

# Existing and Proposed Access, Traffic and Parking

**Auke Bay Neighborhood Meeting**  
**UAS Egan Lecture Hall**  
**April 10, 2019**



## *Goals for tonight*

This meeting will be considered a success if...

- You leave feeling informed about the current and proposed access, traffic and parking regulations in Auke Bay.
- You learn how the proposed regulations may impact access, traffic and parking.
- You leave feeling like your input matters and were given an opportunity to participate.

## *Upcoming Meetings*

<b>May 8<sup>th</sup></b>	<b>Setbacks / Buffers / Vegetative Cover</b>	<b>UAS Rec Center Rm 106</b>
May 29 <sup>th</sup>	Building Design Standards / Site Features / Screening	UAS Rec Center Rm 106
June 19 <sup>th</sup>	Using the Bonuses	UAS Rec Center Rm 106

Questions about the meeting tonight?

# *Existing Access*

## DOT Roads

Principle Arterials: These roads provide mobility so traffic can move from one place to another quickly and safely.

Collectors: These roads link arterials and local roads and perform some duties of each.

## CBJ Roads

Local Roads: Any road that is not an arterial or collector. These roads are typically found within neighborhoods.

# Existing Access

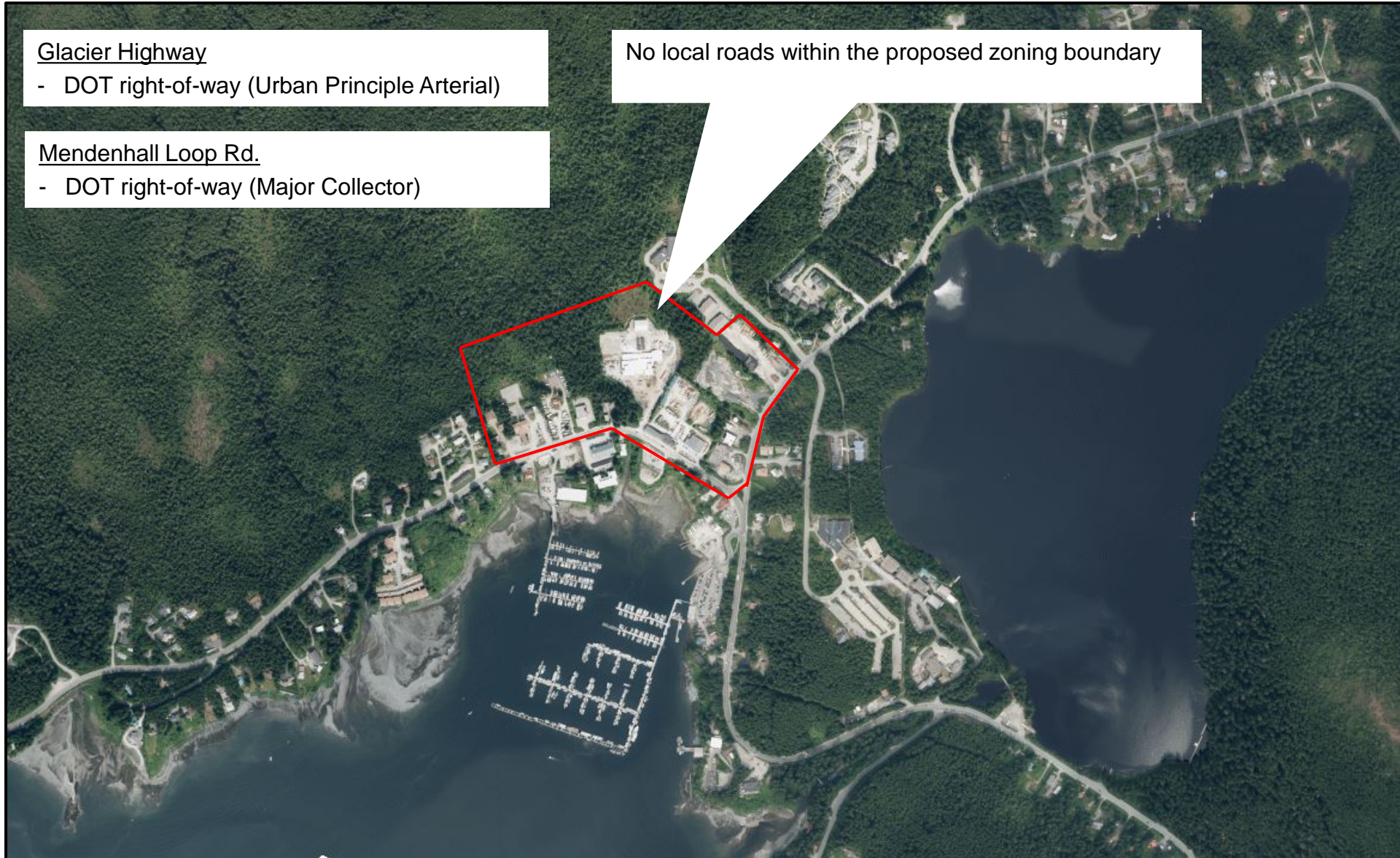
## Glacier Highway

- DOT right-of-way (Urban Principle Arterial)

## Mendenhall Loop Rd.

- DOT right-of-way (Major Collector)

No local roads within the proposed zoning boundary





Local Road

Local Roads  
(not shown)

Collector Road

Collector Road

Alt Routes  
(Impractical)

## Auke Bay Subdivision Conceptual access road layout

- 60 ft wide ROW
- 100 ft deep lots



# Proposed Access

## Auke Bay Area Plan: Appendix B Capital Improvement List

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Streets	Timeline
DOT/PF monitoring for traffic into and out of CBJ Statter Harbor/De Harts.	Mid Term
Construct a vehicle access to Auke Bay Elementary from Mendenhall Loop Road. (600 ft)	Short Term
Connect Glacier Highway to Mendenhall Loop Road via Pederson Hill (east of Auke Lake). (1.6 miles)	Long Term
Auke Bay By-pass. (Auke Bay Corridor Plan 2003)	Long Term
Purchase ROW along conceptual Auke Bay By-pass routes such as the connection between Back Loop Road and the Auke Bay Ferry Terminal, and further east to the Goat Hill connection.	Long Term



# Proposed Access

## Auke Bay Area Plan: Appendix B Capital Improvement List

Grid Streets	
Grid Street running North/South at the Elementary school. (600 feet)	Mid Term
Grid Street running North/South from the Elementary to the Joint Use Facility. (1,000 feet total)	Mid Term
Middle Grid Street running North/South. (south segment 600 feet)	Mid Term
Middle Grid Street running North/South. (north segment 600 feet)	Mid Term
Eastern Grid Street running North/South. (south segment 600 feet)	Mid Term
Eastern Grid Street running North/South. (north segment 600 feet)	Mid Term
East/West Grid Street. (Back Loop to elementary) (1000 feet)	Short Term
Mid Hill East/West Grid Street. (elementary to middle) (600 feet)	Mid Term
Mid Hill East/West Grid Street. (middle to eastern) (600 feet)	Mid Term
High hill East/West Grid Street. (Joint Use Facility to middle) (600 feet)	Mid Term
High Hill East/West Grid Street. (middle to eastern) (600 feet)	Mid Term

# CBJ Land Use Code Access Requirements

## CBJ 49.35.120

- (a) *The developer must install all of the required improvements within the boundaries of the development, and may be required to make improvements beyond the development boundaries in order for all of the improvement to function properly. **In addition, improvements must be designed and constructed to provide for future expansion to adjoining lands.***

## CBJ 49.35.130

- (b) *The director of engineering and public works **may prescribe different or additional standards if unusual or unforeseen conditions exist** in a particular development, and the alternative meets or exceeds the intent of the original standard.*

# CBJ Land Use Code Access Requirements

## CBJ 49.35.210

(a) *Subdivision street systems shall be designed for the most advantageous development of the entire neighborhood area and shall meet the following criteria:*

(1) *The street system shall provide for **connecting streets into adjoining unsubdivided lands.***

(2) *Subdivision street systems shall be designed to **maximize the number of connecting streets in a given area in order to reduce the volume of traffic and traffic delays on major streets** (arterials and major collectors), to minimize bypass and through trips on residential streets, and to **increase the number of local street connections facilitating safer bicycle and pedestrian travel.***

(3) ***Traffic calming** should be taken into account in street layout and design.*



# Average Daily Trips

Use	Average Daily Trips (ADT)
Single family home w/ apt.	16 ADT per day
Low Rise Apartment building	7 ADT per day
Townhouse/Condo	6 ADT per day
Assisted Living Facility	3 ADT per day per occupied bed
Hotel	8.92 ADT per day per occupied room
Day Care Center	35 ADT per day during peak hours
Office Building	3.32 ADT per day per employee
Convenience Store	31 ADT per hour per 1,000 sq. ft. at peak hours
Hair Salon	5 ADT at peak Saturday hours
Drinking Place	11 ADT per 1,000 sq. ft. at peak hours
High-turn over sit down restaurant	10 ADT per 1,000 sq. ft. at peak weekday hours / 14 ADT at peak weekend hours

# CBJ Land Use Code Access Requirements

Avg. Daily Trips (ADT)	Traffic Impact Analysis Required	Sidewalks	Travel Way Width	Street Lights	ROW Width	Pavement Required	Publicly Maintained
≥ 500	Yes	Both sides	26 ft.	At all intersections	60 ft. Public ROW <sup>ii</sup>	Yes	Yes
212 to 499	Maybe	One side	24 ft.	At all intersections	60 ft. Public ROW <sup>ii</sup>	Yes	Yes
0 to 211	No	Not required	22 ft.	At intersection of subdivision streets and external street system	60 ft. Public ROW <sup>ii</sup>	Yes	Yes

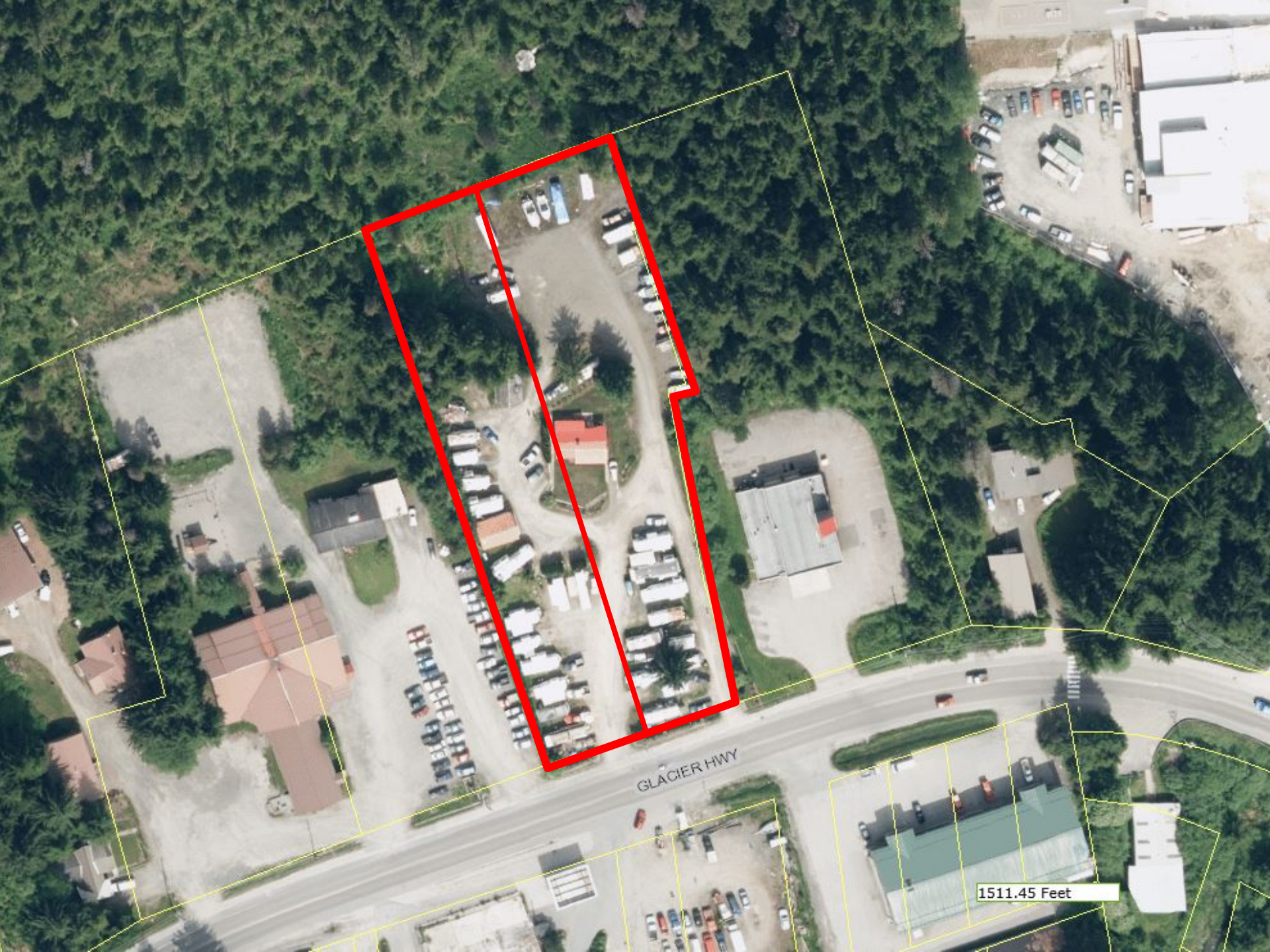
# ***Proposed Bonus for Platting New Local Roads***

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 Overlay District, as defined by this title, in order to facilitate growth and improve circulation.

Number of public rights of way platted	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

Ad Hoc Committee will discuss adjusting points based on square footage a land owner is willing to dedicate.





GLACIER HWY

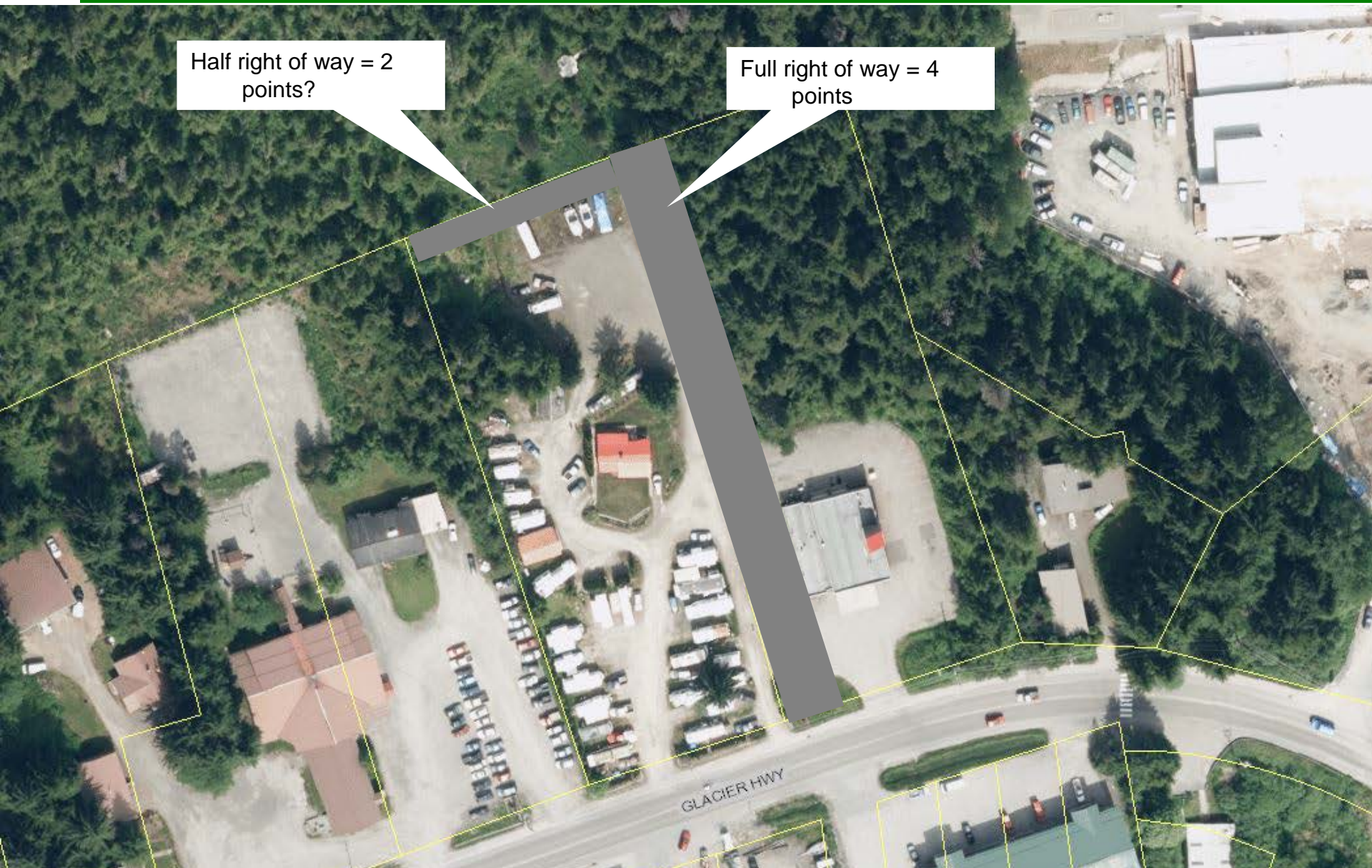
1511.45 Feet



# ***Proposed Bonus for Platting New Local Roads***

Half right of way = 2  
points?

Full right of way = 4  
points



# Using the Platting Bonus

Example: A developer subdivides her lot and plats two new local roads. This will earn her 8 bonus points.

## **8 Bonus Points =**

- 40% increase in density (30 units per acre to 42 units)

**OR**

- A height increase from 35'/25' to 45'/35'

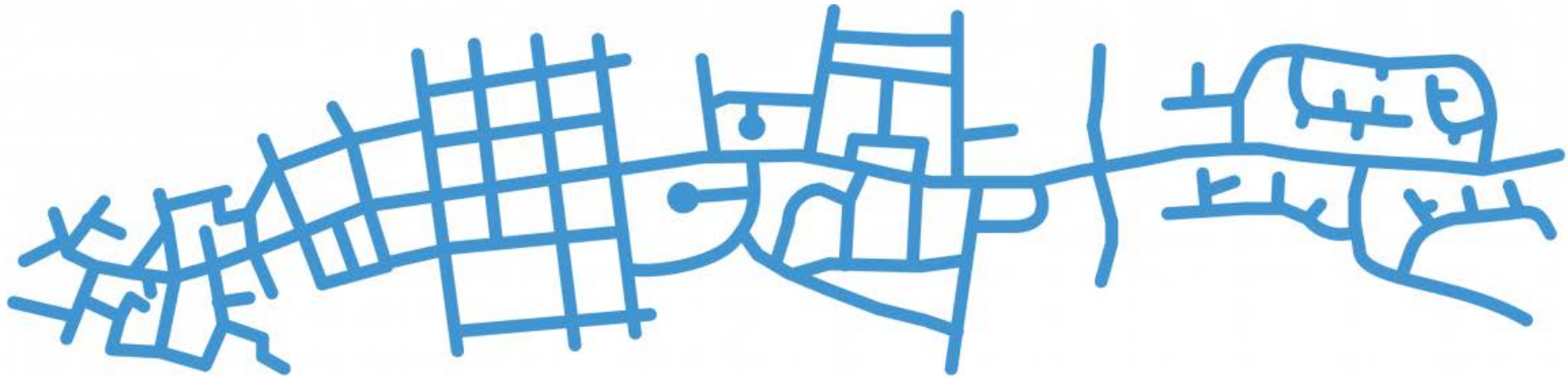
**OR**

- 25% reduction in the parking requirement



# *What are the benefits of connected, local roads?*

- Branched roads lead to fragmented and dispersed land uses.
- Branched roads are not multi-modal friendly; they are designed for cars.
- Interconnected roads ( if designed well) encourage walking, reduce the number and length of automobile trips, and conserve energy.
- Interconnected roads are designed for people.
- They create links between neighborhoods.



Questions about access?

# 2017 Traffic Counts

Since 2017:

Auke Bay Station Condos – 349 ADT

The Jetty Condos – 186 ADT

Forbidden Peak – 159 ADT

**Total of 694 estimated vehicle trips  
per day**



# DOT Traffic Projections

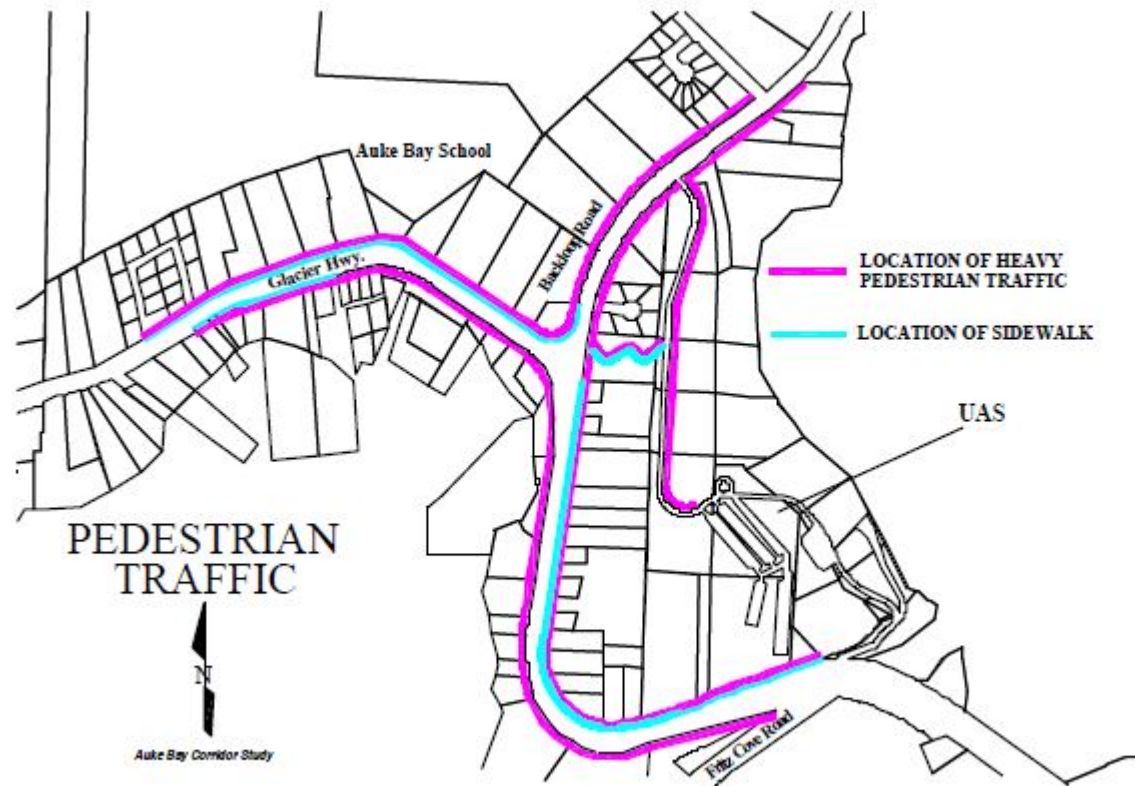
Year	ADT Element	→ Between →	Auke Bay Terminal	Auke Nu Drive	Auke Bay Harbor Drive	Fritz Cove Road
			Auke Nu Drive	Auke Bay Harbor Road	Fritz Cove Road	Engineers Cut-Off Road
2019	Base		4,400	4,900	10,100	15,300
	Juneau Access		850	850	850	850
	Ferry		350	350	350	350
	Development		480	480	310	590
	UAS		100	100	800	800
	2019 Total AADT		6,180	6,680	12,410	17,890
2029	Base		4,800	6,100	13,000	19,800
	Juneau Access		1,000	1,000	1,000	1,000
	Ferry		350	350	350	350
	Development		590	590	560	1,060
	UAS		100	100	800	800
	2029 Total AADT		6,840	8,140	15,710	23,010



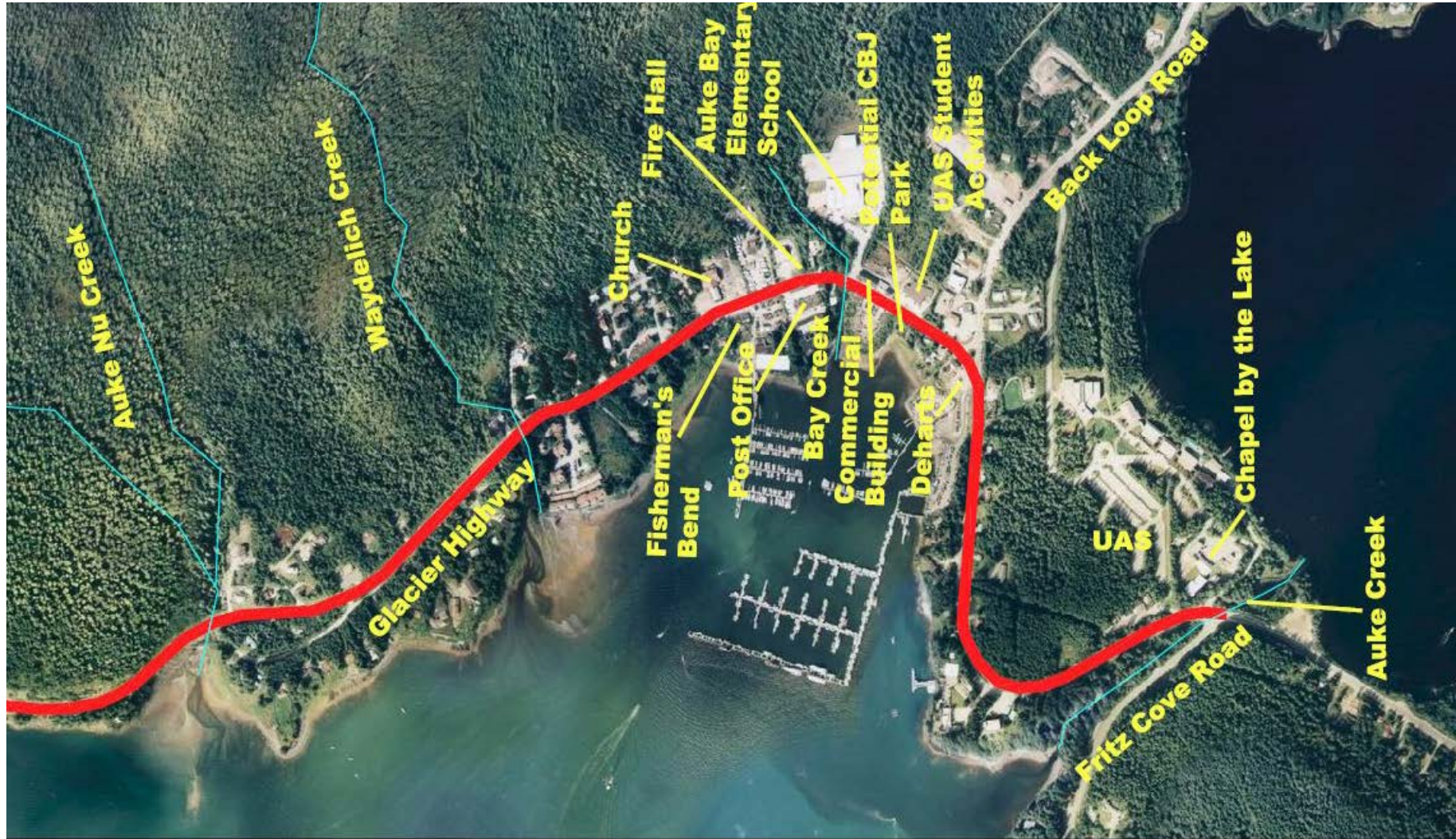
# *Glacier Highway Improvements*

- 6' sidewalks on both sides of Glacier Highway
- 8' shoulders on both sides of Glacier Highway
- Center turn lane from Back Loop Road to Seaview Avenue
- Left turn lane at Auke Bay Lab
- Improved lighting
- Intersection improvements at Fritz Cove Road and Back Loop Road

# Pedestrian Traffic (2004)



# Popular Pedestrian Locations



Questions on traffic?



# Current Parking Requirements

Use	Spaces Required
Multi-family units	1.5 per one bedroom 1.75 per two bedroom 2.25 per three or four bedrooms
Hotels	1 per every four units
Senior Housing	0.6 per unit, plus 1 guest parking for every 10 units, plus 1 parking space per employee
Banks and Offices	1 per 300 square feet of gross floor area
Restaurants	1 per 200 square feet of gross floor area
Retail Commercial	1 per 300 square feet of gross floor area
Convenience Stores	1 per 250 square feet of gross floor area

CBJ Code requires standard parking spaces be 8.5' by 17'. That is approximately **145 square feet per parking space.**

# Proposed Parking

## Auke Bay Area Plan: Appendix B Capital Improvement List

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Parking	Timeline
Additional off-street parking on city land.	Short/ Mid Term
Additional parking at Auke Lake.	Short Term
Additional parking at Spaulding Meadows trail.	Mid Term
Additional parking at Spaulding Meadows trail on a grid street.	Mid Term
On-street parking on Glacier Highway from Loop Road to Fisherman's Bend after construction of By-pass.	Long Term
Construction of Auke Bay Center parking structure.	Long Term
On-street parking on Loop Rd. from Glacier Highway to UAS.	Not a Priority

# Using Bonus for Parking Reduction

The maximum allowed parking reduction in the Auke Bay Overlay District is 30 percent of the total number of parking spaces required for all uses on a site.

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

# *Using Bonus for Parking Reduction*

Example: A 13,000 sq. ft. mixed use building with restaurant, office, light manufacturing and retail

**Existing parking requirement is 41 spaces**

Developer meets entryway design standards for one entryway – 2 points

Installs one pedestrian walkway – 3 points

Installs one bike rack with a minimum capacity of four bikes – 1 point

= 20% reduction in parking requirement / New parking requirement is **33 spaces**



# *Earning Bonus Points by Providing Public Parking*

- Sub-Committee still working on the details of proposal.
- If a property owner subdivides and is willing to set aside a lot(s) for public parking.
- Bonus points can be earned for every public parking space provided.

Questions on parking?

## *Upcoming Meetings*

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Questions on upcoming meeting  
topics?

- 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](mailto:Allison.eddins@juneau.org).

