

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.