Draft Auke Bay Area Plan

CDD staff provided an initial copy of the Draft Auke Bay Area Plan to the Planning Commission on January 13, 2015. The Commission was informed that additional comments from the Auke Bay Steering Committee will be coming soon and recommended postponing discussion until the February 10th Planning Commission meeting.

Comments received from various groups
Auke Bay Steering Committee
The committee held a meeting on January 28th to address three issues:

1) Ensure the Plan speaks in an aspirational tone,
2) Recommend an amendment to the Comprehensive Plan Land Use map to ensure the Auke Bay Area Plan is consistent with the Comprehensive Plan, and
3) Amend the goals, policies, and map regarding viewsheds.

These issues are addressed in the packet.
CBJ Lands & Resources (Attachment B): Addressed in this memorandum.
   o In summary, there are two main issues:
     ▪ 1) The recommendation of the Auke Bay Area Plan will allow a small property along the shoreline (Auke Bay Post Office property) to be (re)built higher (55 feet) than the land-based property behind it (45 feet) and therefore may block views of Auke Bay. How can this blockage be minimized?
       • CDD’s response: The Post Office property is within a designated viewshed and therefore, the policies in this Plan will encourage any future redevelopment to be designed in a way to lessen impacts to viewsheds.
     ▪ 2) There are conceptual parking areas identified on the Community Charrette Map that are on CBJ owned land which are designated for disposal to the private markets. The Plan’s parking designations might prevent or conflict with this designation.
       • CDD’s response: The parking designations are conceptual in nature and may change over time. Although this map provides a guide for future infrastructure and development, it is not binding. Supplying parking does not necessarily prevent market uses on the same lot.

DOT/ PF (Attachment C): Corrections have been made.

CBJ Docks & Harbors (Attachment D): Corrections have been made.

January 13, 2015 Planning Commissioner’s comments:
   • What are the re-zoning recommendations?
     o CDD’s response: The Draft Auke Bay Area Plan recommends amending the Comprehensive Plan Land Use designation map to guide future zoning changes. Zoning changes are expected to occur during the implementation process. At that time, specific elements such as height, setbacks, parking, etc. will be discussed. After working with the Steering Committee proposed language will be presented to the Planning Commission for review and recommendation to the Assembly for final action.
   • How does the Auke Bay Area Plan address slowing of traffic?
     o CDD’s response: This is addressed on page 48: Goal 10 and its related policies address slowing traffic.
   • Add goals to the Introduction Chapter.
     o CDD’s response: This is addressed on pages vii and viii.
   • Add the Community Charrette Map to the Introduction Chapter to quickly show the reader the planning efforts of this project.
     o CDD’s response: This is added on page vii.

Staff made minor edits to the Plan to correct any grammatical errors and to improve the writing quality. These specific edits are not listed in this memorandum. Also, staff split the combined zoning and Comprehensive Plan maps into two separate maps for easier viewing. Staff created an Action Item list for the Plan that establishes many benchmarks to achieve. This has been to the Implementation chapter - Attachment E. It is important to recognize that these are aspirational and offers a general approach; some projects may get ahead of or take longer than others.

The Draft Auke Bay Plan in your packet can also be found at the following CBJ website: http://www.juneau.org/aukebayplan/
Findings

With the proposed amendment to the Comprehensive Plan Land Use map for only the Auke Bay area, the Draft Auke Bay Area Plan will be consistent with the Comprehensive Plan. Further, the plan is consistent with the following Comprehensive Plan policies shown on page 178, Subarea 3:

1. Conduct an area plan or neighborhood plan for the Auke Bay area that would address residential and non-residential uses in the vicinity of the cove, harbor and University with the goal of creating a Marine Mixed Use, transit and pedestrian-oriented village in Auke Bay. Marine Mixed Use land uses could include: Water-related recreation, eco-tourism, commercial fisheries, sport fisheries, marine-related research and aquaculture, and other private and public use of the waters; shoreline and inland areas of Auke Bay including the University of Alaska Southeast (UAS) campus, student and faculty housing, neighborhood-commercial needs, transportation systems, habitat protection, educational facilities, careful urban design, and viewscape protection measures. This study should address the needs of and should include the participation of all stakeholders including property owners, residents, business operators, University administration, student and faculty, the Alaska Department of Transportation and Public Facilities, all relevant CBJ Departments and Divisions, NOAA staff and researchers and residents of neighborhoods who regularly traverse the Auke Bay area.

2. Protect and provide for continued water-dependent development at the Ferry Terminal and in Auke Bay. Identify suitable areas for float homes, boat houses, and/or live-aboards as affordable housing options; this may include dedicated portions of the harbor for these residences. Adopt design guidelines and development standards for the proposed Auke Bay neighborhood plan and Marine Mixed Use District.

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

13. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements for this subarea. Those recommendations include: (a) develop a cultural park at Auke Cape/Indian Point that would include trails, interpretative panels and other low-impact structures; (b) Plan for the future non-motorized use of the Montana Creek area from its juncture with the Mendenhall River to its upper reaches; (c) pursue a location and funding for a second Mendenhall River pedestrian bridge; (d) reserve trail corridors allowing for loop trails between Montana Creek and the Mendenhall Greenbelt; (e) reserve stream and trail corridors on CBJ-owned land behind Windfall Avenue; (f) reserve trail corridors recommended in the West Mendenhall Greenbelt Plan; (g) develop a Master Plan for the Auke Lake area; (h) develop a master plan for trail connections around Auke Lake; (i) develop a trail from Auke Bay Elementary School to Spaulding Meadows Trail; (j) provide direct and safe access to the Auke Bay park and shelter across from Auke Bay School; (k) reserve a trail corridor on the Mendenhall Peninsula; (l) define and improve the non-motorized trail from the end of the private driveway at Smugglers Cove to the end of Engineer’s Cutoff, creating a trail around the end of the Mendenhall Peninsula; (m) review river bank modification projects upstream of West Mendenhall Valley Greenbelt and Brotherhood Park; (n) review connection routes with ADOT&PF at Brotherhood Bridge; (o) light the trail at Kaxdigoowu Heen Trail for year-round use; (p) create a neighborhood park for the subarea; (q) investigate the feasibility of creating cross-country running and skiing loops on CBJ land; (r) identify and protect fish and wildlife habitat and game travel corridors; (s) continue to acquire Greenbelt properties along Montana Creek and the Mendenhall River; (t) retain
trail access to Spaulding Meadows and to beaches; and (u) acquire high-value University of Alaska Southeast (UAS) wetlands and designate as Open space/natural areas.

16. Consider the transportation improvements recommended in Chapter 8 of this Plan. Investigate the feasibility of a roadway extending from Glacier Highway and running east of Auke Lake through the Pederson Hill area to the Mendenhall Back Loop Road; this may be designed as a collector street serving development of the Pederson Hill area and could also be considered as a possible bypass of the Auke Bay area.

17. Encourage beautification and buffering along major roadways.

18. 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 rezoning, subdivision easements and careful building spacing requirements.

19. Identify historic and cultural resources within the subarea. Projects that may impact historic resources identified within this subarea are to be reviewed by the Historic Resources Advisory Committee (HRAC) prior to issuance of a permit. Where new historic or cultural resources are discovered or identified, the Juneau-Douglas City Museum should be contacted immediately for documentation and technical assistance toward preservation and/or curating of the resource. The demolition or removal of historic resources should be avoided and should only occur when no other option for its preservation or relocation to a suitable site exists.

20. Work with ADOT&PF to provide sidewalks, bicycle paths, and/or trails separated from the road travelway along existing and newly-constructed arterial and collector roadways to provide safe and efficient access and to reduce pedestrian and bicycle/motor vehicle conflicts.