

Agenda

Planning Commission - Ad Hoc Committee City and Borough of Juneau

January 31, 2018
Auke Bay Implementation Ad Hoc Committee Meeting
1:30 PM

- I. **ROLL CALL**
- II. **APPROVAL OF AGENDA**
- III. **APPROVAL OF MINUTES**
 - A. January 8th 2018 Draft Minutes
- IV. **AGENDA TOPICS**
 - A. Potential Road and Pedestrian Routes
 - B. Traditional Town Center and Auke Bay Area Zoning
- V. **COMMITTEE MEMBER COMMENTS AND QUESTIONS**
- VI. **ADJOURNMENT**

Auke Bay Implementation Ad Hoc Committee

January 8th, 2018

1:30 PM

Large Conference Room

4th Floor, 250 S Franklin Street

Staff Members Present:

Rob Steedle, Community Development Director

Beth McKibben, Planning Manager

Teri Camery, Planner III

Allison Eddins, Planner II

Bhagavati Braun, Administrative Assistant

Commissioners present

Paul Voelckers,

Ben Haight

Dan Hickok

Nathaniel Dye

Dan Miller

- I. Roll Call**
- II. Approval of Agenda**
- III. Approval of Minutes**
- IV. Public Participation on Non-Agenda Items**
- V. Items for action**
 - a. Committee Purpose Review**

Mr. Voelckers, the maker of the motion to create this subcommittee, stated his purpose for making said motion. The Auke Bay Area Plan speaks of possibly creating new zoning and a village center area near the harbor. The committee was created to help move these ideas into implementation.

Mr. Steedle pointed out the two parts to that would be:

1. Creating new zoning districts with qualities that align with the plan.
2. Negotiating with property owners for potential land trades or purchases to create the grid-like development suggested in the plan.

Item two above would work best beyond the Community Development Department with assistance from the City Manager, Lands Department and others, as well as support from the Assembly. CDD is more equipped to manage item one above.

Mr. Miller and Mr. Voelckers advocated for this committee to be an advocate for item two above.

Ms. Eddins asked if land swaps were the only option for achieving item two above. Mr. Steedle answered that they are not, and land swaps are often difficult to achieve. Ms. Eddins suggested the idea of tax incentives as well. Mr. Steedle answered her that there has been talk about tax incentives recently, but the city has no working model for tax incentives in this area. If tax incentives were to be pursued new ordinances would have to be passed to allow this first.

Mr. Steedle asked Mr. Voelckers which properties he thought would be ready for creating the grid.

Mr. Voelckers handed out some documents and pointed at properties that included Lot A, USS 2391 (both East and West halves) through to the fire station at Lot 2, Kirkevold subdivision.

Mr. Hickok and Mr. Haight both pointed to the plan's desire for walkability and safety. Mr. Hickok also pointed out that traffic in and out of the Auke Bay School around pick up and drop off times is very difficult. Mr. Miller suggested if new streets created a traffic pattern that would assist in creating a

Auke Bay Implementation Committee

January 18th, 2018

Page 2 of 2

traffic loop it may help access to the school. He opined that the school would probably be averse to any further constraints on their access.

Mr. Voelckers pointed out that land owners may be interested in land swaps because they may gain more from having street frontage, than they would lose. Mr. Hickok suggested that land owners may need to be approached, they may not think of these ideas on their own, but could be ultimately interested.

Mr. Miller suggested we look to the Engineering Department to look at the feasibility of new roads in the area, once that is done we could explore this idea more, then decide on next steps. General agreement was indicated by Committee members.

Mr. Dye suggested that the group couple that with making changes to Title 49 in the meantime. He suggested that it may be beneficial to have an Assembly liaison to this process, and also to the area plan steering committees so there is a broader understanding of the process, and to help have early buy-in. The area plan tells us the outcomes the community voiced, not how to get there. Mr. Voelckers agreed, stating that there had been some confusion about the implementation of the Auke Bay Area Plan after the AME2017 0013 was heard at the December 12th, 2017 Planning Commission meeting.

Mr. Steedle reiterated the two purposes of this committee (items 1 and 2 above) and stated that the department would begin looking into where roads could be considered.

b. Review draft standards developed to date

Ms. McKibben introduced the draft standards. Mr. Feldt and Mr. Lange had been working on these standards, the "Concepts from draft Auke Bay implementation ordinance" document was theirs and was in front of T49 committee in July 2016. The concept consisted of two zoning districts, one on the waterfront, and one on the land side of the highway. Ms. McKibben continued to outline some of the details in the packet.

She expanded on some zones suggested stating that the Comprehensive Plan calls for a Traditional Town Center (TTC) zone, and there are a lot of similarities between the current Comprehensive Plan definition of TTC and what is desired in Auke Bay. It may be a good idea to create a TTC zoning district that applies to the whole borough, and then have an overlay district or other qualifier for the Auke Bay area. This would be a two pronged approach with one larger change and some special accommodations for an area like Auke Bay.

There was general agreement with this idea.

c. Consider alternative approaches

This was covered in the previous item.

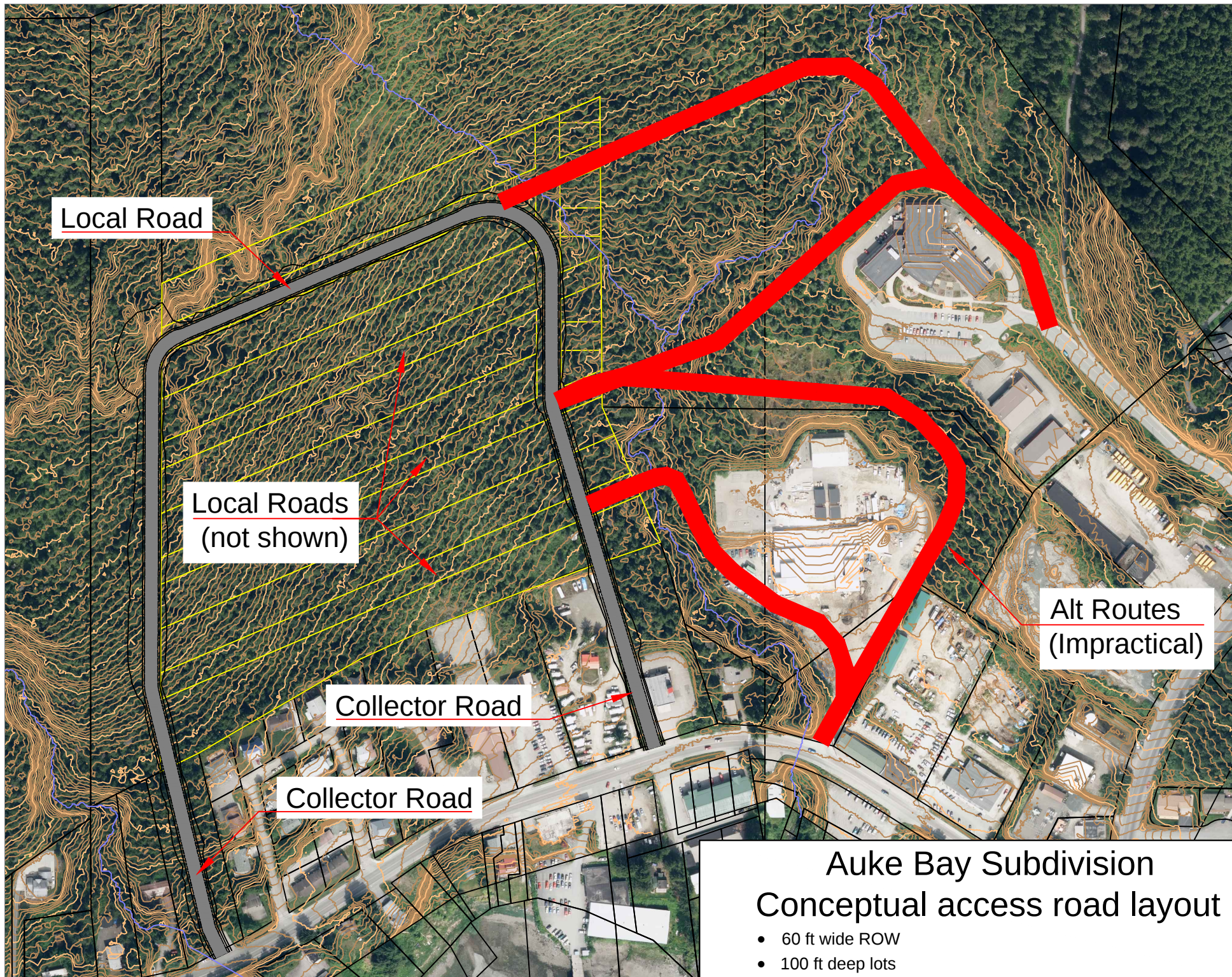
VI. Set Next Meeting Date and Time

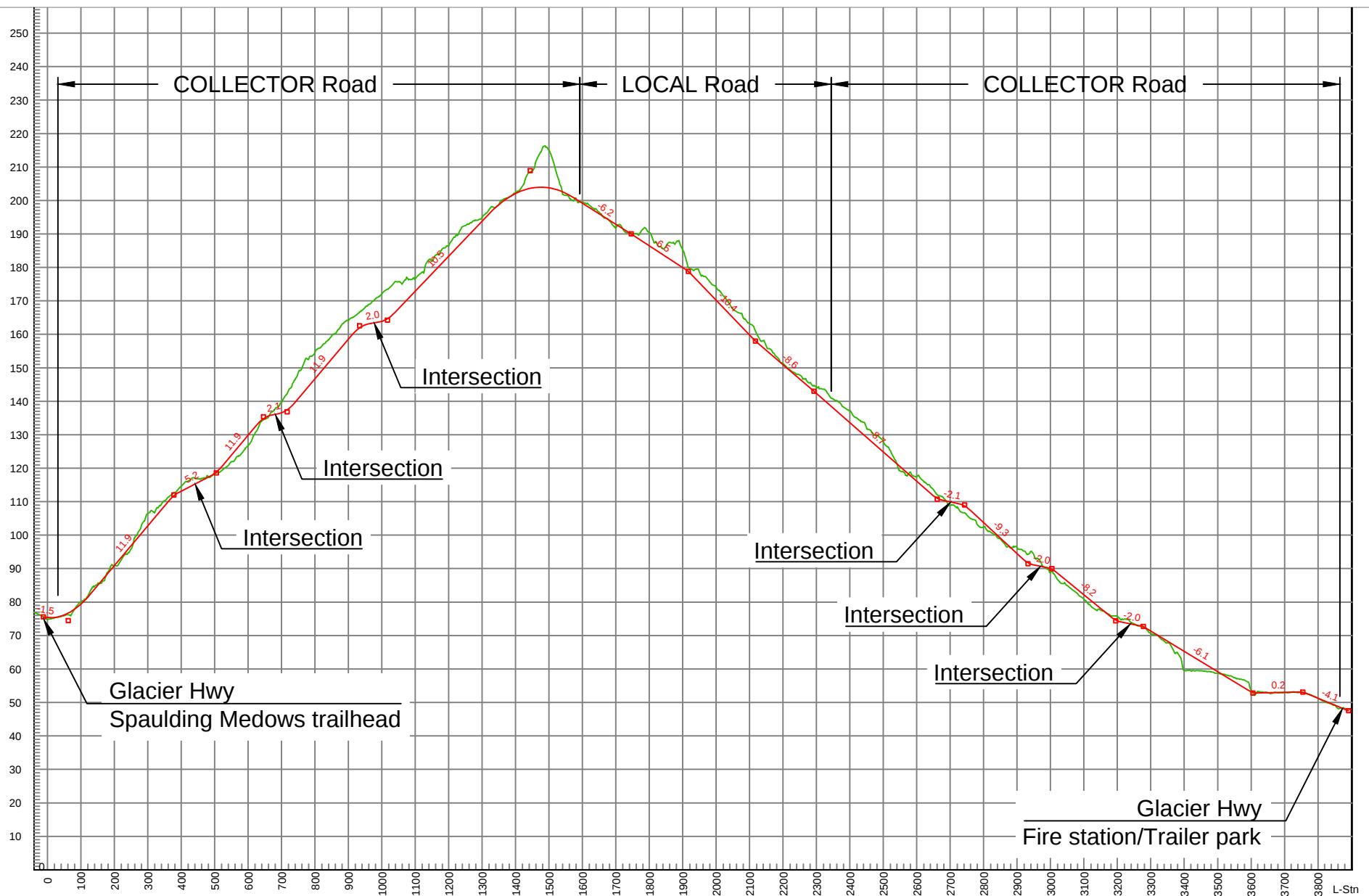
Mr. Miller reiterated the points that should be topics in the next meeting: information about exploring street construction feasibility, a draft or summary of the above TTC hybrid idea, and suggested staff integrate Comprehensive Plan maps into the discussion, focusing primarily on the Auke Bay area, but also at other areas that are designated TTC. He also encouraged committee members to look at the implementing information at the back of the Auke Bay Area Plan.

Wednesday, January 31st at 1:30 PM was agreed upon.

VII. Adjournment

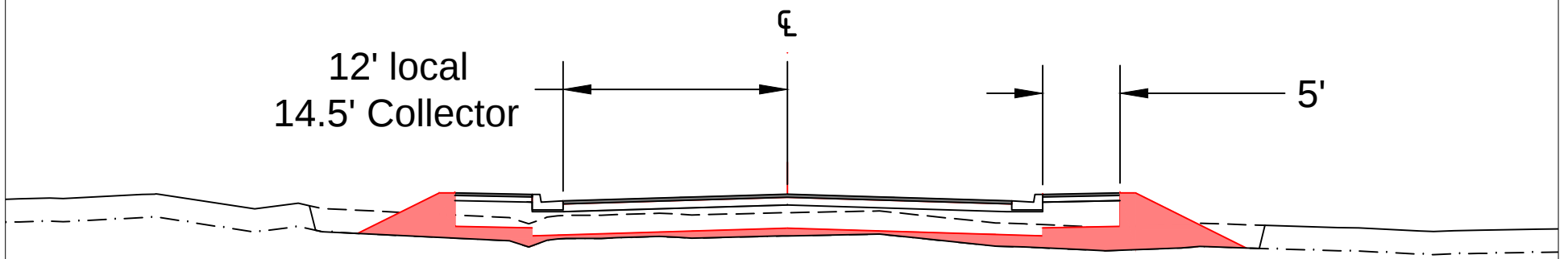
Meeting was adjourned at 2:30 PM.



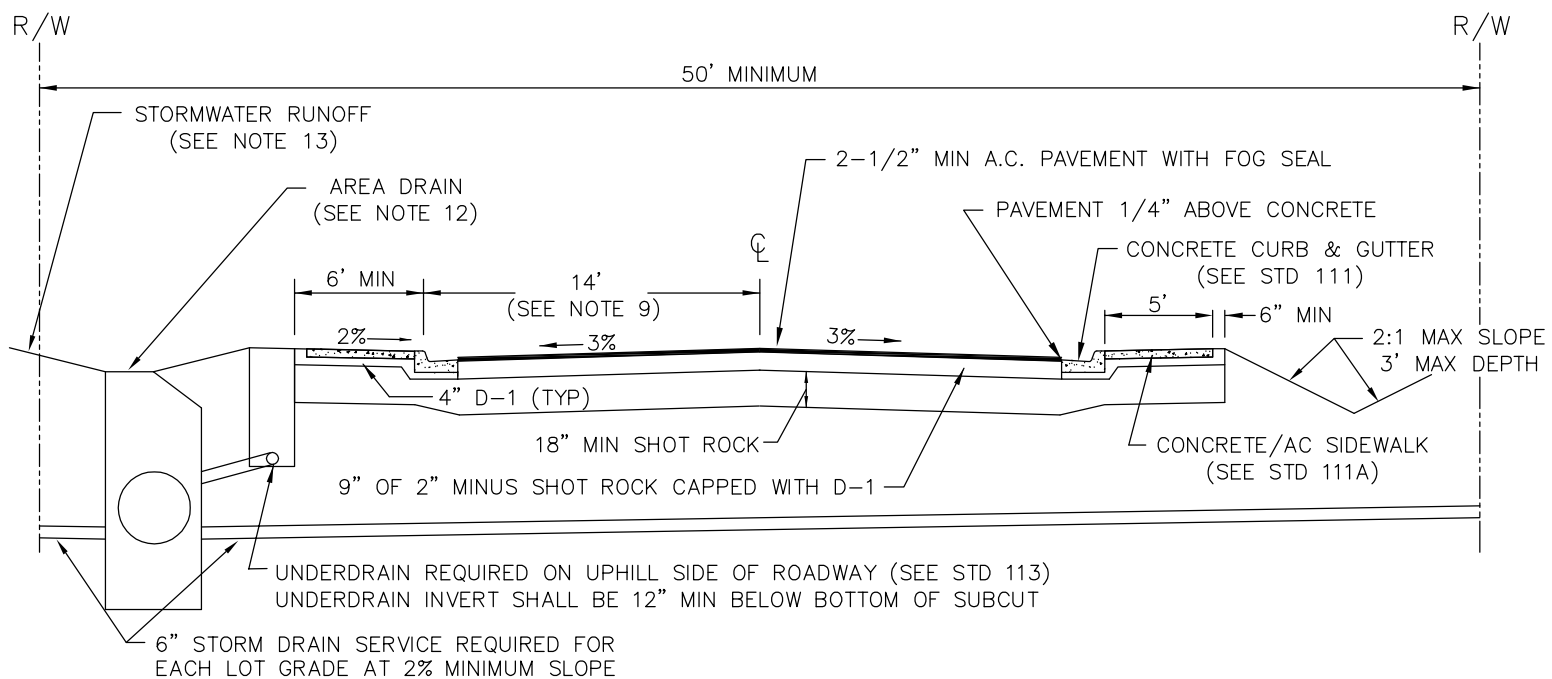


Road Profile

- Collector road: 12% maximum grade, 2% through intersection with local road (goal),
- Maximum road elevation 205 ft, Minimum 50 ft. Total elevation gain 155 ft



Typical Road Section



NOTES

1. MAXIMUM ROAD GRADE SHALL BE 12%.
2. CENTERLINE ROAD GRADE WITHIN 100' OF INTERSECTIONS SHALL BE A MINIMUM OF -2% FOR 20' AND A MAXIMUM OF 6% FOR 80', MEASURED FROM EDGE OF PAVEMENT.
3. MINIMUM GRADE FOR CONCRETE GUTTER SHALL BE 0.5%.
4. RIGHT OF WAY AND ROADWAY PRISM SHALL BE CLEARED IN ACCORDANCE WITH SECTION 02201 - CLEARING AND GRUBBING.
5. EXCAVATION AND EMBANKMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 02202 - EXCAVATION AND EMBANKMENT.
6. ALL CUT AND FILL SLOPES SHALL BE SEEDED IN ACCORDANCE WITH SECTION 02710 - SEEDING AND THE MANUAL OF STORMWATER BEST MANAGEMENT PRACTICES AS APPROVED BY THE ENGINEER.
7. ALL CUT AND FILL SLOPES SHALL BE TOPSOILED IN ACCORDANCE WITH SECTION 02709 - TOPSOIL AS APPROVED BY THE ENGINEER.
8. ALL ORGANIC SOILS SHALL BE REMOVED TO A MINIMUM DEPTH OF 5' FROM TOP OF SUBGRADE WITHIN THE ROADWAY PRISM AS APPROVED BY THE ENGINEER.
9. HALFWIDTH SHALL BE 16' ON COLLECTOR STREETS.
10. IF A BIKE LANE IS REQUIRED BY THE ENGINEER, CONSTRUCTION SHALL CONFORM TO AASHTO SPECIFICATIONS.
11. ASPHALT CONCRETE SIDEWALKS MAY BE APPROVED AS DIRECTED BY THE ENGINEER.
12. CATCH BASIN WITH AREA DRAIN TO BE CONSTRUCTED 1 PER LOT OR AS DIRECTED BY THE ENGINEER.
13. STORMWATER RUNOFF FROM PRIVATE PROPERTY SHALL BE DIERECTED INTO AN APPROVED DRAINAGE WAY PRIOR TO ENTERING THE ROADWAY PRISM AS APPROVED BY THE ENGINEER.

SCALE:	NTS	DATE:	2/21/97
DRAWN BY:	JFN	CHECKED BY:	JB/STAFF
APPROVED BY:			
CITY AND BOROUGH OF JUNEAU, ALASKA			
MINIMUM PAVED ROADWAY SECTION			
WITH CURB & GUTTER			
REVISED:	8/14/2011	STANDARD 102A	

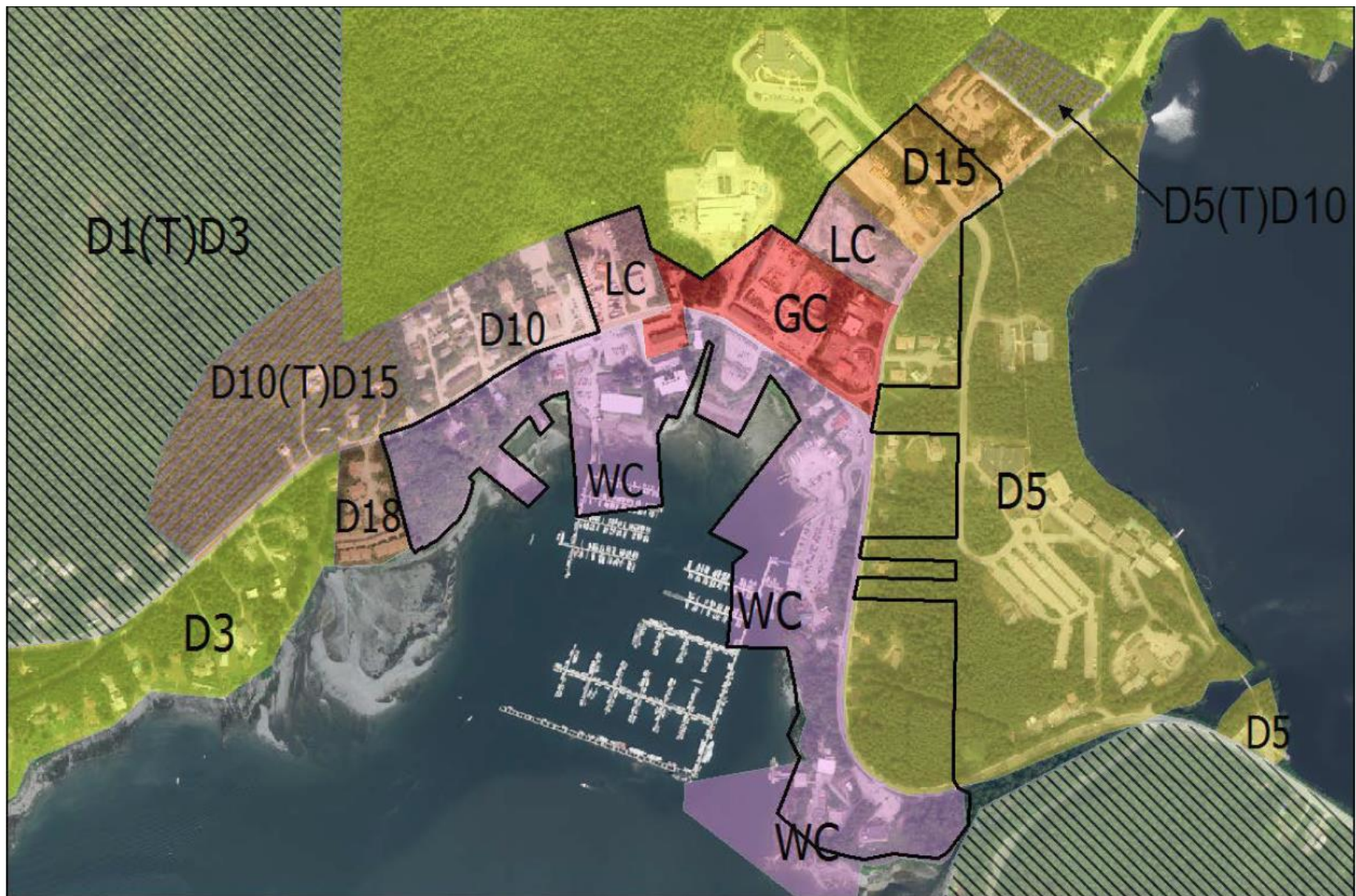
	General TTC Zoning Standards	Auke Bay TTC Standards	Connection to Auke Bay Area Plan (ABAP) /Comp. Plan	Questions?
Uses				
Allowed outright:	• Multi-family • Live/work unit • Child and Day care homes and residences • Hotels, motels • Home occupation • Retail up to 5,000 sq. ft. • Offices up to 5,000 sq. ft. • Educational, cultural, religious, philanthropic, social, fraternal uses up to 5,000 sq. ft. • Recreational, Amusement, Entertainment (what specific indoor and outdoor uses?) • Healthcare clinics • Assisted living facilities • Restaurants, bars, nightclubs without drive-thru service • Veterinary Clinic • Day animal services • Post Office • Laundry mat • Dry cleaners • Open air market	Everything allowed in TTC and additionally: • Single-family, duplex • B&Bs • Laboratory Uses • Light Manufacturing • Automotive Fuel Station • Funeral home • Marine merchandise and equipment sales up to 5, 000 sq. ft. • Boat sales and rental up to 5,000 sq. ft. • Boat repair and maintenance up to 5,000 sq. ft. • Commercial moorage • Floating structure supporting seasonal, commercial recreation	Motion made by Auke Bay Steering Committee (ABSC) ABAP Chapter 1: Land Use and Facilities Goal 1: Develop AB into a community to live, learn, work, shop and recreate. Goal 3: Coordinate and support the development of an Auke Bay hub that serves the needs of the UAS, harbors, businesses, residents Policy 3.2 Businesses focused solely on drive-thru service are strongly discouraged within the center. Auke Bay plan focuses more on land use forms and less on specific uses Comp. Plan Ch. 10 – Land Use Policy 10.2 To allow flexibility and a wide range of creative solutions in residential and mixed use land development within the Urban Service	How to incentivize mixed use development? Is 5,000 sq. ft. a good size limit for retail, commercial and offices? Size limits for recreation, amusement and entertainment uses, both indoor and out?

	• Park space • WCF • Parking garages • Parking lots (related to use on same lot) •		Area. Policy 10.10 To encourage small-scale neighborhood convenience commercial uses in appropriate areas in new neighborhoods and with appropriate operating measures within existing neighborhoods.	
Require CUP:	• Marijuana retail • Retail larger than 5,000 sq. ft. • Office larger than 5,000 sq. ft. • Kennels • Nurseries and commercial green houses • Temporary structure associated with construction • Parking lots (not related to use on same lot) •	Everything requiring a CUP in TTC and additionally: • Marine merchandise and equipment sales larger than 5, 000 sq. ft. • Boat sales and rental larger than 5,000 sq. ft. • Boat repair and maintenance larger than 5,000 sq. ft. • Mobile home as caretaker's unit • Medium manufacturing • Resort		
Dimensional Standards				Will these dimensional standards help us create the human-

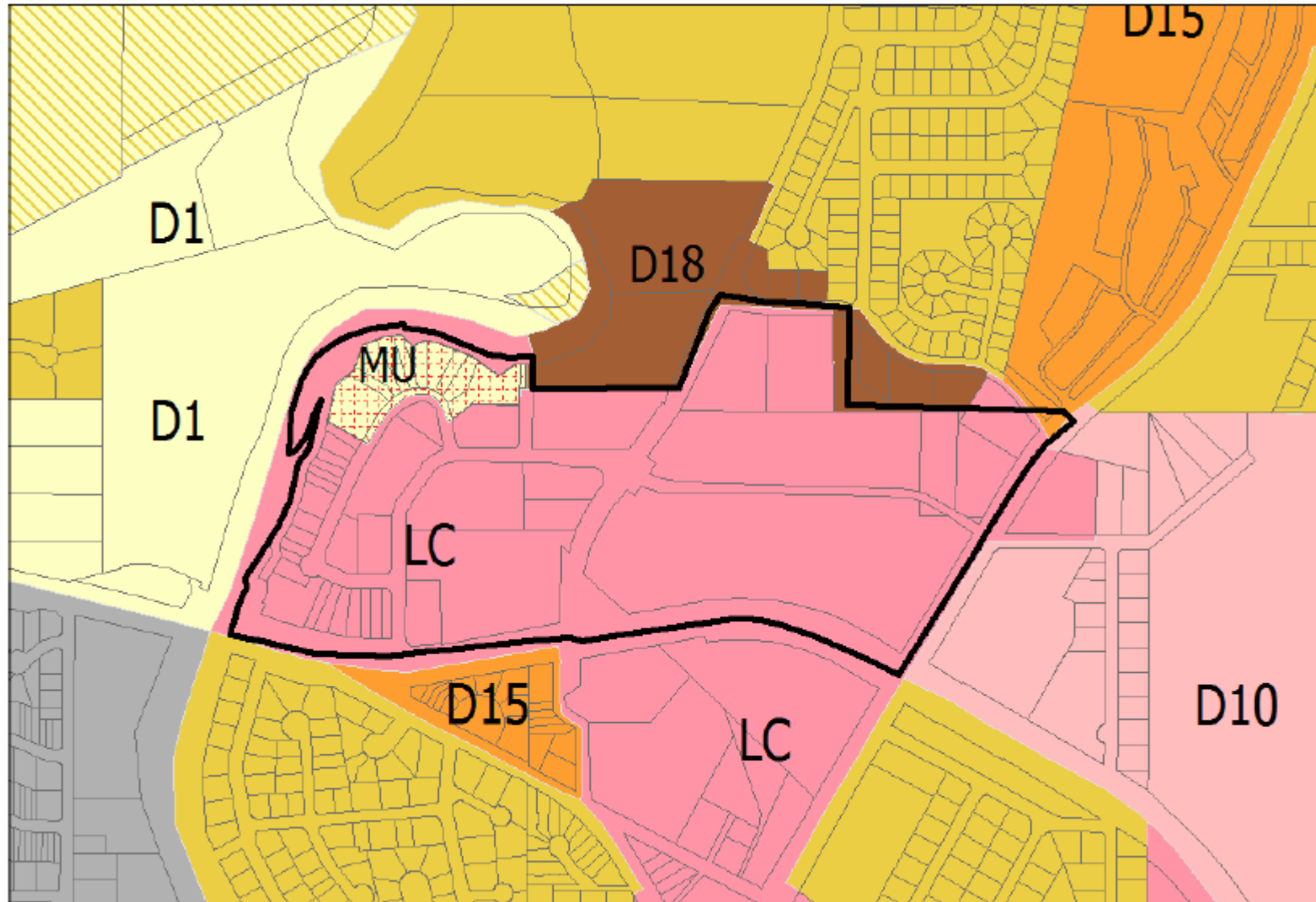
				scale, town center character that is called for the in ABAP?
Lot Size	6,000 square feet	6,000 square feet	Proposed during ABAP process	
Lot Width	50 feet	50 feet	Proposed during ABAP process	
Lot Depth	No minimum	No minimum		
Setbacks	Floating setbacks of 0' to 10'.	Floating setbacks: Front – 0' to 20' Side – none Rear – 30' (this would reinforce rear parking requirement)	Motion made by ABSC for floating setback for front lot line 0' to 20'. ABAP Chapter 1 Land Use <i>Front yard setbacks should be small; less than 10' setback to establish a build-to line. (pg. 6)</i> <i>Build-to lines allows pedestrians to enjoy buildings' architectural elements and creates human-scale development. (pg.6)</i>	General TTC proposed with no height restrictions. What is the best way to protect light, air and privacy in abutting residential zones? Are existing requirements sufficient? - 49.25.400 Where one district abuts another, the greater of the two setbacks is required on the common property line.
Building Height	Minimum 35'. No maximum	Maximum 35'/45'/55'	Concepts proposed during ABAP process. Maximums will depend on the building's location in relation to the water.	Create boundaries for each height restriction? Is a Floor Area Ratio (FAR) calculation a

			Designed to protect view sheds.	better way to determine height requirements?
Lot Coverage	Minimum 50%. No maximum	Minimum 45%. Max 90%	Concepts proposed during ABAP process.	What impacts will min. lot coverage requirements have on parking requirements? Each lot will need enough un-built area to provide parking.
Vegetative Coverage	Dependent of development's lot coverage.	Minimum 10%. Will vary based on development's lot coverage.		Should landscaping be a way to meet vegetative cover? This could also include "street" furnishing? Is the purpose of vegetative cover form or function?
Density	No maximum	50 units per acre	Motion made by ABSC.	At this density, a 6,000 sq. ft. lot can have up to 7 dwelling units, in addition to retail/commercial uses.

The following maps show the 2013 Comprehensive Plan Traditional Town Center boundaries in black with the underlying zoning districts for Auke Bay, Vintage Park and Willoughby/Downtown Juneau. The Comp. Plan also identifies TTC in Downtown Douglas. At this time we are unable to produce a map for Downtown Douglas due to a mapping issue.



Vintage Park



Willoughby/Downtown Juneau

