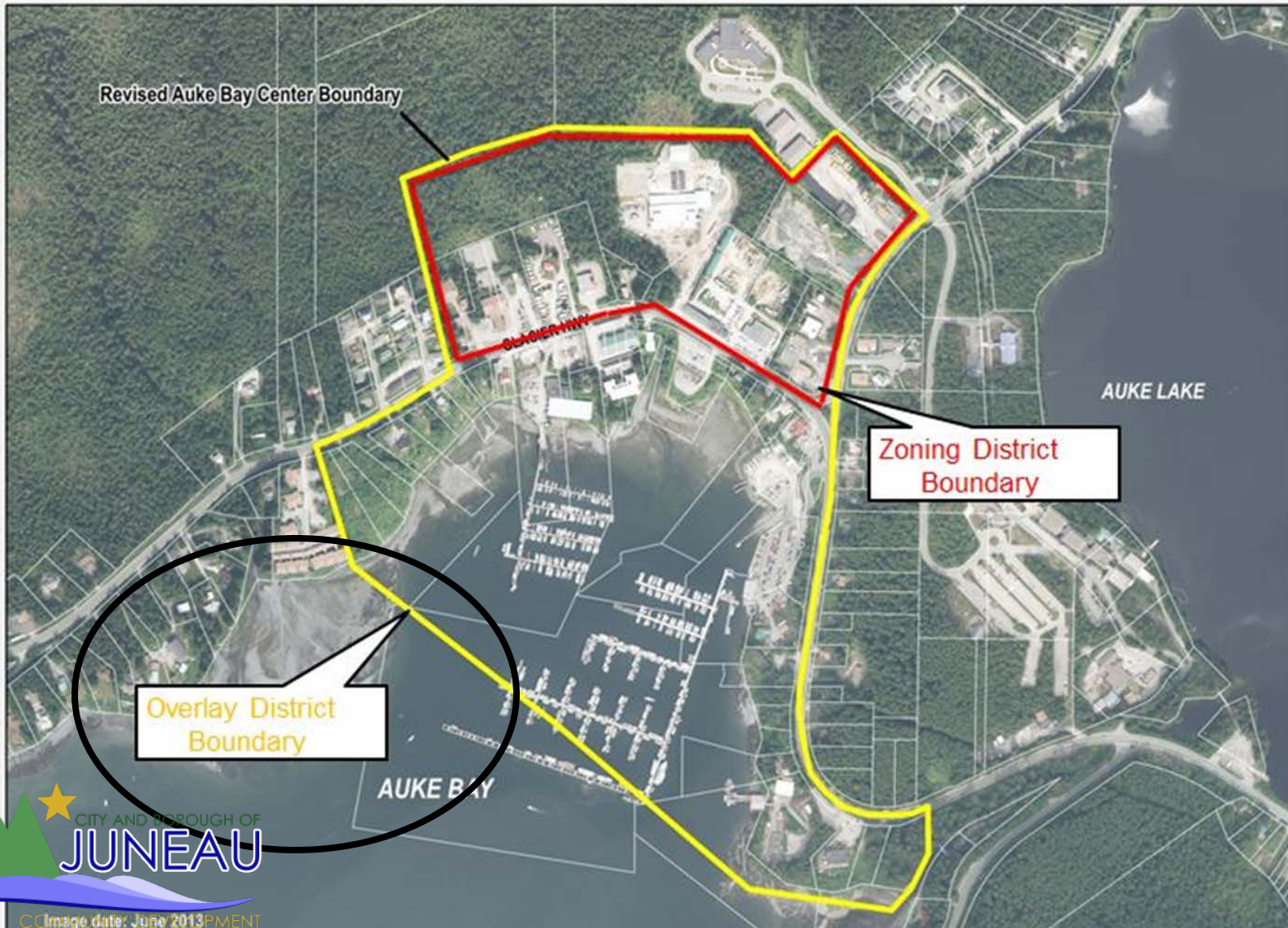
Lot Coverage

- Lots that have a one story building(s) have maximum lot coverage of 50%
- Lots with multi-story buildings will have no maximum lot coverage
- Encourages multi-story buildings

Proposed Zoning District

Questions on the proposed zoning?

What the Sub-Committee is Proposing



What is an Overlay District?

An Overlay District is a zoning district that can encompass one or more underlying zoning district and imposes additional regulations beyond those in the underlying zones.

CBJ Overlay Districts:

- PD1, PD2 and Fee in Lieu Parking Overlay Districts
- Downtown Historic District
- Alternative Development Overlay District
- Urban/Rural Mining District
- Landslide and Avalanche Areas
- Convenience Store Use Area

Auke Bay Overlay District

The purpose of the Auke Bay Overlay District is to implement the vision in the Auke Bay Area Plan by creating development incentives and design standards that promote the creation of a lively, village-like setting.

The intent of this section is to **encourage development that exceeds the minimum standards** set forth in the underlying zoning districts within the Auke Bay Overlay District boundary.

Bonuses: How They Work

Bonus points may be acquired when a multi-family or commercial development provides one or more of the public benefits listed in the ABAP.

Points may be used for density increases, height increases and/or parking reductions.

Public Benefits

- Connected Street Grid
- Mixed-Use Buildings
- Building Design Standards
 - Ground level façade windows
 - Architecturally interesting entryways
 - Canopies
- Site Features
 - Pedestrian walkways
 - Covered bike racks
 - Outdoor seating
 - Outdoor planters and landscaping
- Screening
 - Parking lots
 - Waste receptacles
 - Oil, gas, pellet storage
 - Utility, mechanical, electrical boxes
- Preserving Views of Auke Bay and Statter Harbor

Connected Street Grid

This bonus is intended to encourage the **dedication of private land to the CBJ for the future development** of a connected, CBJ owned and maintained street-grid system within the Auke Bay Hub area, as defined by this title, in order to facilitate growth and improve circulation.

Number of public right of ways	Standard	Points Earned
1	All platted public right of ways shall be consistent with the public right of way width standard for streets other than arterials and connectors, as found in Chapter 49.35.	4
2		8
3		12
4		16

This bonus is designed to promote mixed-use buildings that combine medium to high density residential uses with compatible commercial uses on a single site or within a single building. The purpose is to incentivize a high enough density to support ground floor commercial uses.

Residential/Commercial Ratios

1:1 – 4 points

2:1 – 6 points

3:1 – 8 points

4:1 – 10 points

Building Design Standards

This bonus is intended to encourage the inclusion of specific design standards within new development and additions or exterior improvements to existing buildings. The building design standards represent the vision of future development in the Auke Bay Center, as identified in the Auke Bay Area Plan.

Design Standards		Points Earned
Street facing building facades	Windows and building entrances shall comprise at least 25% of the ground floor wall area for all non-residential uses. Street facing façade windows shall be no more than 4 ft. above finished grade. If there is more than one street frontage or building on the site, the street-facing wall areas may be combined for the purposes of this calculation.	2 points for every 25% transparency; Max of 8 points

Building Design Standards

Ground level entrances	Entryways shall be designed to orient customers with architectural features, a change in plane, and pedestrian oriented lighting, and to be protected from the weather. Each entrance shall be clearly defined and highly visible.	2 points for each entryway; Max of 6 points.
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Building Design Standards

Canopies covering or facing public right of ways and improved pedestrian walkways	Canopies shall span the entire frontage of the building; shall match the existing canopy heights of adjacent structures; shall cover a minimum of half of the width of the right of way when the building abuts directly on a public right of way. For lots that abut two right of ways, a canopy must be installed on both right of way facing facades.	2 points for each right of way and pedestrian walkway
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Building Design Standards



Building Design Standards



Building Design Standards



Site Features

This bonus is intended to encourage the installation of site features that promote pedestrian safety and create interesting and inviting outdoor spaces.

Site Feature	Standard	Points Earned
Pedestrian walkways	Pedestrian walkways shall provide a direct route from a right of way or parking area to the building's main entrance, as determined by the director; be a minimum of five feet wide; separated from a parking area or right of way with landscaping or a raised surface of at least 6"; consist of a walking surface other than dirt or gravel; connect to a pedestrian walkway on an abutting lot when possible	3 points per walkway; Max of 6 points

Site Features

Covered bike rack	Bike rack(s) shall be installed near a building's ground level entrance; have a minimum capacity of four bikes. Bike racks shall be covered and shall be compatible with a U lock attaching frame, as recommend in the Juneau Non-Motorized Transportation Plan.	1 point per bike rack; Max of 4 points
Outdoor seating areas	Outdoor seating areas shall consist of at least one bench or one table and seat at least four people; be secured to the ground or building; be provided during the summer months, at a minimum	1 point per bench or table; Max of 4 points

Site Features

Outdoor Planters or Landscaping	Outdoor planters or Landscaping shall span a minimum of 25 percent of the building right of way facing façade(s); contain live, non-invasive plant(s); shall be designed and located in a manner that does not interfere with site distance from public right of ways or pedestrian walkways, as determined by the director	1 point for every quarter of the building façade with planters or landscaping; Max of 4 points
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The purpose of this bonus is to preserve and enhance the aesthetic value of Auke Bay Center by minimizing views of specific parts of property or structures from streets, pedestrian walkways or abutting properties when the specific part(s) of property or structures are located within 20 feet of a property line, public right of way, or pedestrian walkway.

Screening

Structures to be screened	Standard	Points Earned
Above ground parking lots	Screening shall be at least half as tall as the structure or object being screened; shall consist of landscaping, a sight obscuring fence or wall, murals or other forms of public art, other methods that meet the purpose of this section, as determined by the director	3 points per parking lot
Recycle and trash receptacles		1 point per waste disposal area
Above ground oil, gas, water or wood pellet storage containers		1 point per storage container
Freestanding utility, mechanical and electrical boxes		1 point per box

Preserving Views

This bonus is intended to protect the aesthetic value of private property by encouraging developers of **buildings 35' feet tall and greater** to preserve the view(s) of Auke Bay and Statter Harbor from abutting properties, **as determined by the director.**

Lot Coverage	Standard	Points Earned
80%	For the purposes of this bonus, lot coverage includes parking areas and outdoor seating areas located in front of or behind the building.	2
75%		4
50%		6

This is to ensure that a building stretching the full width of the lot cannot use a rear parking lot to get this bonus.

Bonuses to Increase Density

Bonus Points Needed	Density per acre
0 points	30 dwelling units per acre
4 points	15% increase (35 units per acre)
6 points	25% increase (38 units per acre)
8 points	40% increase (42 units per acre)
10 points	66% increase (50 units per acre)

Bonuses for Increased Building Heights

Bonus Points Needed	Maximum Building Height (Permissible Uses/Accessory Uses)
0 points	35' / 25'
6 points	45' / 35'
12 points	55' / 45'

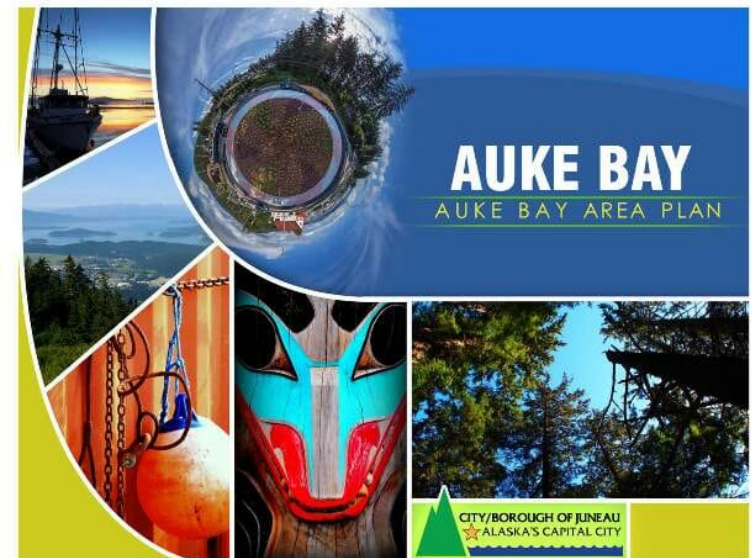
Bonuses for Reduced Parking

Bonus Points Needed	Parking Reduction
0 points	Parking as required in 49.40
2 points	10% reduction
4 points	15% reduction
6 points	20% reduction
8 points	25% reduction
10 points	30% reduction

Auke Bay Area Plan Calls For ...

- Mixed Use Development – Zoning District & Overlay District
- Buildings At Least Two Stories – Zoning District & Overlay District
- Higher Density – Zoning District & Overlay District
- Connected Street Grid – Overlay District
- Buildings Oriented to the Street – Zoning District
- Parking in the Rear – Zoning District
- Canopies – Overlay District
- Interesting Building Facades – Overlay District
- Outdoor Seating – Overlay District
- Landscaping – Overlay District
- Screening – Overlay District

- To read the Auke Bay Area Plan visit <http://www.juneau.org/aukebayplan/>
- A draft of the zoning district ordinance can be found by at <https://packet.cbjak.org/MeetingView.aspx?MeetingID=947&MinutesMeetingID=-1&doctype=Agenda>.
- Questions can be directed to Allison Eddins, CDD Planner, at 586-0758 or Allison.eddins@juneau.org.



Next Steps

- CDD will analyze and incorporate public feedback into a set of recommendations to the Planning Commission Sub-Committee
- The Sub-Committee will hold their next meeting on December 20, 2018 at 12pm.
- CDD will draft a zoning and overlay district ordinance.
- CDD will take the draft ordinance to the Planning Commission's Committee of the Whole early next year.

Any Questions?

What the ABAP Says About Views

Key Auke Bay View Sheds

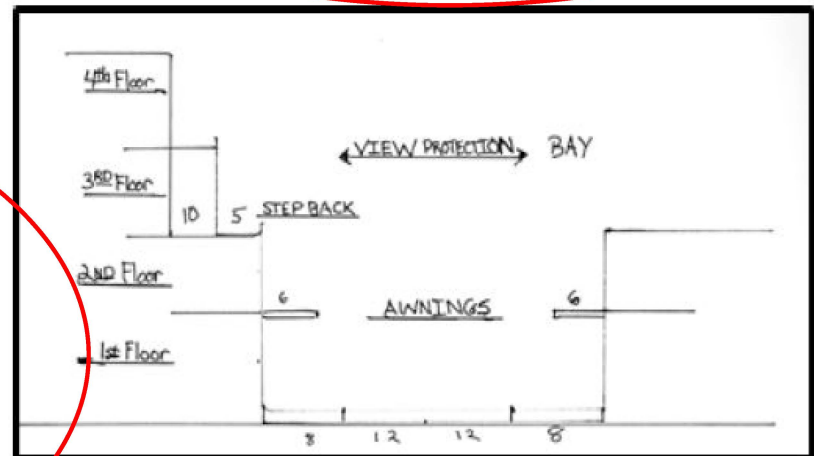
Protecting scenic vistas and view points from the effects of haphazard development can allow the Auke Bay area and community to preserve its unique charm, civic pride, and attract positive growth to the area. Preserving key view points can lead to many benefits such as higher property values, strengthening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

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



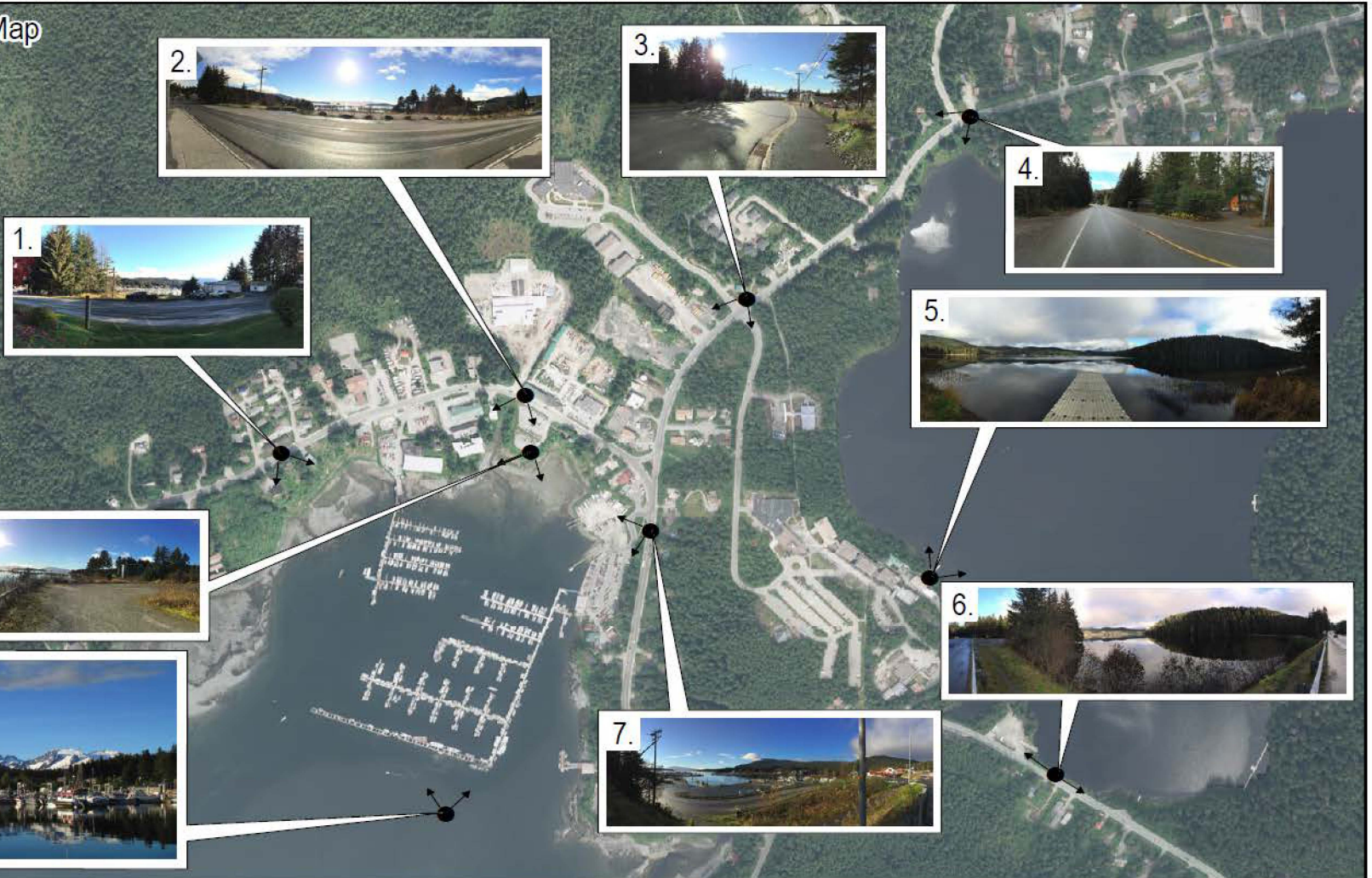
The example above shows how as buildings get further from the waterfront they may have added height to allow for more water viewing opportunities.

Connected Street Grid Auke Bay Center

The Auke Bay Center is envisioned with a street grid that provides connection to shopping, businesses, residences, and parks.⁹

What the ABAP Says About Views

View Points Map



Public Discussion Notes from Dec. 6th Auke Bay Neighborhood Meeting

RE: Proposed zoning and overlay district

Questions and Comments

- How is public notice given? Some residents of Auke Bay were not notified about the Auke Bay Steering Committee meetings from 2013-2015 and feel that they were not given an opportunity to participate in the planning process.
 - Public notice is given in a variety of ways. The Community Development Department sends postcards to all property owners and registered Neighborhood Associations within a certain area, announcements are made on the radio and in the newspaper and on social media. Anyone who did not receive a postcard in the mail but would like to receive them in the future please indicate on the sign in sheet or send an email with your address.
- How was the proposed zoning district boundary decided?
 - The boundary coincides with the Auke Bay Area Plan's boundary for the Auke Bay "Center".
 - The Auke Bay Center boundary does not include UAS property along the eastern side of Glacier Highway.
- Why isn't the waterfront area included in the proposed new zoning boundary?
 - The waterfront is not included in the proposed zoning but it included in the proposed overlay district.
- Why doesn't the Auke Bay Sub-committee meet in Auke Bay? This would make it easier for neighbors attend.
 - Currently the sub-committee meets downtown at the City offices. Moving the meetings to Auke Bay is a good idea and will happen in the future.
- What can be done about pedestrian safety at the round-a-bout?
 - Glacier Highway is a DOT right of way. DOT is in the process of applying for a federal grant to install lighting in this portion of the right of way. As CBJ gets more information about this project we will pass it along to the Auke Bay community.
- The draft overlay district incentivizes property owners/developers to plat public rights-of-way that would be developed and owned by the CBJ. Will there be on-street parking?
 - Most likely, yes. It is too soon to say for sure, but the Auke Bay Area Plan does call for on-street parking on small, local streets and CBJ can allow on-street parking on city roads.
- If the new zoning is intending to incentivize mixed-use, the 35' building height limit isn't tall enough.
 - The Sub-Committee realizes that a 35' height limit in the proposed zoning district is restricting buildings to a max of 3 stories. However, a developer could earn bonus points

and could increase their building height limit to 55' or roughly 5 stories by applying for the bonuses in the proposed overlay district.

- What problem is the Sub-Committee solving by requiring new buildings to have similar front yard setbacks abutting public right of ways?
 - This requirement will help ensure cohesion between building facades and will require a developer to consider the placement of a new building in relation to the existing buildings around it.
- If a lot has a 0' rear yard setback then they would be allowed to construct a building up to the rear property line. How, then, can they be required to place parking in the rear?
 - The proposed zoning regulations require new parking lots to be located behind or on the side of a building.
 - Stating that a property owner/developer has the right to build to a 0' setback does not automatically allow them to do so. For example, existing zoning districts within the Auke Bay Center have no maximum lot coverage. So, in theory, structures would be allowed to cover 100% of the lot space. However other requirements, like minimum parking standards, come into play. Even a lot that has no maximum lot coverage requirement still must meet the minimum on-site parking requirement if it cannot be met off-site.
 - The CBJ Land Use Code currently allows commercial developments to meet the minimum parking requirement off-site, as long as the parking is provided within 500 feet of the commercial use.
- Similar question – the proposed zoning regulations state that a lot would have a maximum street side setback of 10'. Will this allow enough space for a driveway off “said street” with the building still being within 10' of the street side property line?
 - A little bit of background – street side setbacks only apply to lots that front onto more than one right of way. For example, a lot that sits at the corner of two right-of-ways would have one front yard setback and one street side setback. A lot that fronts onto three right-of-ways would have none front yard setback and two street side setbacks.
 - Yes, this would allow enough space for a building to be constructed within 10' of the street side setback with a driveway that runs perpendicular to the street where access is provided.
- The proposed overlay regulations would allow for parking reductions up to 30%. Parking is in high demand. The increase density allowed with bonuses, with the incentive to provide mixed-use, coupled with the parking reduction is worrisome. If a lot gets a minimum parking requirement reduction but their actual parking needs exceed what they are required to provide, their customers will begin parking on nearby lots. The worry is that the property owner with the parking reduction reaps the benefits while a neighboring property suffers.
 - The Sub-Committee realizes that parking is a concern in the Auke Bay Center. There has been committee discussions about providing bonus points to developers who provide a portion of their lot for public parking. This may help alleviate the parking demand on existing lots.

- A public parking lot may help developments within 500 feet meet their parking requirement.
 - The Sub-Committee also realizes that the current minimum parking requirements in the CBJ Land Use Code
- Related Comment – The Statter Harbor parking lot has plenty of parking 9 months out of the year. Could this be used as public parking?
 - The Statter Harbor parking lot is currently available to the public for parking, for a fee of \$1 per hour or \$5 per day.
- Related Comment – There are parking resources available. People should utilize them and walk a short distance to their destination. During the planning process there were discussions with UAS. They seemed willing to make some of their parking resources available to the public.
- Are there examples of other communities using bonus points for development?
 - Yes, many communities where land is expensive use bonus points. Anchorage, for example, uses bonus points for height and density increases. Other cities that have successfully implemented a bonus point system include: Portland, OR and Austin, TX
- What are the proposed regulations doing to protect views for private property?
 - The proposed overlay district regulations would give developers bonus points if the placement and size of their building preserved views for abutting properties. The Auke Bay Area Plan calls for protecting views from public places. Limiting development on private property in order to protect private views is a much larger issue that cannot be resolved in a proposed re-zone.
- What is the status of the Auke Bay by-pass road?
 - The by-pass road is still being discussed but no action has taken place in the past two years. When more information is known it will be passed along to the community.

**Auke Bay Area Plan Implementation Meeting
December 20, 2018**

Public Comments Packet:

Date Received	Name	Contents
Post 12/6/18 public meeting	Brian and Pamel Frenette	Questions/comments about the plan and the process
11/29/2018	AEL&P	Request for info regarding impact on AEL&P facilities
12/7/2018	CBJ Lands Division	Auke Bay Concept Sketch
12/9/2018	Bruce Conant	Comments following 12/6/18 public meeting
12/9/2018	Kathleen Samalon	Comments following 12/6/18 public meeting
12/16/2018	Kristina Luhr	Support for an Auke Bay community park or playground
12/17/2018	Sean and Bridget Goertzen	Comments regarding disagreement with the Auke Bay Plan
12/19/2018	Don Howell	Comments explaining why he does not support for zoning change

Auke Bay Area Plan/Update Comments—Post meeting 12/6/2018

Background Questions/comments provided by:

Brian and Pamela Frenette, PO Box 33493, Juneau AK 99803 (957-1827)

-latest Auke Bay Area Plan (Plan) update was adopted 3/16/2015—3.5 yrs ago

Questions:

-how was the team selected that developed the revision?

The Sub-Committee is made up of four members of the Planning Commission who volunteered to work on the proposed Auke Bay zoning.

-the Plan states the committee surveyed 1,038 households under the latest update;

-what was the pool you selected from (i.e. all Juneau residents?, Auke Bay property and/or business owners only?)

The Plan states that “1,038 households were notified by direct mail”. There was an online survey as part of the planning process. The survey results and the initial staff report to the Planning Commission regarding public outreach in the plan development process are included in a separate document.

-what was the response rate?

-Are the responses unbiased and represent all potential users?

The survey was an on-line survey and all potential users were welcome to participate. The survey was open from October 4, 2013 to November 4, 2013. During that time the Community Development Department held two public meetings in Auke Bay and all attendees were informed about the survey and asked to participate. Survey participants were asked about their affiliation with Auke Bay. You can find the results of that question and the full survey in the document being sent with this response.

-what were the results of the survey?

- was a report of some sort compiled for the committee to reference?

Yes, see attached document.

- where can the result(s) be found?

The results and the initial report can be found on the Community Development webpage. This is the same document that is being sent along with this response.

http://www.juneau.org/aukebayplan/documents/STF_AME13-12.pdf

-Auke Bay viewsheds section of Plan states the following: “Protecting scenic vistas and view points from the effects of haphazard development can allow Auke Bay area and community to preserve...” then on

to say “...Preserving view points leads to many benefits such as higher property values...” And that “considerations for building orientation and height is needed to maintain important views, provide for air circulation and avoid undesirable building shadowing effect.”

-Plan has a diagram that illustrates (conceptually) how buildings are allowed added height to afford for more water viewing opportunities the further they get from the waterfront.

-how exactly was this originally going to happen if General Commercial zoning would allow building heights up to 55’ and be in front of anything behind? Further, there’s only 1 lot that was vacant/for sale at that time suggesting that there was a predetermined use for that lot either from the CBJ staff and planning team.

-from outside looking in, appears to some favoritism happening

You are right – the current zoning in this area has Light Commercial, with a building height limit of 45’ behind General Commercial, with a building height limit of 55’. Current zoning does not take into account the protection of viewsheds.

The proposed zoning would decrease the height limit for both General and Light Commercial to 35’ with the potential to get up to 55’ with enough bonus points.

The Auke Bay Area Plan takes a 20 year outlook. The number of existing vacant lots in the proposed new zoning district is low. But that may change over the course of 20 years. There is also potential for subdivisions which would create new lots and new development opportunities on already developed lots are also possibilities.

-Proposed rezoning Follow-up: from public meeting 12/6/2018

-from Ms. Eddins’ letter to the Auke Bay Implementation Ad Hoc Committee dated 11/2/18 re: CMU Zoning District Draft Regulations; ABOD Draft Regulations:

“Bonus points may be acquired when a multi-family or commercial development provides one or more of the public benefits listed in the draft regulations. Points may be used for density increases, height increases and/or parking reductions. Once a point has been used for a bonus, it cannot be used again for another bonus. A preapplication meeting will be required for all bonuses. Bonuses will be discussed with the developer at a preapplication conference. The developer shall state any intent to apply for a bonus and shall show the nature and extent of such bonus in the building permit application for minor development and in the Conditional Use Permit for major development.”

-first, specifically how was it determined which “enhancements” by a developer to acquire bonus points would be public benefits?

The public benefits (enhancements) come directly from the Auke Bay Area Plan, Chapter 3: Land Use.

-second, what’s inconsistent w/ the intent of original Plan vs. the rezoning proposal (AB Overlay District) of the Auke Bay Area Plan is the ability to use bonus points for variances of parking and height. Allowing for those variances will do nothing more than create bigger problems in Auke Bay as future development occurs and the competing uses continue to increase with recreation and commercial tourism interests.

The Auke Bay Area Plan created a vision for the future of Auke Bay which included the enhancements mentioned above. The Plan does call for creating a new zoning district(s) for Auke Bay. The Plan says that the intent of the new zoning district(s) would be to implement the goals and action items in the plan. However, the plan does not get into the specifics about how exactly the new zoning should work. That is where we are now; trying to figure out the specifics.

-using bonus points for perceived public benefits such as “covered bike racks, outdoor seating and/or outdoor planters/landscaping” to apply to being able to increase structure heights and reduced parking aren’t even on the same playing field with each other.

-how are these “benefits” measured against impacts?

The majority of the land within the Auke Bay Center that would be impacted by the bonus points for height increases are currently zoned Light Commercial and General Commercial with building heights limits of 45’ and 55’ respectively. The Sub-Committee must strike a balance amongst all property owners – those who would like to see height limits reduced and those who do not want their existing height limit to decrease. As I have mentioned, these are proposals and may change based on public input.

-increasing the density of housing doesn’t necessarily play into the “harmonious culture of Auke Bay” either. Auke Bay’s significant increased uses in the past few years following completion of the Statter Harbor renovation has increased vehicle traffic numbers, traffic flow and overall congestion.

-what developers was the “bonus point” system discussed with?

While staff has had conceptual conversations with developers, the first step in this process was going to the public for an initial meeting. I have received a lot of useful feedback that the Sub-Committee will discuss on Dec. 20th and changes to the proposed zoning may be made based on that feedback. One of the next steps in the process will be to have in depth discussions with developers regarding the proposed bonus system with the potential changes.

-do the survey results prove “bonus points” will benefit them or the surrounding area?

Ex: Height Variances

On page 8 of the Draft Ordinance (line 113), Preserving views of Auke Bay and Statter Harbor, it states that *“this bonus is intended to protect the aesthetic value of private property by encouraging developers of buildings 35’ tall and greater to preserve the view(s) of Auke Bay and Statter Harbor from abutting properties, as determined by the director.”*

-80% gets you 2 pts; 75% gets you 4pts; and 50% gets you only 3? This makes no sense—how did these values get developed?

The reason that these percentages were selected as a starting point is twofold – 1) The Sub-Committee recognizes there is a desire to protect views and would like to incentivize property owners to protect the views for their uplands neighbors; and 2) The Sub-Committee recognizes that in Auke Bay, like all of

Juneau, land is scarce and would like to incentivize property owners to use the majority of their developable land for development.

These percentages and corresponding points are a starting point and may change as the Sub-Committee and public process moves along.

On page 9 (line 120), Using Bonus Points for Building Height Increases, here again things are inconsistent with the intent of the Plan where it states *"the maximum allowed building height in the ABOD is 55' for permissible uses, and 45' for accessory uses."*

-So a developer, having banked a mere 6 points by provide a few covered bike racks and some tables, can now increase another 10' (max height=45'); and if they banked 10pts doing similar, can extend another 10' (max height=55') jeopardizing views of those in back of them.

-Again, providing extra bikes racks and a couple of tables/benches doesn't seem to be able to mitigate the impact of blocking views? Doesn't seem equitable to all users (public or private) of Auke Bay.

I would like to clear up a misunderstanding; there is the Auke Bay Area Plan and then there is the proposed zoning. The intent of the Plan is to create a mixed-use, compact village type neighborhood that is pedestrian oriented. The Plan identifies specific view points from public vistas that should be protected. The Plan is not specific regarding building heights. The Plan does list a set of tools that can be used to implement the intent. These tools include street furniture, landscaping and pedestrian/bike oriented infrastructure. The Sub-Committee does not want to require a property owner to install these features but, rather, incentivize them to do so.

Ex: Parking Variances

On page 9 (line 125) a developer could use up to 10 banked points having provided bike racks and dressed up their business fronts with planters to reduce their parking requirement up to 30%.

-this is significant given the already stressed parking situation during the summer months—peak season/demand on Auke Bay. New businesses providing reduced parking will exacerbate the illegal parking situation that is already stressing the private property owners.

The Sub-Committee understands that parking is concern. The Sub-Committee has discussed the idea of providing bonus points to property owners who dedicate a portion of their land for public parking. This idea has not been discussed in detail at this time.

Summary

Overall, the rezoning proposal needs a complete overhaul. What CBJ Planning is proposing with their "bonus points" approach does nothing at all other than to provide incentives to

developer(s) that will likely impact adjacent landowners and the general public. Further, I don't understand the justification for some of the proposed zoning changes other than to encourage the single interested developer to be able to do what they want to do at the expense of other abutting property owners who stand to lose and likely be subject to property value depreciation (e.g. loss of existing views of the harbor and water; exacerbate parking issues; increase congestion along main through-fare on Glacier Hwy).

Most importantly, allowing for height variances using bonus points should be removed as an option as it will do nothing but create ongoing protests and appeals against those developers who will try to gain the greatest heights to command the best views regardless of abutting property owners. Based on the rezoning map, there are less than a handful of lots that will be able to use bonus points to increase building heights upwards of 55'. These lots already command the best views of the harbor and water in all of Auke Bay as they are unimpeded with only Statter Harbor directly in front; so if there's any rezoning to be done, it should be to limit to 35' as currently zoned in the existing version of the Plan. The rezoning should not contribute to negative impacts on adjacent property owners by reducing views which can lead to reduced property values.

A suggested alternative to your proposal for rezoning under the Auke Bay Plan, and for ensuring consistency with the intent of the Plan regarding the *protection of scenic vistas and viewpoints from the effects of haphazard development*, you rethink building height limits using a tiered approach that allows for greater building heights as proposed developments get further away from the harbor and water. For example, a Tier 1 Multi-use zoning would be immediately behind Waterfront/Commercial and would have a maximum building height of 35' given those lots would be unimpeded in front toward the water and harbor. Tier 2 Multi-use would be those behind Tier 1, and building heights capped at 45' to allow for views over the tops of building in front. And Tier 3 would be capped at 55', etc., or something else along those lines. This approach to a rezoning scheme would ensure 2 things: first, no new development can come in and build closest to the water and obstruct views of those properties behind them; and second, property values are sustained for all property owners over time.

Also, change the zoning of the "GC" block to "LC and parking w/ no variance only" in the interest of better serving all who live and visit Auke Bay.

Thank you for taking the time to submit detailed comments. I hope that I have adequately addressed your questions. Your comments, and my responses, will be given to the Sub-Committee and will be discussed at the next meeting, Dec. 20th at noon in the 4th floor conference room of the Marine View Building (230 S. Franklin).

From: [Christy Yearous](#)
To: [Allison Eddins](#)
Subject: Auke Bay Plan - AEL&P
Date: Thursday, November 29, 2018 11:02:45 AM

With the recent publicity about the Auke Bay Plan, I wanted to reach out to you about the AEL&P property in Auke Bay. We have a standby diesel facility and substation, which are shown as “core-residential above retail w/ complete streets” on the map on page 59 of the Plan. We are concerned about development of a Plan which doesn’t include these facilities, since they are core infrastructure for the area. Would you please update me on the status of the Plan development and how you see the existing AEL&P properties fitting into that plan? I would be happy to come down to talk with you or set up a meeting here at AEL&P if you would like to talk with both Generation and T&D personnel at the same time.

Thank you,
Christy Yearous
Generation Engineer
AEL&P
463-6387

From: [Greg Chaney](#)
To: [Allison Eddins](#)
Cc: [Dan Bleidorn](#); [Jill Maclean](#); [Rorie Watt](#); [Beth McKibben](#); [Laura Boyce](#)
Subject: Request for CBJ land to be included in Auke Bay Rezone
Date: Friday, December 7, 2018 3:36:58 PM
Attachments: [Auke Bay concept sketch.png](#)

Hi Allison,

Attached to this E-mail is a concept sketch for CBJ owned property uphill from the RV Park in Auke Bay. This area could support a significant residential development which would add vitality to the Auke Bay region which is a goal of the Auke Bay Plan.

The primary features of the concept are that there would be loop road providing primary access for the area. Local neighborhood streets would branch off within the loop. This layout would provide roads with a maximum grade of 8% which is suitable for school busses.

There would also be an opportunity to construct an alternative access road to the elementary school. This could significantly relieve congestion experienced in the morning and after school.

The Spaulding Meadows trailhead and parking lot would be relocated uphill.

The request from the Lands Division is that this region be included in the new zoning district so that the property could provide uniform development opportunities. We would be willing to consider a no development buffer along the rear property lines of existing residentially zoned properties that do not desire to participate in the rezone.

I look forward to the opportunity to discuss this opportunity in the near future.

Regards,

Greg Chaney
 CBJ Lands and Resources Manager



From: [Bruce Conant](#) on behalf of bsconant@ptialaska.net
To: [Allison Eddins](#)
Cc: mbarnes@juneauempire.com
Subject: Auke Bay Plan
Date: Sunday, December 9, 2018 1:43:48 PM

On Thursday evening, I attended your excellent presentation on the status of the Auke Bay Plan. I attended and contributed to many of the extensive/intensive meetings, etc. that led up to the adoption of the plan. Some comments for you to consider:

1. I don't understand the complaints by some there that they did not have a chance to weigh in on it before. I thought that those many previous meetings were well advertised and well attended.
2. I am the person who raised the questions of who the sub-committee members are and why they should not come to Auke Bay for the scheduled December 20 meeting? If they really want public participation, it does not seem unreasonable for 4 of them to come to Auke Bay rather than have 85 people from Auke Bay have to travel downtown to give their input. Also, for those who work during the day, it seems to me that an evening meeting (like the one you did) is not unreasonable. I realize that Auke Bay does not only belong to those who live there, but they are probably the ones to be most affected by changes to how it develops. Perhaps a compromise location could be somewhere in the valley?
3. As I mentioned at the end of your meeting, I would like to know the status of the 'Auke Bay Bypass Road'? I think that the bypass road would enhance most of what the Auke Bay Plan is trying to accomplish. In short, it does not make sense to me to have 18 wheel and other large commercial vehicles routinely driving through the proposed pedestrian-friendly village for many reasons, safety being a primary one. The crux of the problem I see is that Glacier Highway is a State Highway with all its requirements. If the State Highway can be moved to a bypass location and the road through Auke Bay does not have that designation, it would be easier to reduce its impact. It takes a long period of time to get roads built. The sooner we can get the process going for the Auke Bay Bypass Road the better.

In summary, I commend all those in the CBJ community (planners, Planning Commission, Assembly) for trying to plan for a better future in Auke Bay rather than just let development happen. To those who just want things to stay the same, I say changes will come, better as a community to try to manage them as best we can.

Please pass along these comments to those who you think should see them (Planning Commission, mayor and Assembly members, others). Keep up your good work. Future generations will be very thankful.

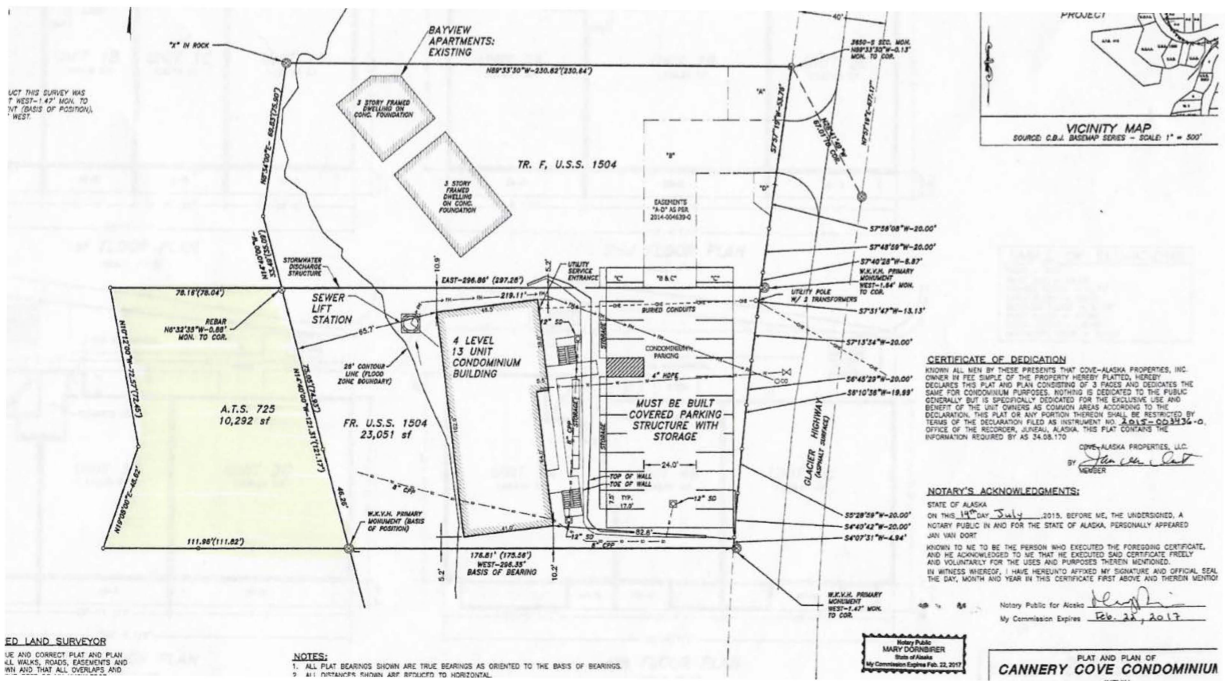
Bruce Conant
 Auke Bay resident for 40 years

From: [Kathleen Samalon](#)
 To: [Allison Eddins](#)
 Subject: Auke Bay Zoning Districts input
 Date: Sunday, December 9, 2018 10:28:39 AM

Allison, please consider these comments in future planning for Auke Bay Zoning.

1. It appears the process still has many months if not years until completion. It would greatly enhance public understanding if you could obtain an **aerial view of the boundary area that was taken in 2018**. Having new markers such as Statter Harbor Boat Launch, the round-about, Auke Bay Station Condos, Cannery Cove Condos, and Auke Bay Marine Station would better orientate everyone to the proposed boundaries.
2. The overlay that is being used to show tidelands is not always accurate as to boundary lines. As an example, I have attached a graphic that Docks and Harbors uses that accurately shows Patented ATS tidelands and where Cannery Cove sits, as well as a view from your presentation.
3. The overlay for property lines may also need to be modified to reflect changes in recent years. At least for Cannery Cove, the property lines are not correct and that may also be the case for other properties.
4. I strongly support the need for public parking within the new hub, not just a dependency on the developers.
5. There appears to be little undeveloped raw land in the hub area that would apply to the new zoning rules. Could more be added?
6. Your answer to the concern some property owners had about the possibility of partially losing some of their water views to new construction was perfect. You may want to add a page to your deck emphasizing those points. Current property owners in the affected area need to not want for themselves what they aren't willing for others to have (views) as well.





Kathleen Samalon
 512.415.0390 (Mobile)

From: [Kristina Luhr](#)
To: [Allison Eddins](#)
Subject: Auk Bay Zoning
Date: Sunday, December 16, 2018 8:41:10 PM

Hi Allison,

My name is Kristina Luhr. I live in Auk Bay area. Unfortunately, I was not able to attend the last meeting for the Auk Bay Zoning use. I do have a few comments and suggestions as someone who lives in Auk Bay, owns a home and is invested in this area. I know there is a lot of talk going on about proposing more condos and creating a business district. What I, along with other families, especially young ones, residing and moving into the area, would like to see is a park and a playground in the lot proposed for future condos. We seem to have placed so much emphasis on providing more homes of which there is an abundance under construction already, that everyone keeps neglecting improving recreational opportunities. Dont get me wrong, our trails are great, but as a young family with kids, I would love to see more places for young children to have easy access to. Ideally, a centralized park that the residents flock to and is near restaurants, our beautiful harbor, stores. Currently, Auk Bay does not have a community park or playground. The school one is off limits to non students and is unavailable during the day. A new park would benefit our Auk Bay area and residents residing on Back Loop which also could use a more conviniently located playground. I know we have upgraded a few existing parks in the Valley and they look fantastic. But I think our Auk Bay community is ready for its own!

I would be happy to submit this email as a formal letter if need to. Feel free to use this email as one. Please let me know if you need any more information from me.

Thank you,
Kristina

[Sent from Yahoo Mail on Android](#)

December 17, 2018

Re: Auke Bay Area Plan Implementation

To Whom It May Concern:

When the Auke Bay Steering Committee was formed in 2013, there were many residents in the area that were not notified. Our family was one of them. We live .4 miles from the roundabout. The proposed overlay would bring more traffic near our elementary school and our neighboring properties. I begin with this because, again, since the Ad Hoc committee was formed we were left out of the notification process. Yet, people on Wren Drive, Engineers Cutoff, and Fritz Cove had mailed notifications of every step. The excuse we received from the city were, "We have limited resources. We put it in the newspaper and on Facebook". I'm sorry (not sorry) we do not subscribe to the newspaper and didn't know of an established Auke Bay Facebook page (until well after the committee was formed). The city finds us to send us a property tax bill. They can certainly find us within the boundaries of Auke Bay.

To get to the point of why we strongly disagree with this plan:

#1 – In the draft regulations, dated November 2, 2018, it states a potential density increase of 177%.

- *How can such a small area withstand such a large increase without considering the basic necessities?
- *How can Auke Bay School take on even 10% more students than they have now?
- *Can the fire and medical staff respond to even 50% more callouts in this area? We have trouble trying to get the police to respond in this area for people breaking into a vacant building near our house for the past few years already! We absolutely appreciate and support our law enforcement but the city is already mired with recruitment and retention problems on a city-wide basis.
- *Auke bay sewer facility is near (if not at) maximum capacity.

#2 – An Active Auke Bay center..... Auke Bay has always been very active and includes: commercial fishing, sport fishing, charter fishing/whale watching, and recreational boating, Spaulding Meadow trail use, etc. Not to mention the commercial shipping to the surrounding communities with landing craft and private cargo carriers. The recently upgraded state highways has made it more efficient for traffic flow through the area and made access to the launch ramp and the school better. Unfortunately, the upgrades have not had a significant impact on pedestrian traffic to the point of being a safe walkable community. Don't get me wrong, the cross walk at the school is much appreciated, but the fact that this is a highway through the community, limits it's potential.

#3 – Rezoning the “Hub Area” actually requires unnecessary renovations to existing buildings, if remodeled. If a property needed access or parking they would need to ‘give up land for right of way or ask a neighbor to donate it’, according to Allison Eddins (12/6/2018). Giving up property would earn you bonus points to use to further encourage high-density upward development that things like, parking, are crucial for.

#4 – Building Height. We all realize that the current zoning is a bit incongruent. But that’s what it is. Those that own the properties in question, are well aware of their zoning capabilities, whether they choose to develop to the maximum potential or not. They also have the right to petition the city to have their zoning changed to accommodate their future plans. We understand that the city has discretion as to what types of buildings and their specifications are constructed. That is what the posting and permitting review process is for. As it is understood now, designated commercial property can be up to 55’. The new proposed regulations are 35’, with allowance for increase (up to 55’) based on a bonus point system. In our opinion, we don’t really see a reason to have a building’s view blocked by another building. But again, that should be up to the property owner, the city, and surrounding community through the posting, permitting and use process.

All in all, the plan sounds great if this was a large section of raw land that was being offered to developers to create a new hub. The problem is that this is not raw land. Many property owners in Auke Bay have lived or owned their properties for decades.

We feel that the city has bigger infrastructure issues to deal with than the Auke Bay area alone. For example:

- *Household waste processing, affectionately referred to Mt. Trash by all of Juneau.
- *Failing Sewer treatment facilities. Shipping it out of town is not fiscally or environmentally responsible.
- *Recruitment and Retention of law enforcement, emergency fire and medical personnel.
- *School maintenance and upkeep
- *Senior retention. A vibrant community is a multi-generational community. Our seniors can’t afford to live here anymore and are leaving their families to find cheaper places to live.
- *Honoring private property ownership.

Our immediate family has owned our house here for 19 years. Prior to that, I (Sean) grew up in our family home in Auke Bay since 1980. My wife (Bridget) grew up on Engineers Cutoff and in Auke Bay with her father at the harbor on their commercial fishing boat. There is a reason we decided to continue our residency in Auke Bay. It’s always been a quiet peaceful place. A little separation makes for good neighbors. Changing it into a high density, high-cost of living, with

more complicated building regulations neighborhood is not what we want, nor do the majority of our neighbors.

Thank you for your time in this matter.

Sincerely,

Sean and Bridget Goertzen
P.O. Box 211313
Auke Bay, Alaska 99821
bgoertzen78@gmail.com
ggc.sean@yahoo.com

Howell Rentals
 PO Box 210235
 Auke Bay, AK 99821
 Phone (907)789-6188
 Donhowell48@hotmail.com

I don't support the zoning change from general commercial to what seems to be a made up zoning, which isn't even defined in the zoning regulations. The change from general commercial would decrease my property value. I can currently build 50 dwelling units per acre at a maximum height of 55 ft. I have approximately two acres of buildable land, which allows 100 dwelling units. The proposed change would decrease my development potential to 60 dwelling units, at a decreased height of 35 ft.

I attended most of the steering committee meetings. Reduction from general commercial was never mentioned in any of the meetings. In fact, the multi-story building requirement discussion was focused on increasing density. The desire for increased density was a regular topic at these meetings. Additional, there was no mention of a conceptual reduction in the height allowance from 55ft to 35ft. I attended a recent pubic meeting at the University Activity Center where Allison Eddins, city planner, agreed with me that these new stipulations are not in the Auke Bay plan, and she told me that I could get my density and height back with the proposed incentive point system, by giving streets and cross streets to the city. I checked the math. If I gave them the proposed land for streets (cbj proposal attached) with a 50ft. width, I would lose approximately 34,000 sq. ft., leaving me with 1.22 acres. At 50 units per acre that's only 61 units that I could build, and I'm still at 35 ft. height, which minimizes the dwelling unit size and the water view potential.

The presentation described the current zoning as "a hodge podge" and advocated for a new, made-up by city staff, zoning. The truth is that the current zoning is logical and far better, in my opinion. General commercial transitions to light commercial and then to residential. Height and usage taper off through the zone changes, before residential. This makes perfect sense, and seems much more thought out to me, then what the staff plans.

The incentives in the plan are directed toward new development. I already have a building that conforms to the plan goals. It isn't clear, but based on some discussions, it seems as though the incentives aren't available to me as an existing business. This is unfair. If my competitor can build something next door with less onerous requirements then what I am held to, then his costs will be less, his prices will be lower, and I will lose clientele not because his business is better than mine, but because of an unfair business environment, created by the city government.

It's tough to build a profitable commercial building in Juneau because we have such a small number of customers to serve and they are constantly changing. If you build

the wrong building, then it could be vacant for years. I've been in this business for over 40 years and, in my opinion, the worst thing the city can do is change the rules in the middle of the game. I purchased my property with certain assumptions that were consistent, with the plan of future development when the time is right. This proposal would prevent me from developing on my property to the extent of my vision, which is hugely disappointing to me.

I think what they are doing is extortion. They are telling me that they can change the zoning if they want to regardless, but that if I give them what they want, then I can get back what I currently have. Entrepreneurs will respond better to tax delay incentives, which don't cost anyone any money.

Don Howell



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

Date: December 20, 2018

To: Auke Bay Implementation Ad Hoc Committee

From: Allison Eddins, Community Development

A handwritten signature in black ink, appearing to read 'A. Eddins', is placed to the right of the 'From:' line.

Subject: Discussion of December 6th Neighborhood Meeting and Next Steps

CDD staff took the proposed CMU and overlay district regulations to the public on December 6, 2018. The neighborhood meeting was well attended. The notes from that meeting are included in your packet and will be discussed today. The major concerns that the public expressed at the meeting include:

- Potential for building heights at 45' and 55'
- Protecting viewsheds from public property
- Traffic and pedestrian safety concerns along Glacier Highway
- Parking reductions
- The public notification process

Additionally, staff has received emailed comments that are also included in the packet and will be discussed.

For today, the Sub-Committee should discuss the input that has been received so far. Some of the input involves specific concerns that can be addressed through changes to the proposed zoning and overlay regulations, while other concerns may be the result of a misunderstanding of the proposed regulations. Other concerns are more general and cannot be addressed through zoning regulations.

The Sub-Committee will also discuss next steps in the Auke Bay Area Plan implementation process. On December 13, 2018, CDD staff met with AEL&P. After the holidays, staff will met with local developers, the CBJ Assessor's Office, representatives from UAS and the Auke Bay Neighborhood Association.