

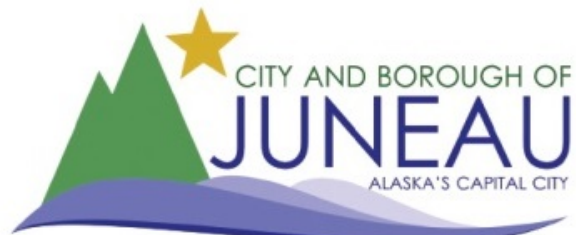
Blueprint Downtown Steering Committee Meeting

**Assembly Chambers
July 16, 2020**



BLUEPRINT DOWNTOWN

DOWNTOWN JUNEAU'S AREA PLAN



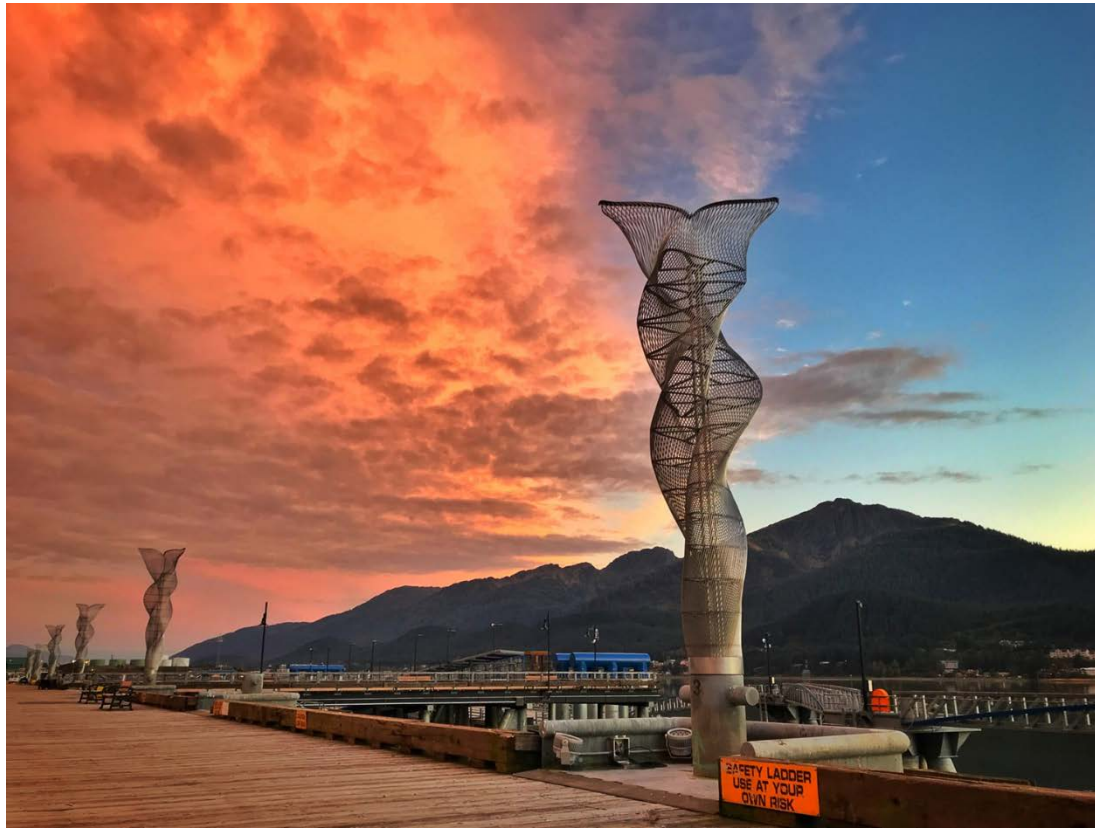
- I. Roll Call
- II. Public Participation
- III. Steering Committee Updates
- IV. Carl Uchytel, Port Director –Presentation on Docks & Harbors Plans and Projects
- V. Draft Chapter 5: Land Use, Neighborhoods & Housing
- VI. Committee Comments
- VII. Adjournment

Blueprint Downtown

Waterfront Edition

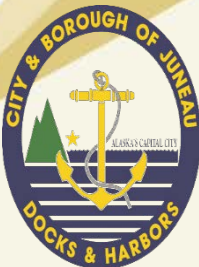
Presentation by Carl Uchytel, P.E.

Port Director



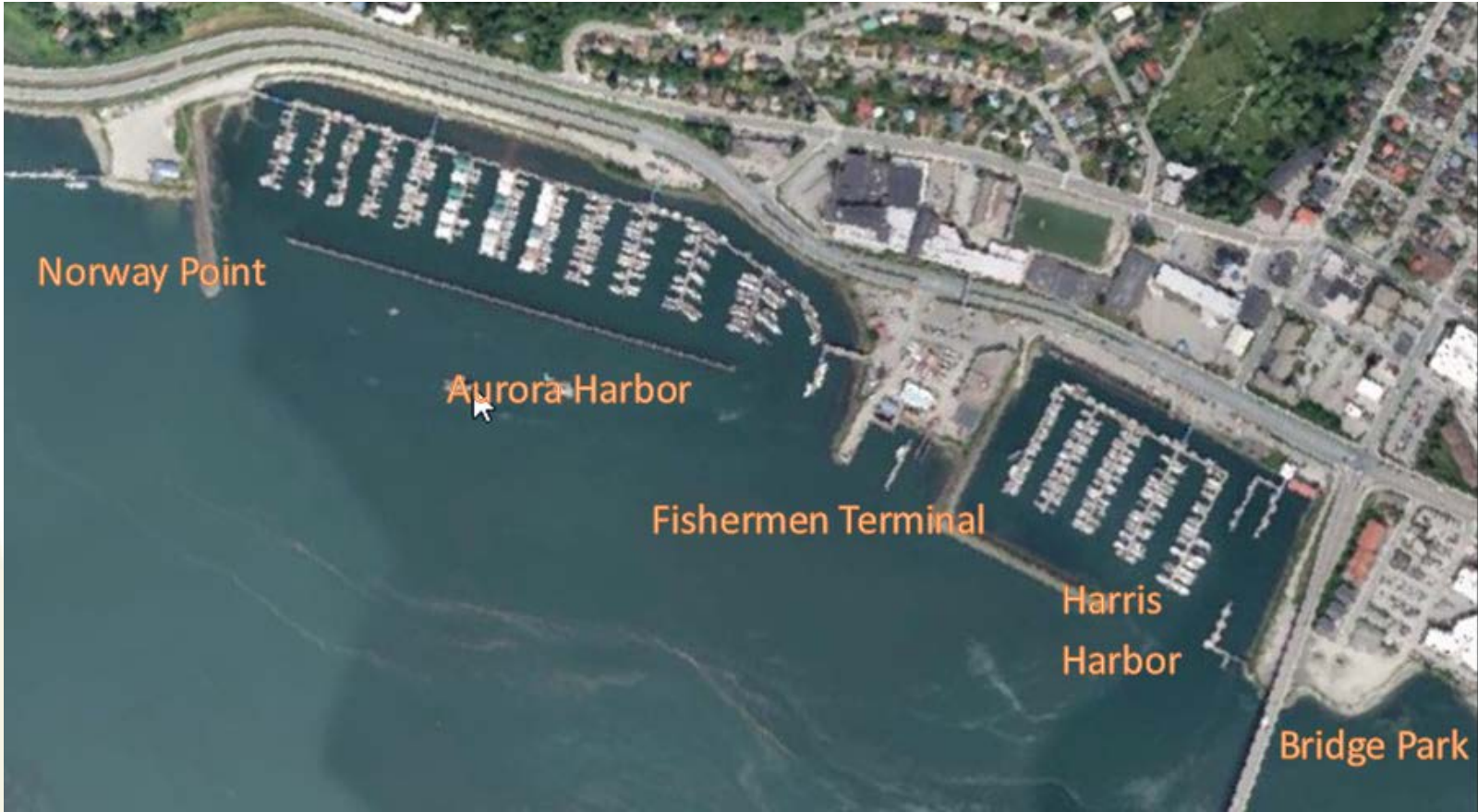
Docks & Harbors Downtown Planning Efforts

- Bridge Park to Norway Point (2017)
- Marine Park to Taku Dock (2018)
- Archipelago Construction (2019-2020)
- Small Cruise Ship Infrastructure Master Plan (2020)
- Cruise Ship Dock Electrification (2021)



LAND USE MASTER PLANNING: BRIDGE PARK TO NORWAY POINT

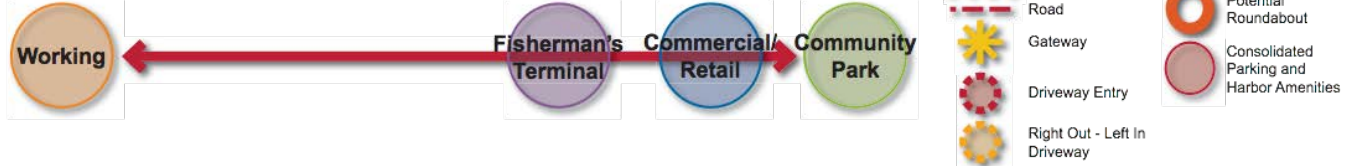






Conceptual Master Plans

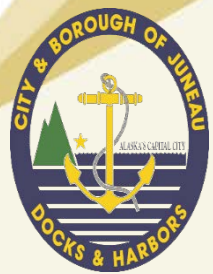




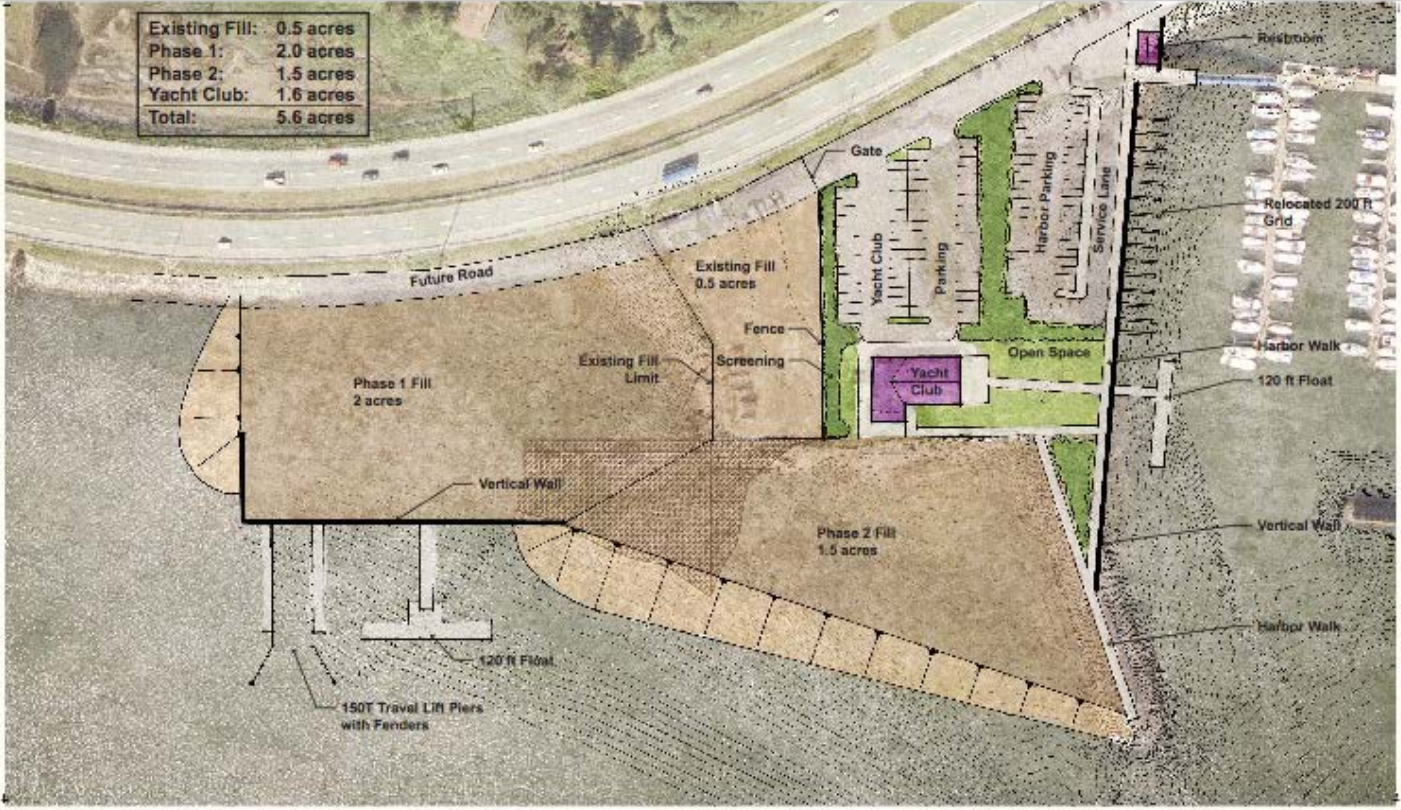
Land Use & Strategic Planning Downtown Harbors

Conceptual Master Plan - Preferred

REV: 01/19/2017



Norway Point



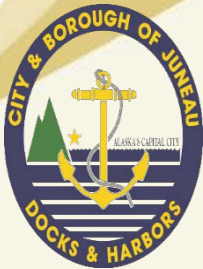
Juneau Harbors Master Plan & Feasibility
 Norway Point - Marine Service Yard - Option 1



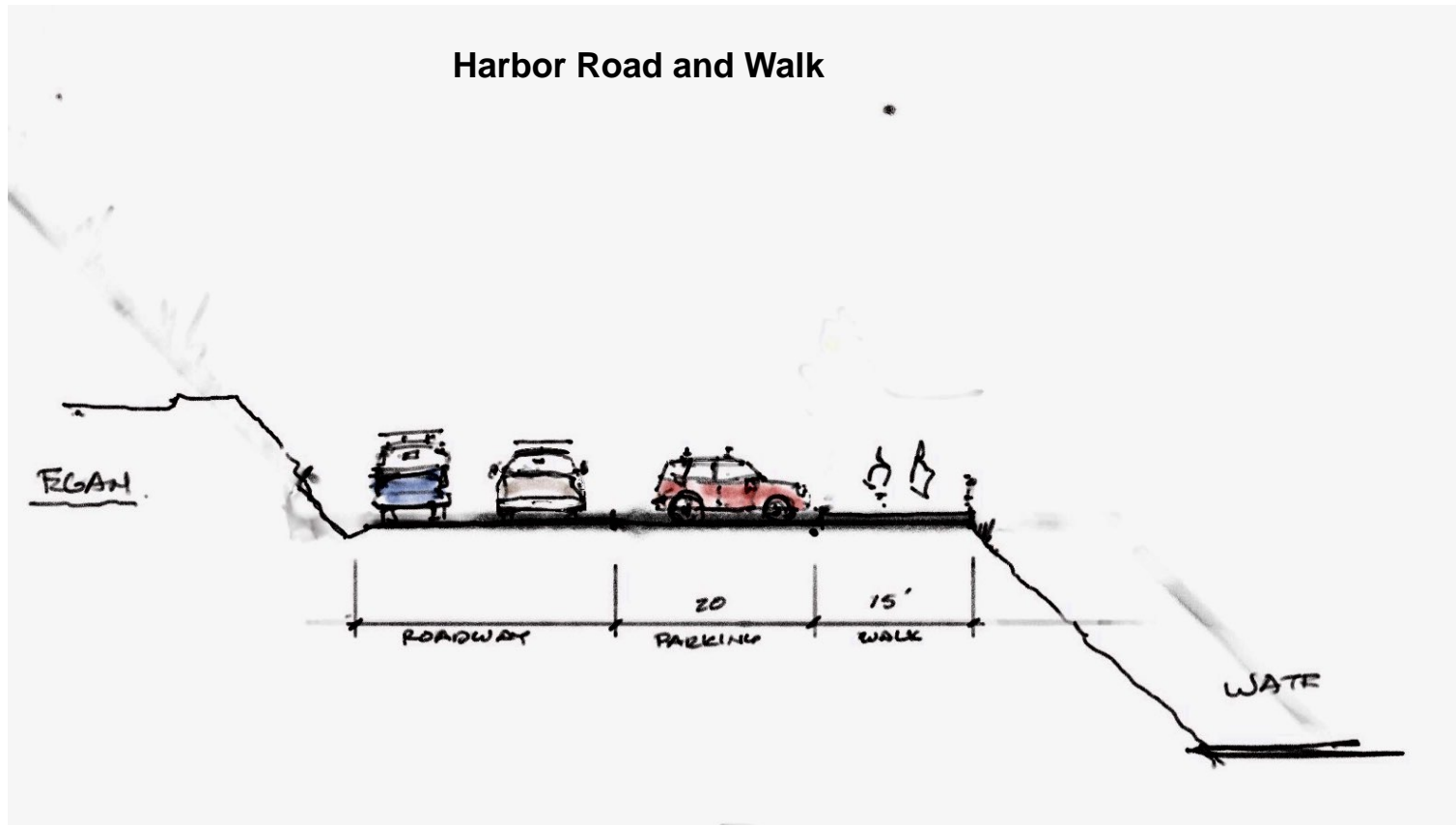
Norway Point



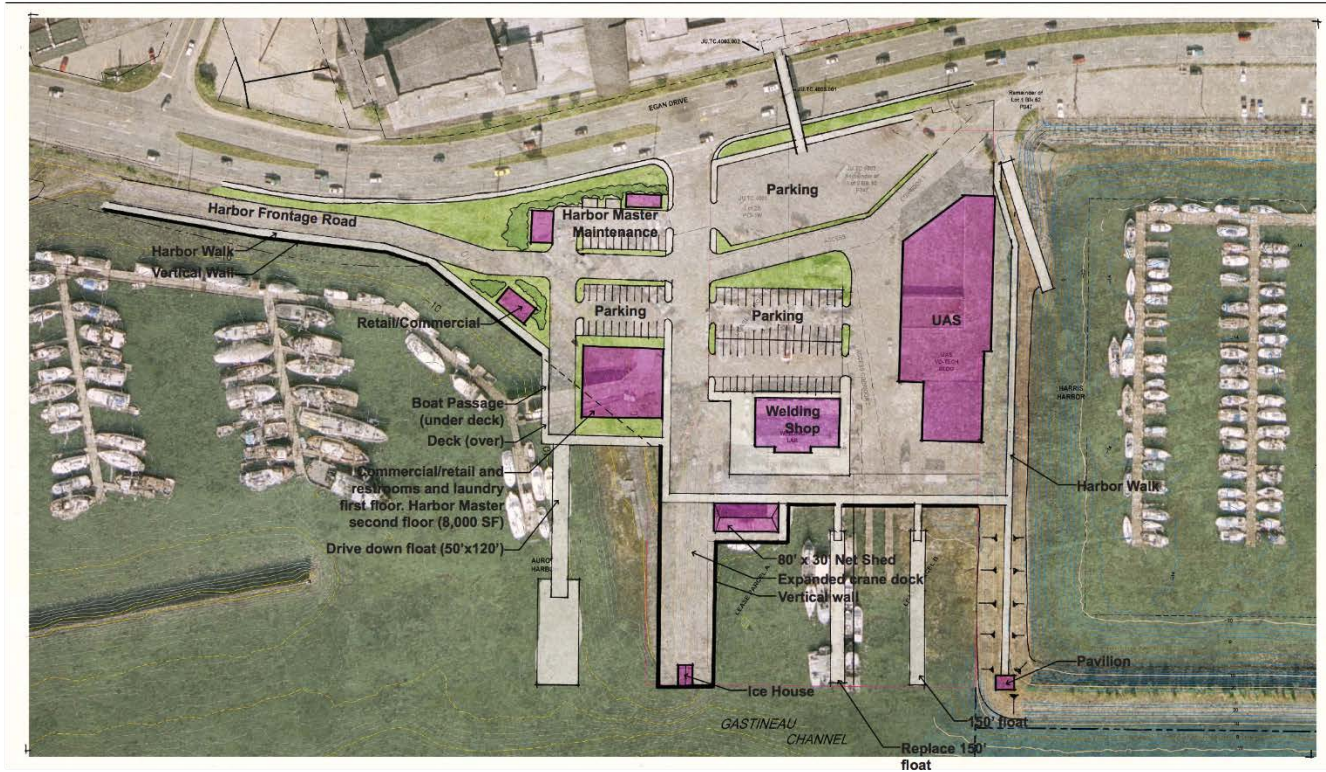
Juneau Harbors Master Plan & Feasibility
Norway Point - Marine Service Yard - Option 2



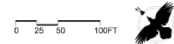
Harbor Road and Walk

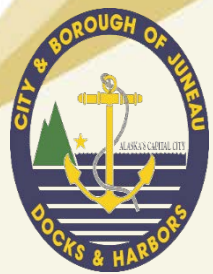
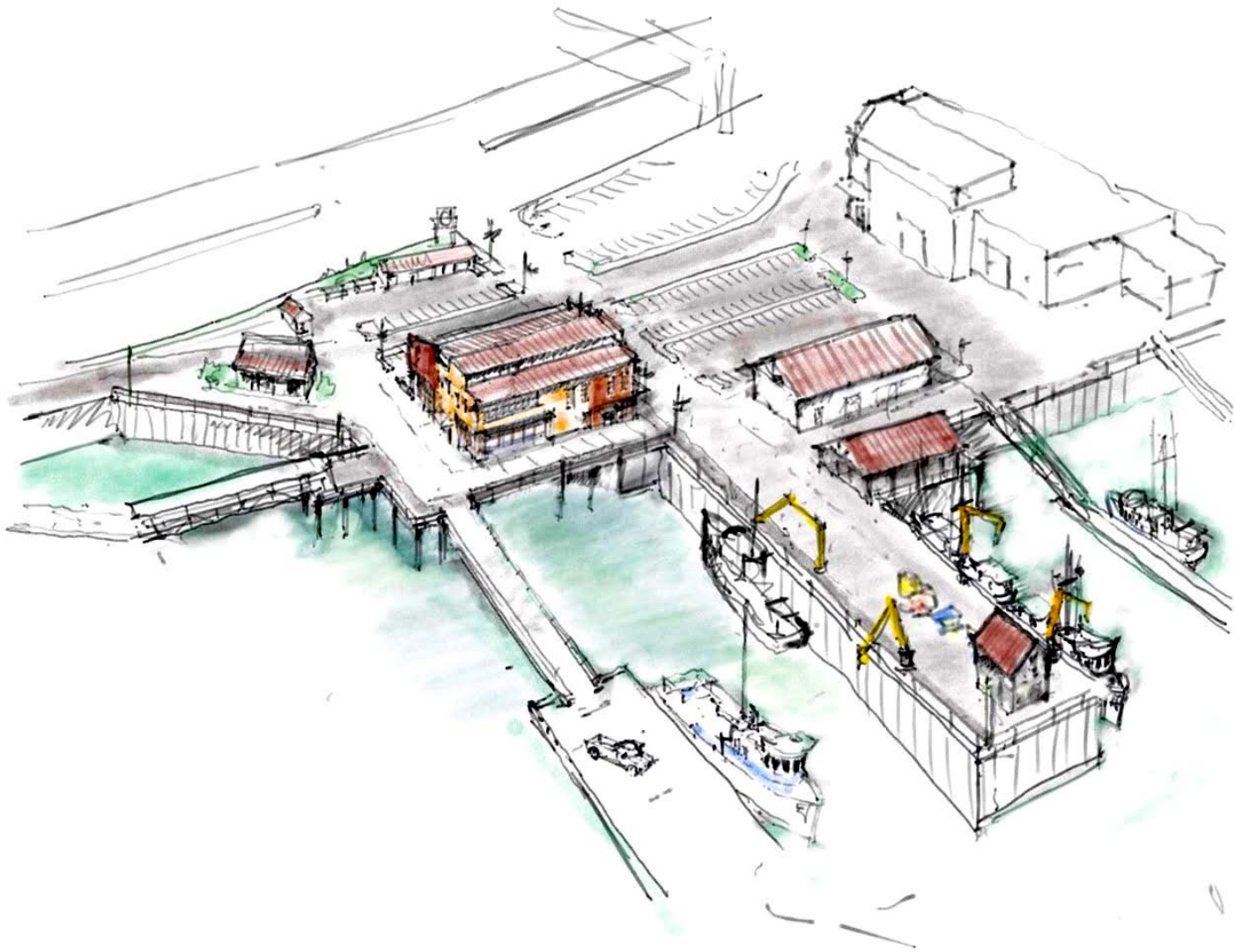


Fisherman's Terminal and UAS



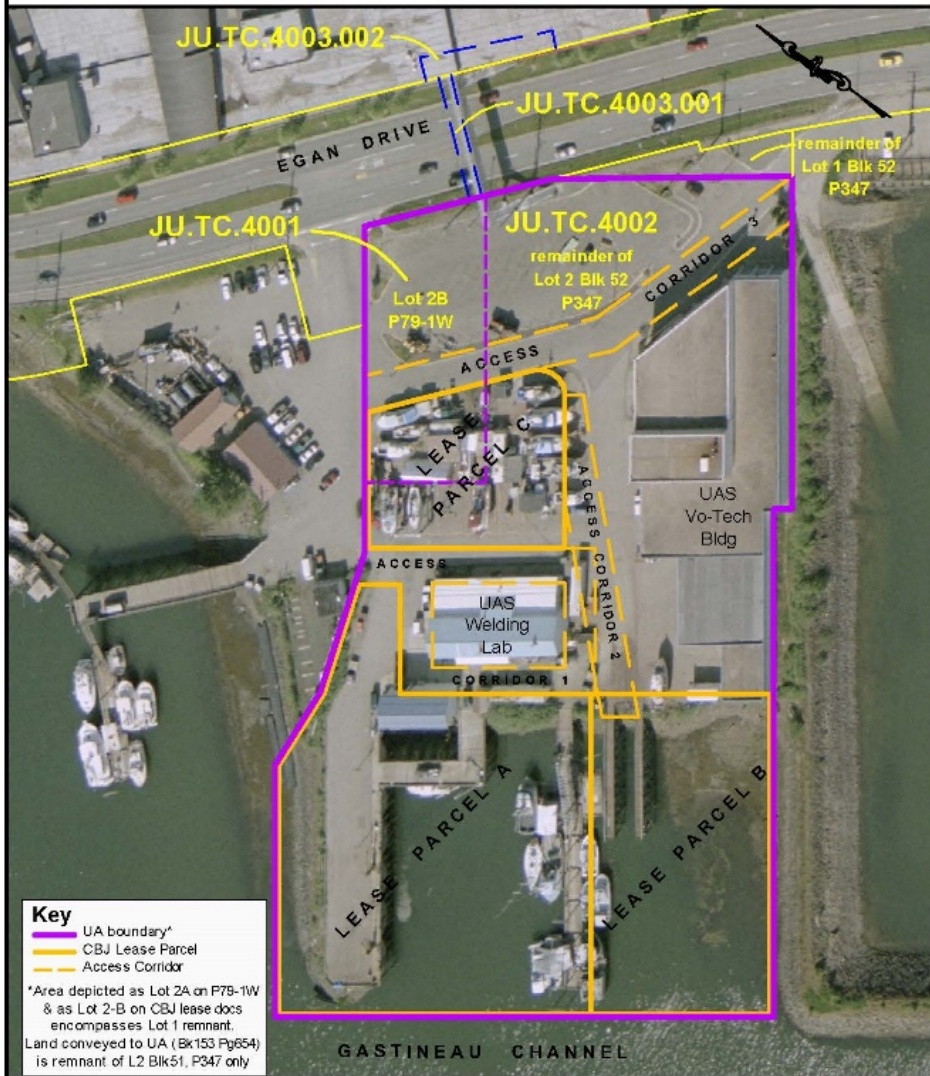
Juneau Harbors Master Plan & Feasibility
 UAS and Fisherman's Terminal





Juneau Tech Center

JU.TC.4001
JU.TC.4002



UA LAND MANAGEMENT
March 2009

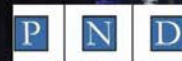


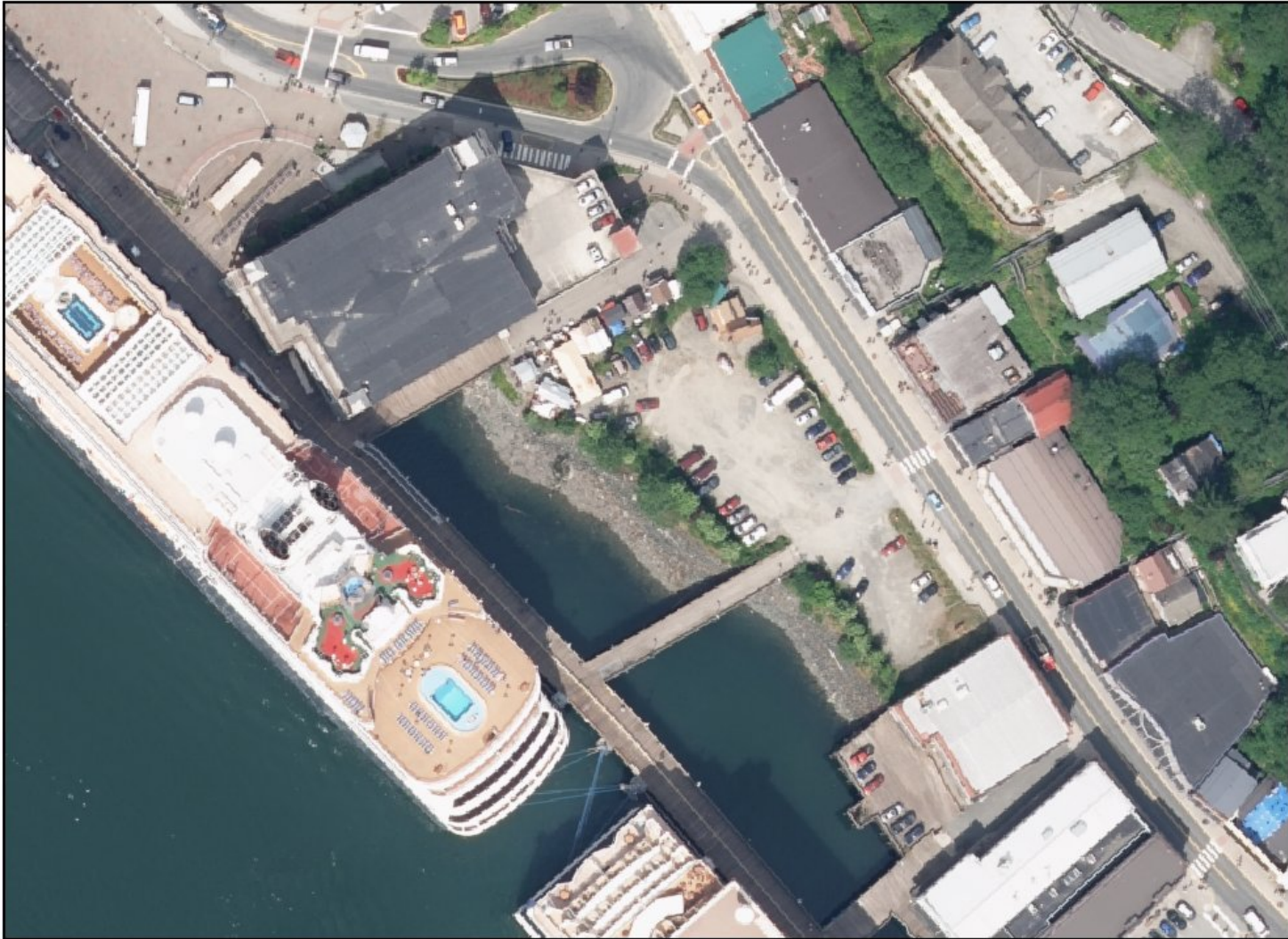
Meridian C.R.
Township 41S
Range 67E
Date of photo: 6-09-06
Source: Aero-Metric Anchorage
(Photography is unrectified; Distortions exist.)



A Plan to Accommodate

MARINE PARK TO TAKU DOCK URBAN DESIGN PLAN
Juneau, Alaska
February 2018

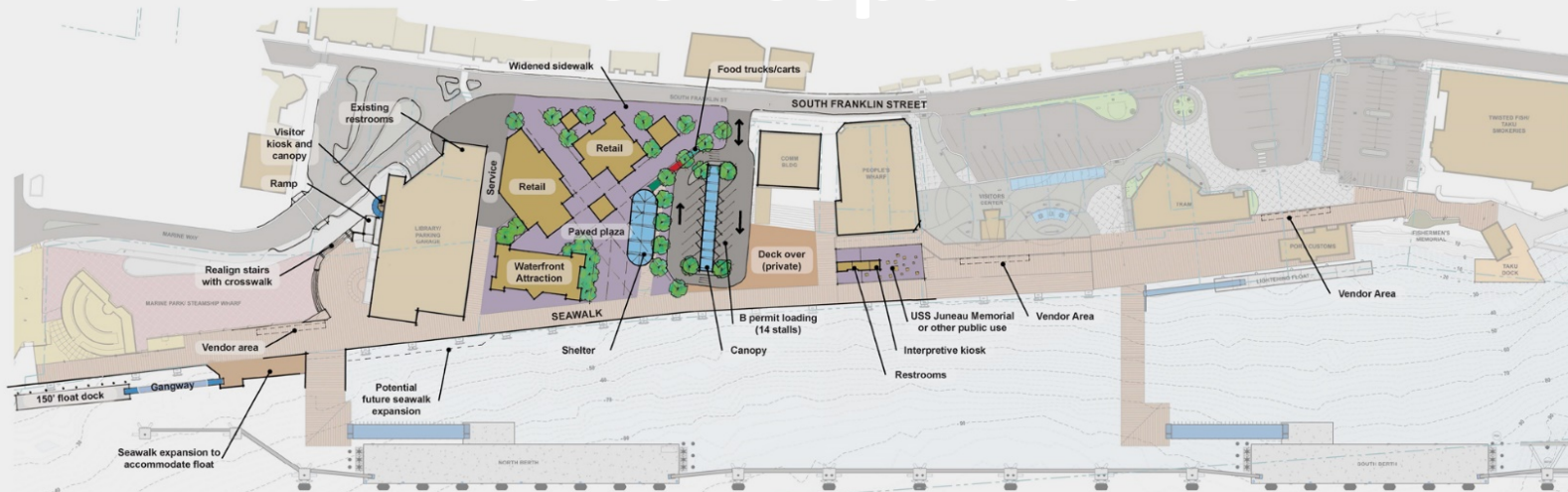




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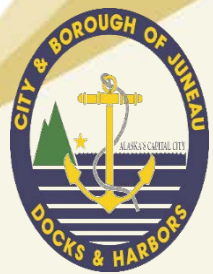
The Concept Plan



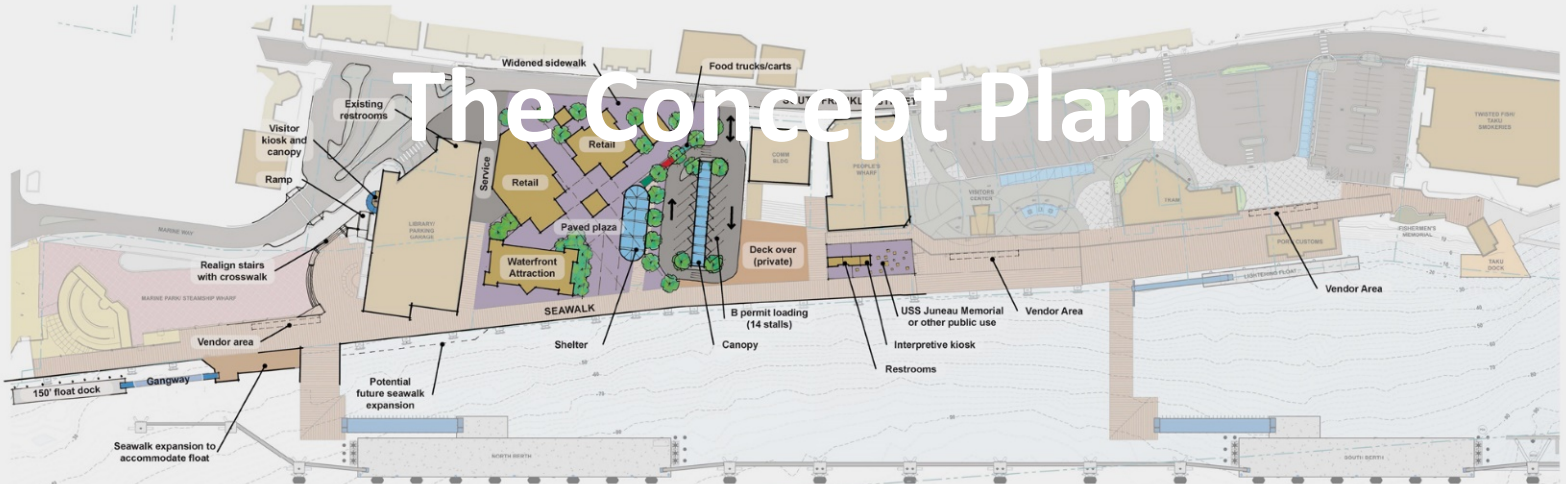
Note: Floating dock is only to be considered provided it creates no conflicts between float plane and cruise ship movement in this area.



Taku Dock to Marine Park Urban Design Plan
Preferred Master Plan - Phase II



The Concept Plan



Note: Floating dock is only to be considered provided it creates no conflicts between float plane and cruise ship movement in this area.



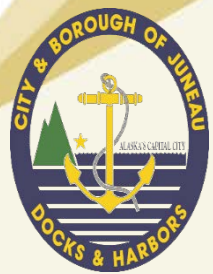
Taku Dock to Marine Park Urban Design Plan
Preferred Master Plan - Phase II



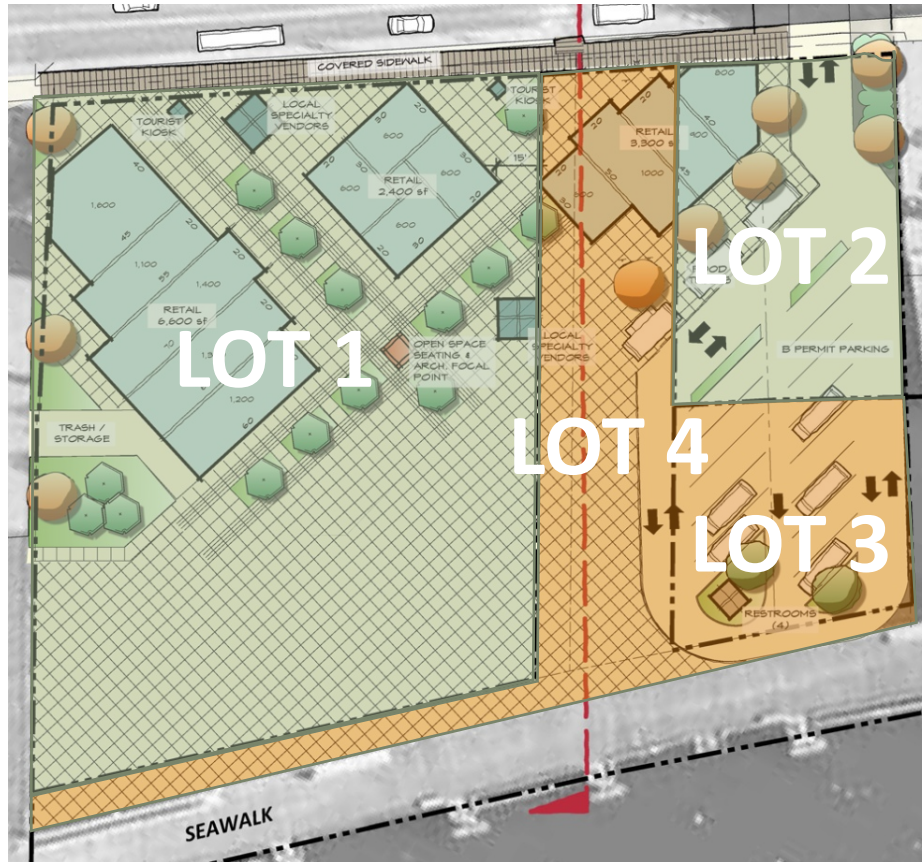
0 50 100 FT

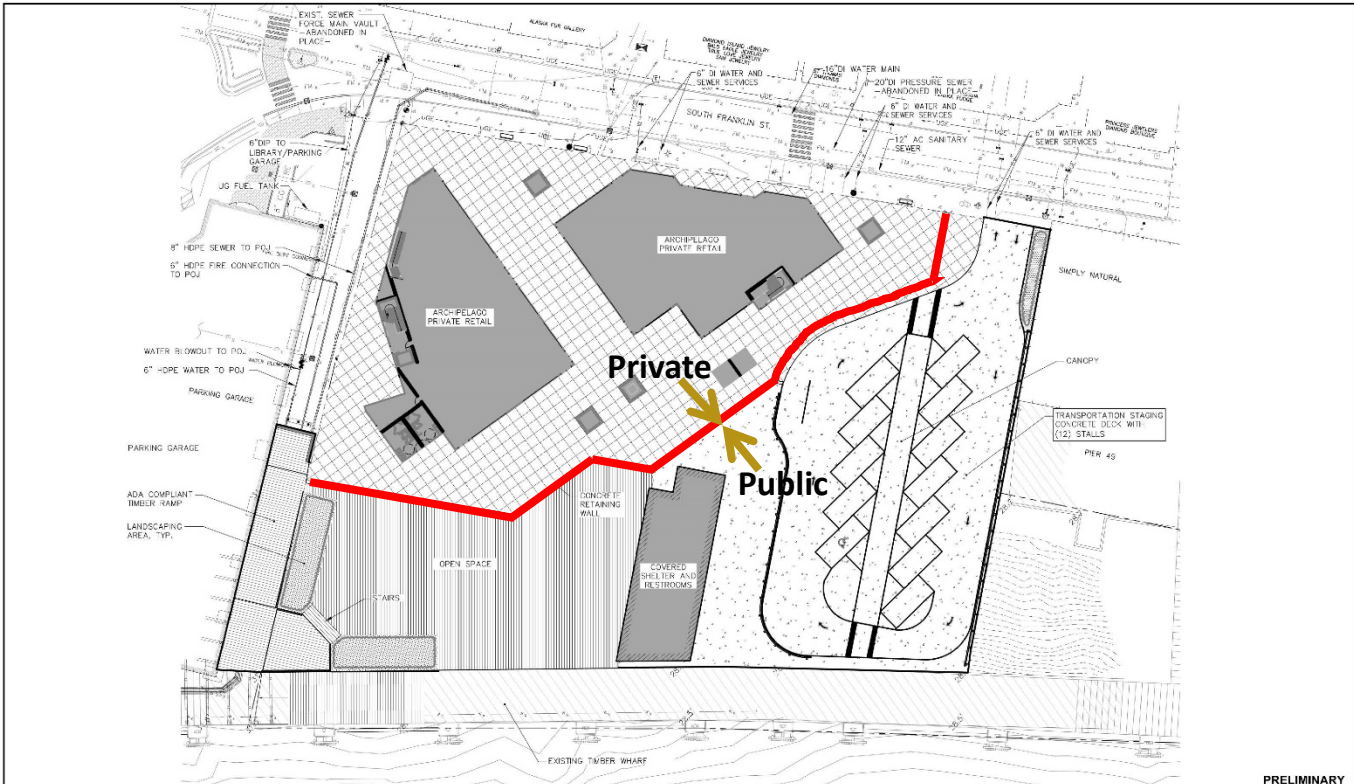
Zaandam	
Length	780 Feet
Beam	106 Feet
Decks	10
Passengers & Crew	2,160


Ovation of the Seas	
Length	1,142 Feet
Beam	136 Feet
Decks	16
Passengers & Crew	6,400




- Archipelago Properties LLC
- CBJ Docks and Harbors







REVISIONS				
REV.	DATE	DESCRIPTION	OWN.	CRK. APP.



P N D
ENGINEERS, INC.

1000 Glacier Highway, Suite 100
Juneau, Alaska 99801
Phone: 907.585.2015
Fax: 907.586.2009
www.pndengineers.com

DESIGN: PND CHECKED: OIS SCALE: SCALE IN FEET
DRAWN: PND APPROVED: OIS 0 25 40 FT.

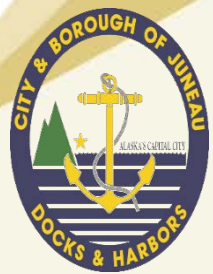
PRELIMINARY

**DOWNTOWN WATERFRONT IMPROVEMENTS
CITY AND BOROUGH OF JUNEAU**

SHEET TITLE:
**COMBINED PUBLIC AND PRIVATE
DEVELOPMENT PLAN**

DATE: AUG. 06, 2018 PND PROJECT #: 182045.02 DWG

1
1 OF 2



Rendering by Archipelago, LLC



Public Improvements



Downtown Waterfront Improvements Concept Plan

REV: 07/11/2018







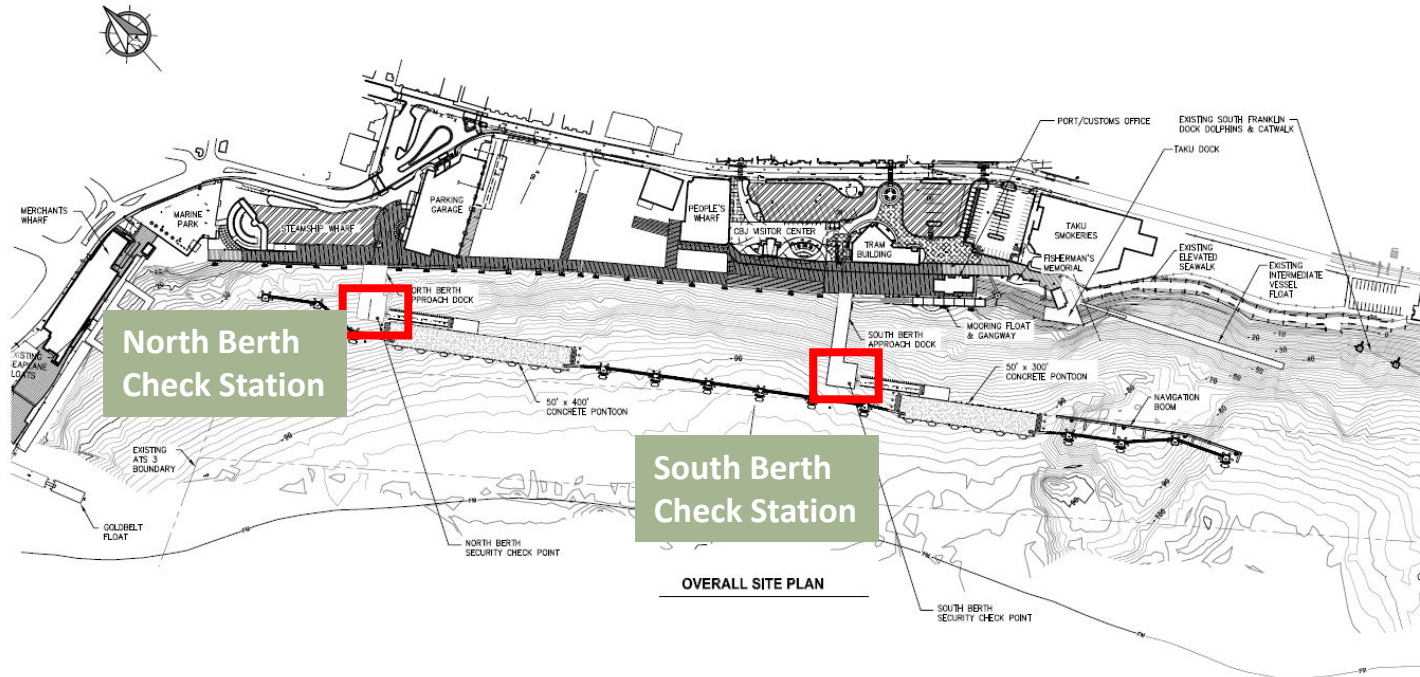








Cruise Ship Berths Security Check Stations



North Berth
Check Station

South Berth
Check Station

OVERALL SITE PLAN



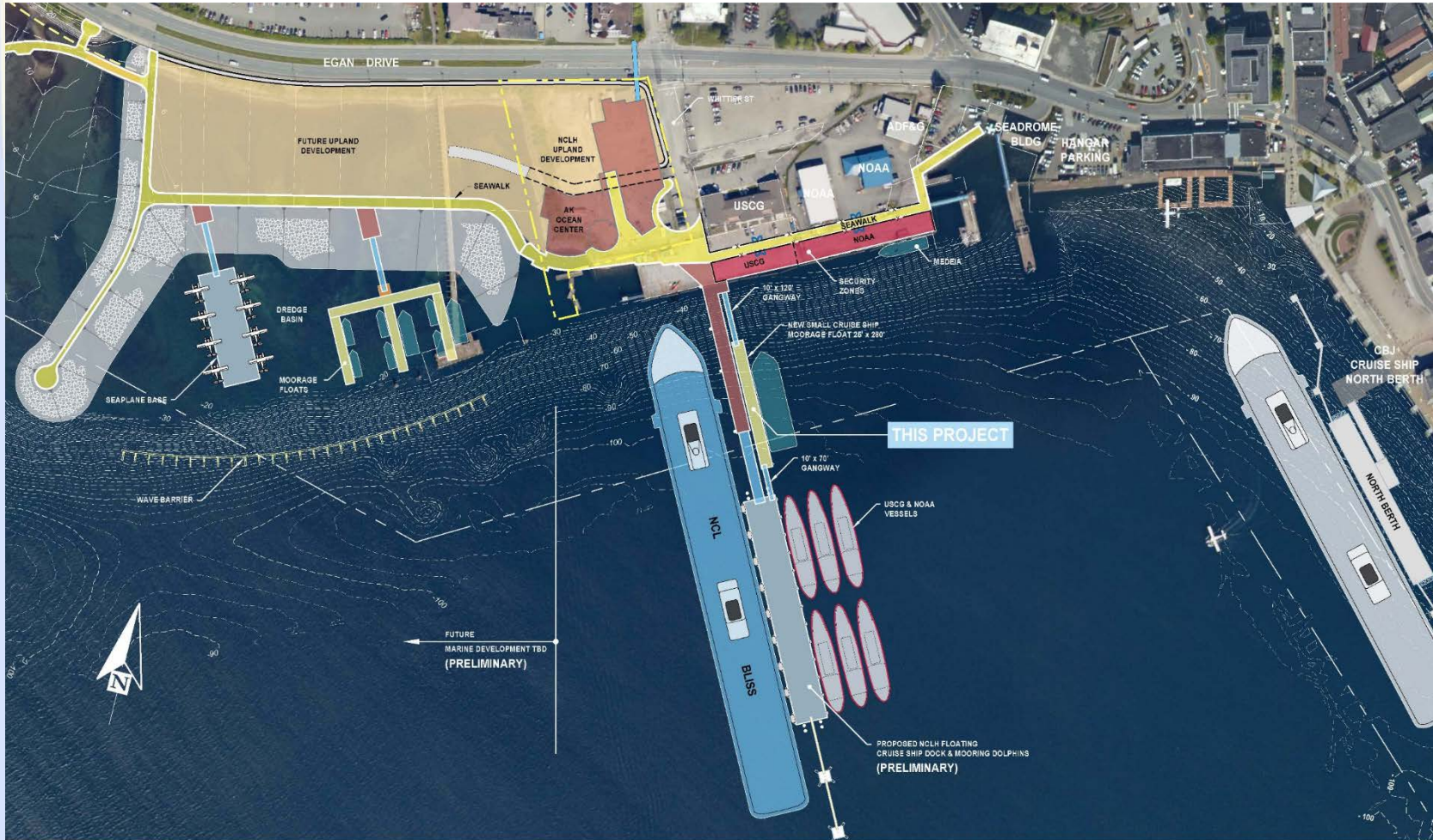
Cruise Ship Berths Security Check Stations



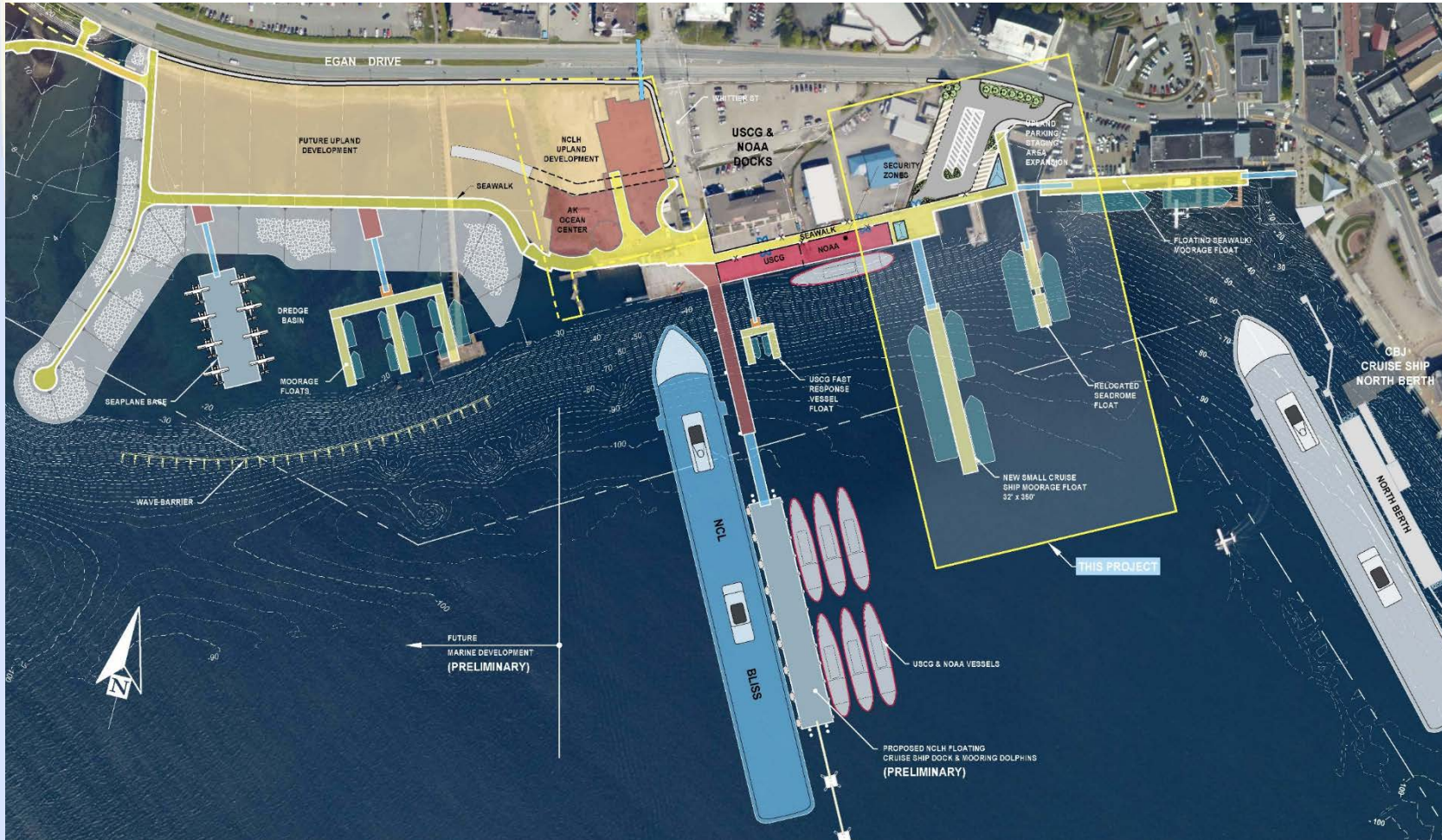
Small Cruise Ship Infrastructure Master Planning



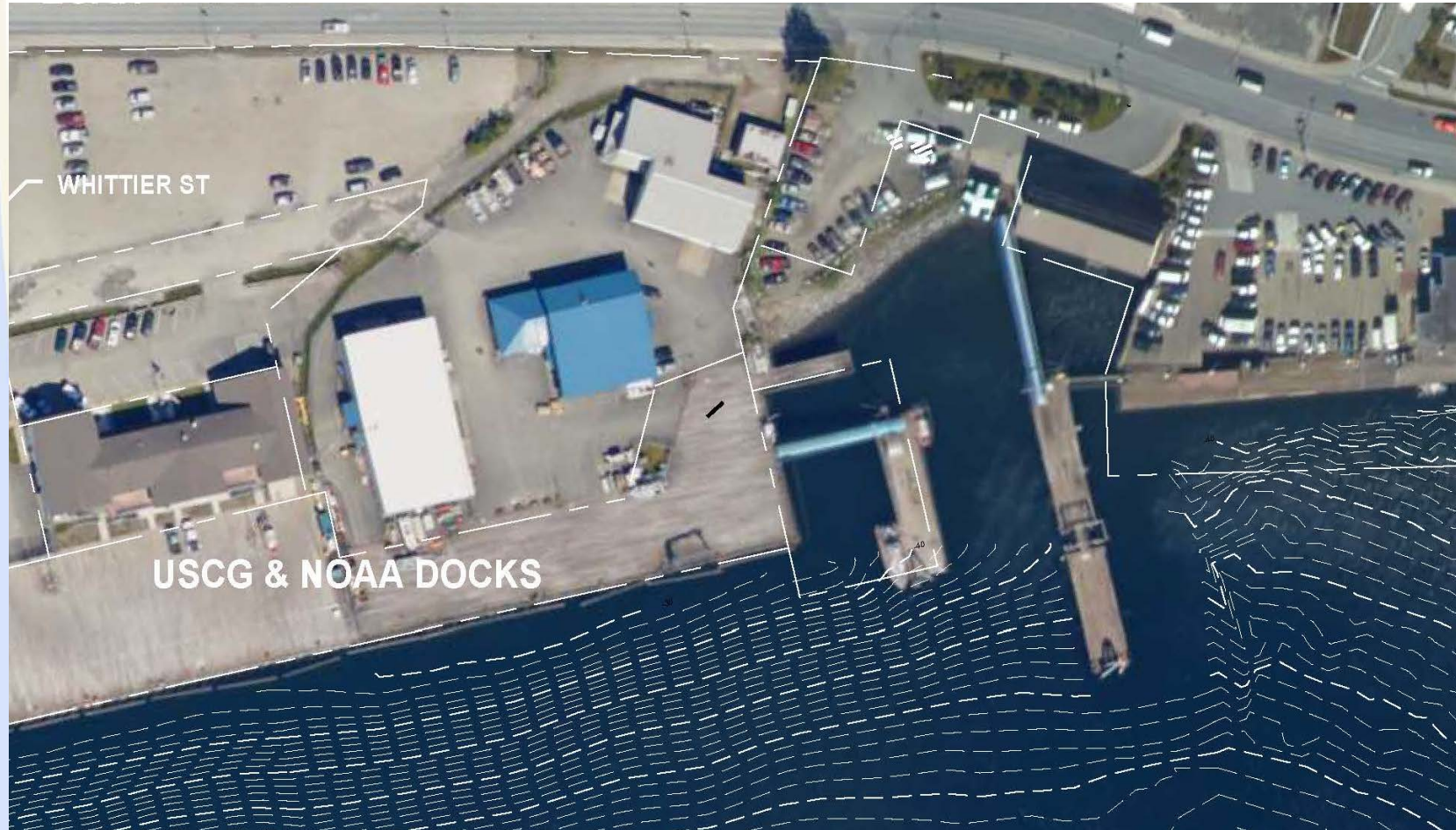
NCLH / USCG Support



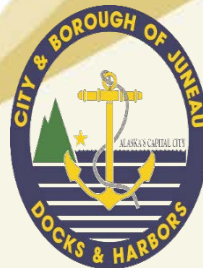
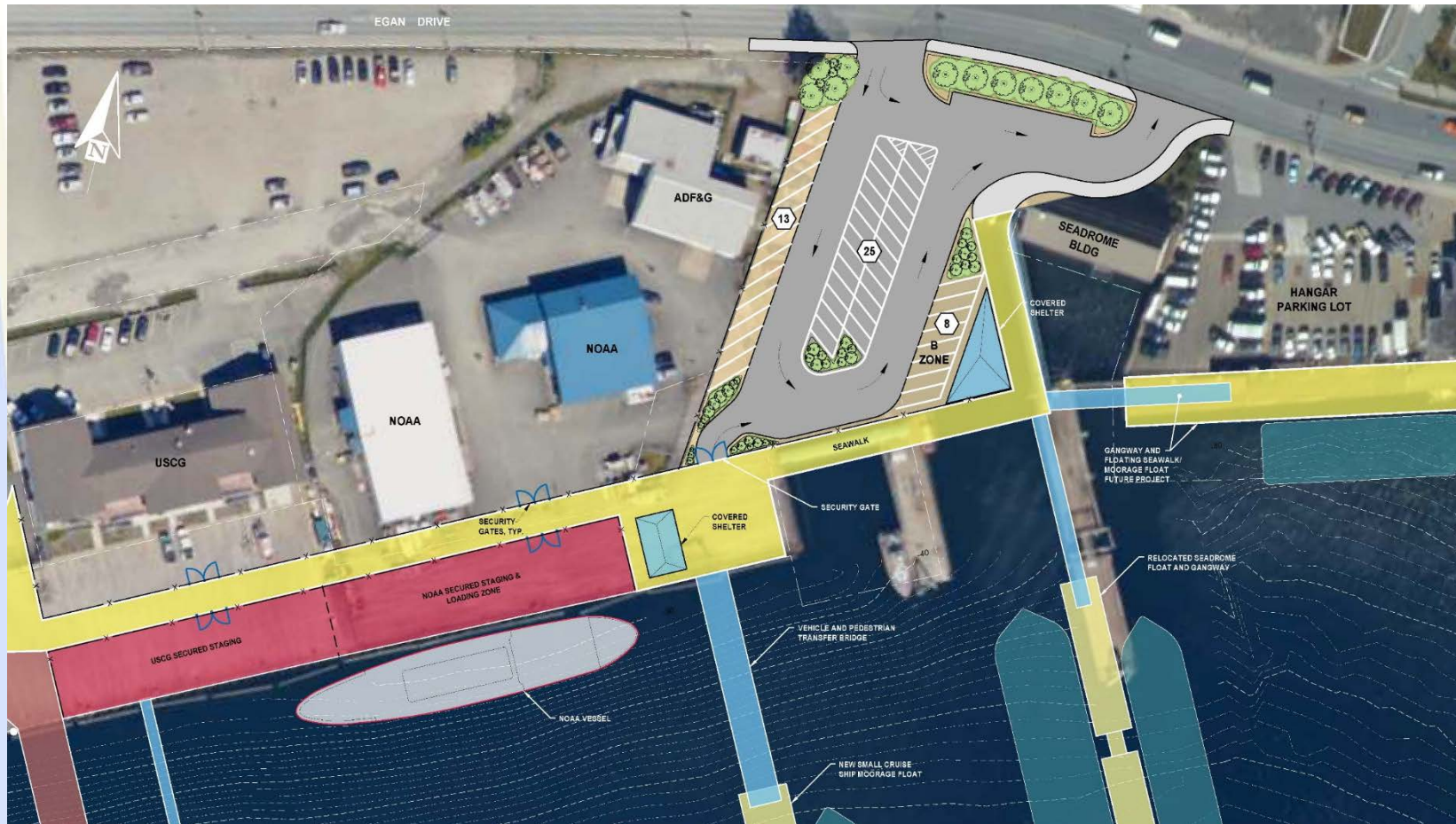
NOAA / Seadrome (Prelim. Preferred Plan)



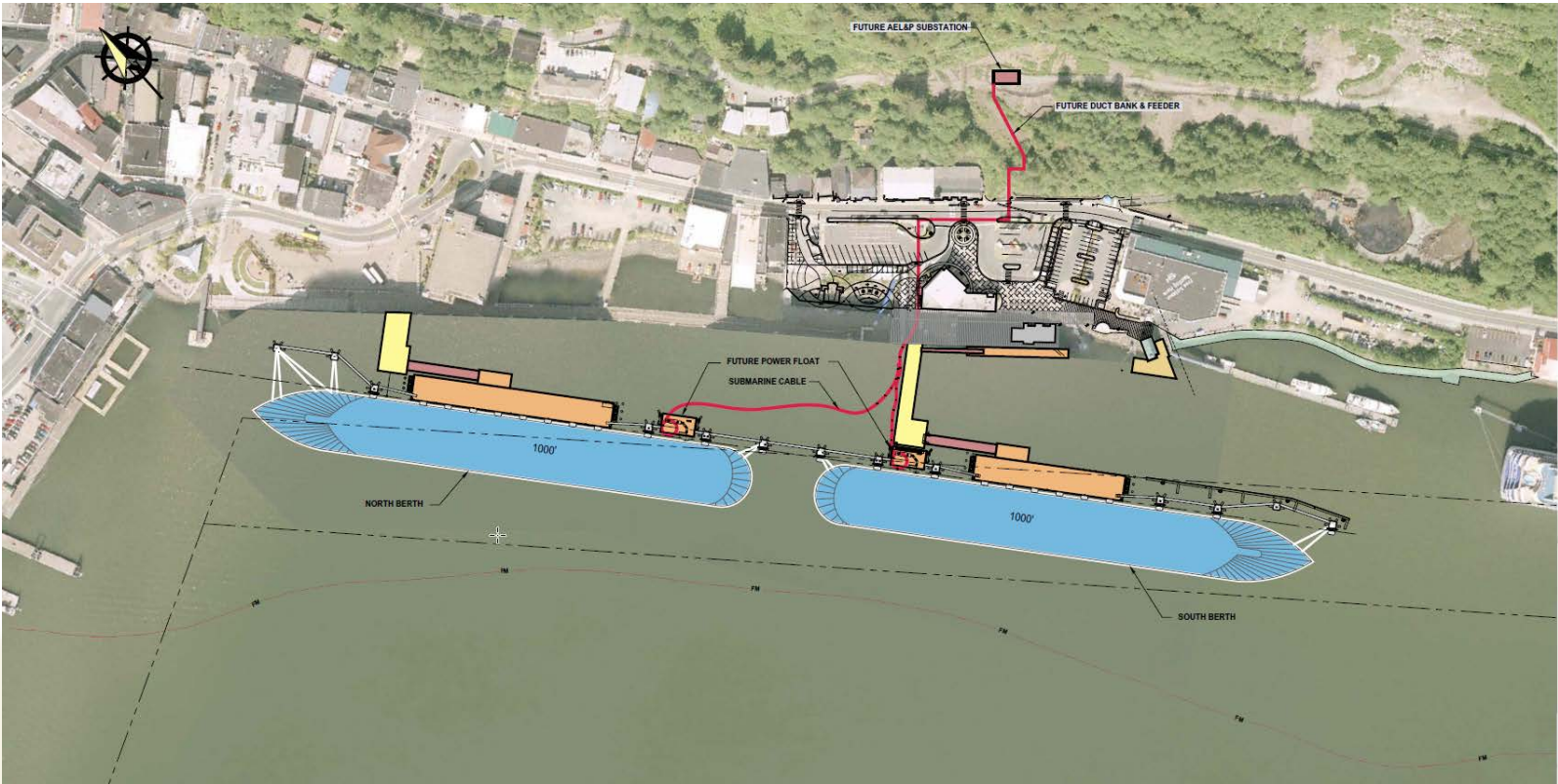
NOAA / Seadrome Existing Uplands



NOAA / Seadrome Developed Uplands



Cruise Ship Dock Electrification





QUESTIONS?

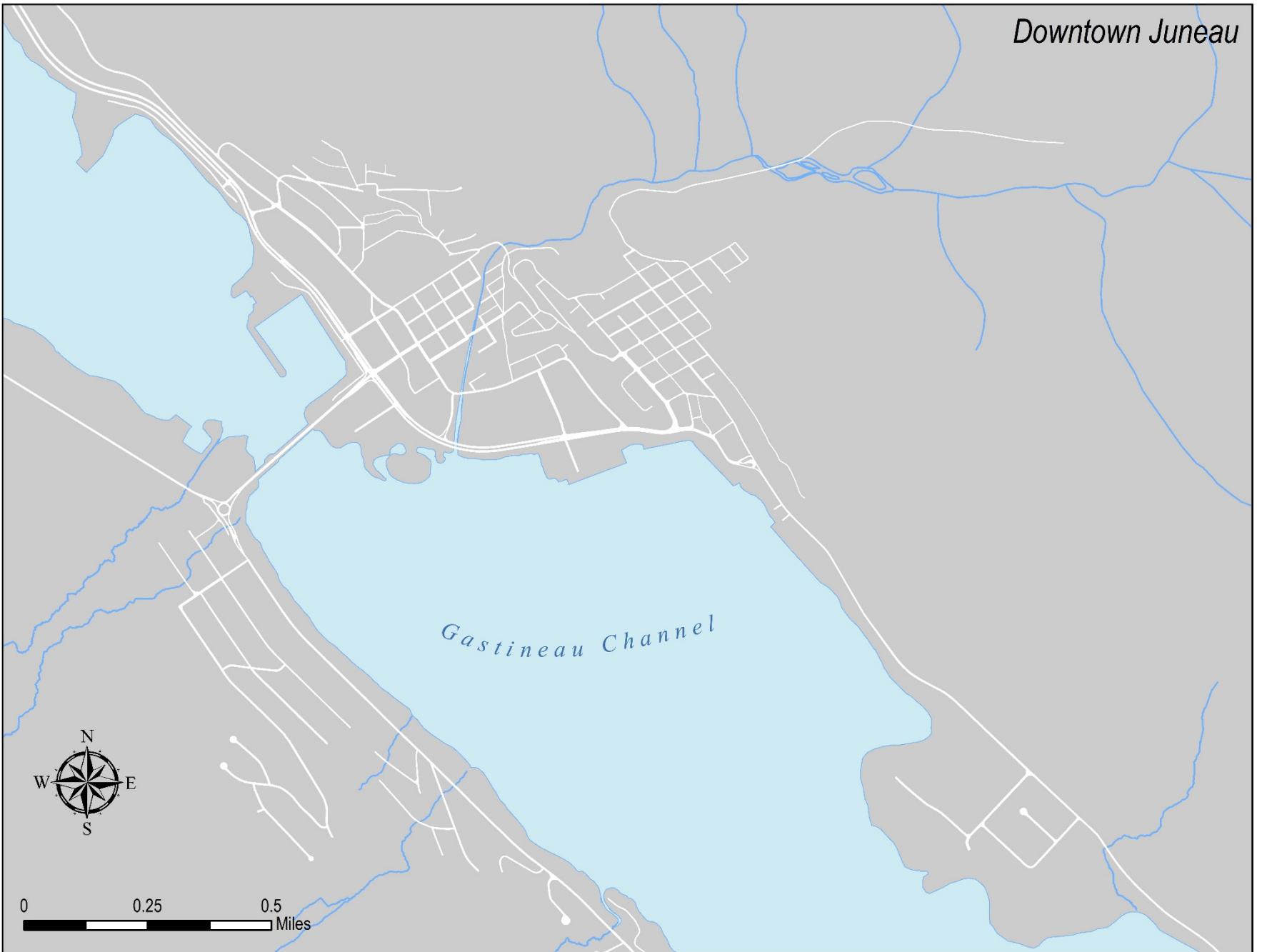
Carl Uchytel, Port Director



- Will be reorganized to remove descriptions of zoning and comprehensive plan land use designations out of sub district section. *Question to SC – at the beginning or end of chapter?*
- Waterfront Master Plan added to relevant plans list


Downtown Juneau

Gastineau Channel

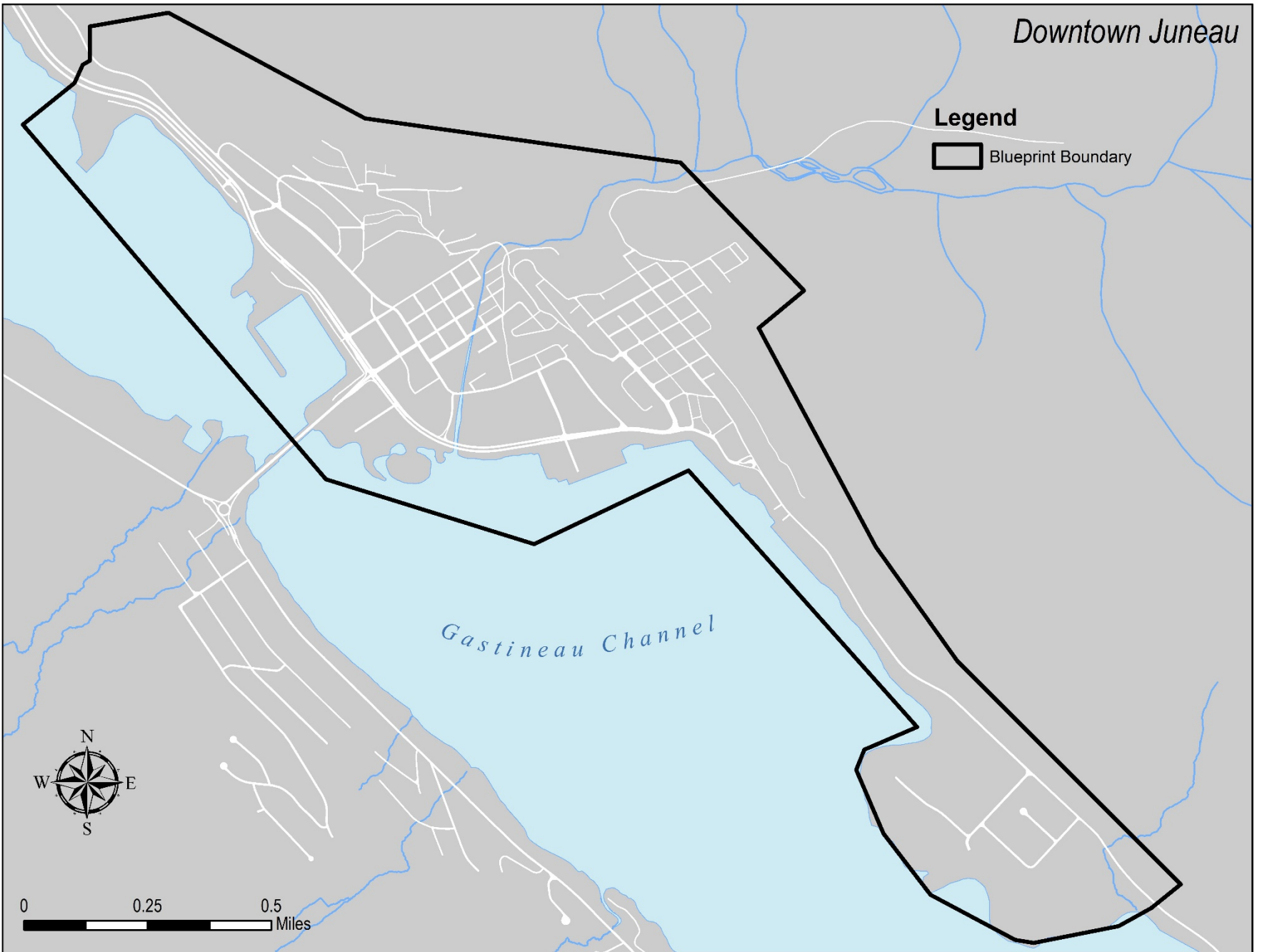


Downtown Juneau

Legend



 Blueprint Boundary

Gastineau Channel

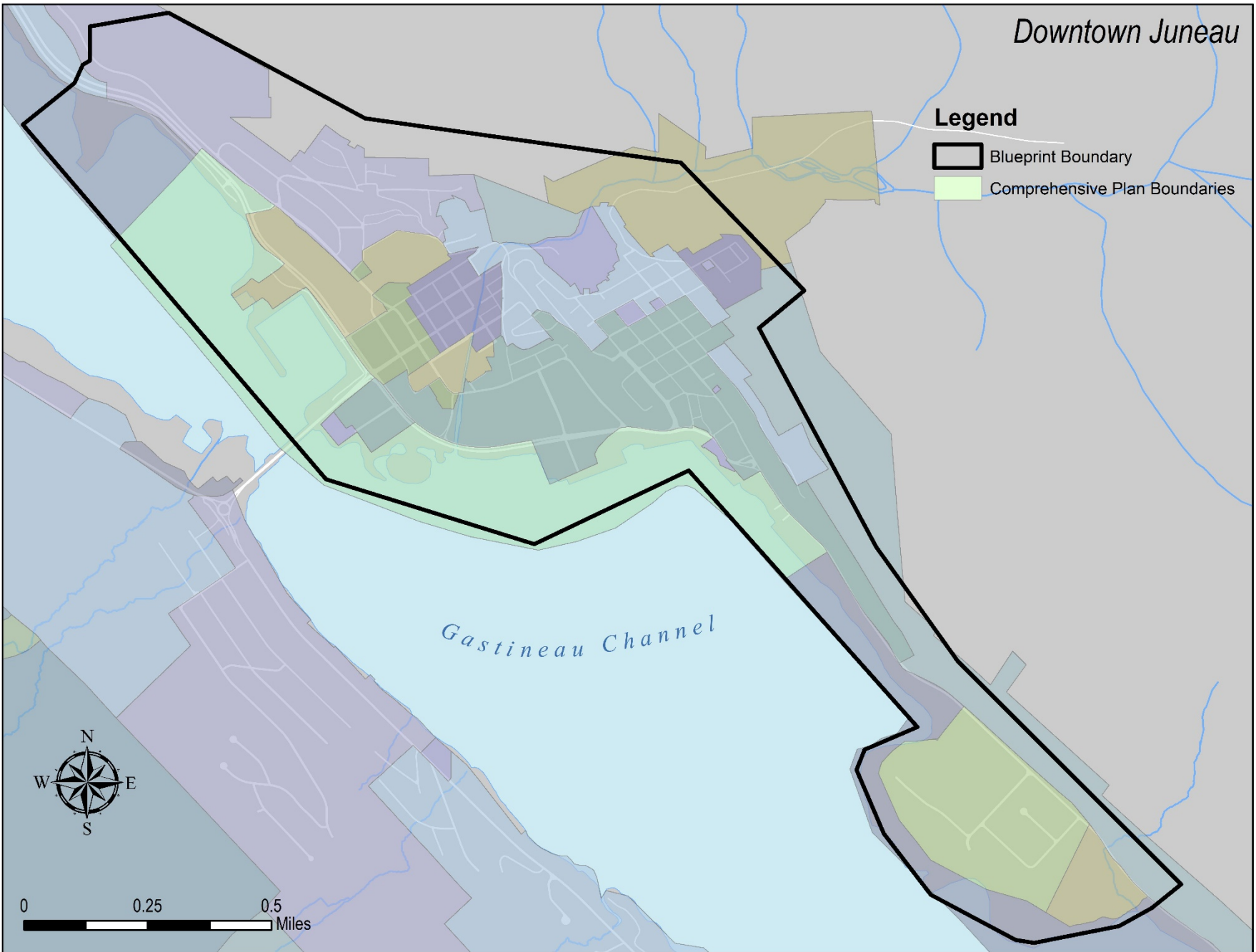


Downtown Juneau

Legend




-  Blueprint Boundary
-  Comprehensive Plan Boundaries

Gastineau Channel

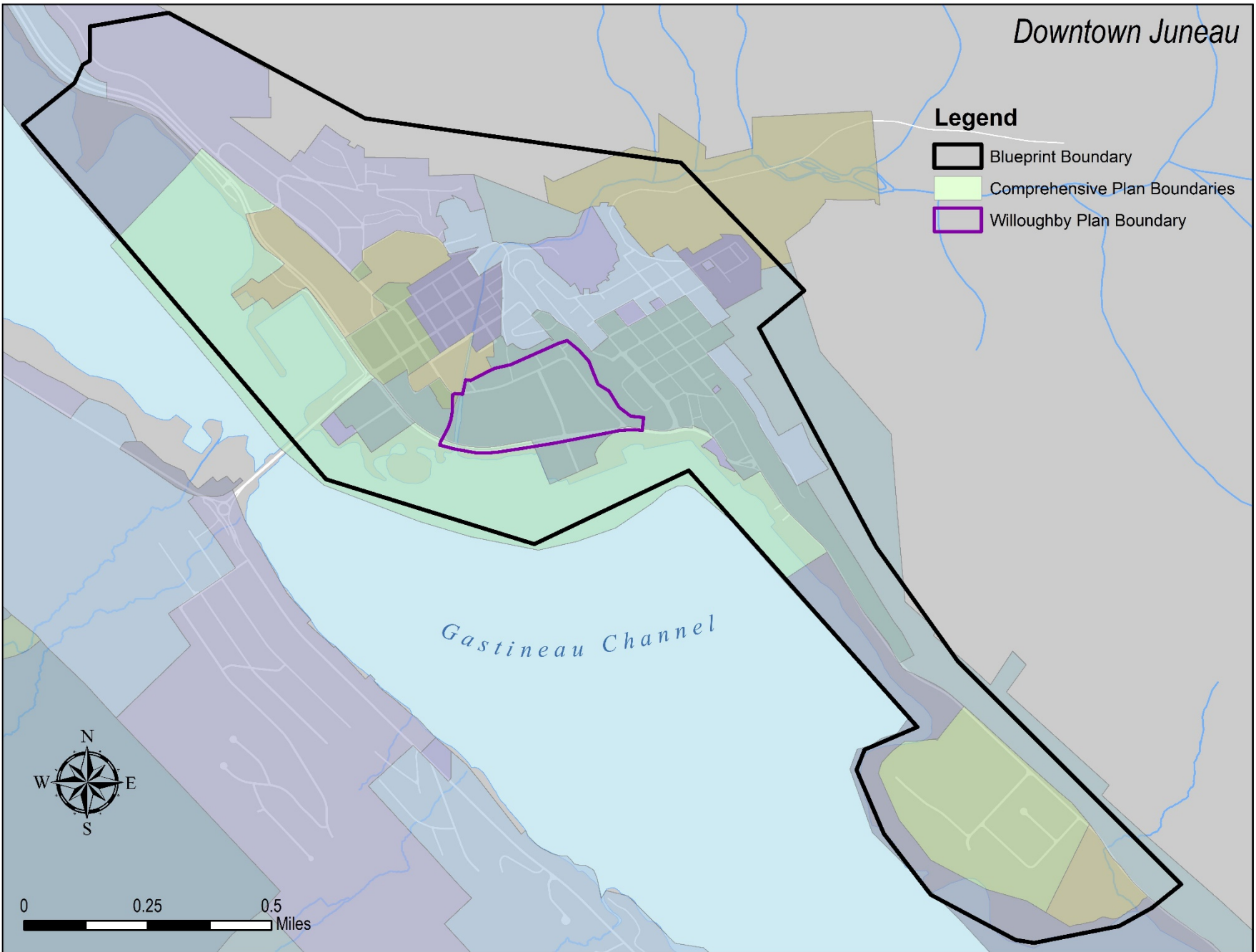


Downtown Juneau

Legend





-  Blueprint Boundary
-  Comprehensive Plan Boundaries
-  Willoughby Plan Boundary

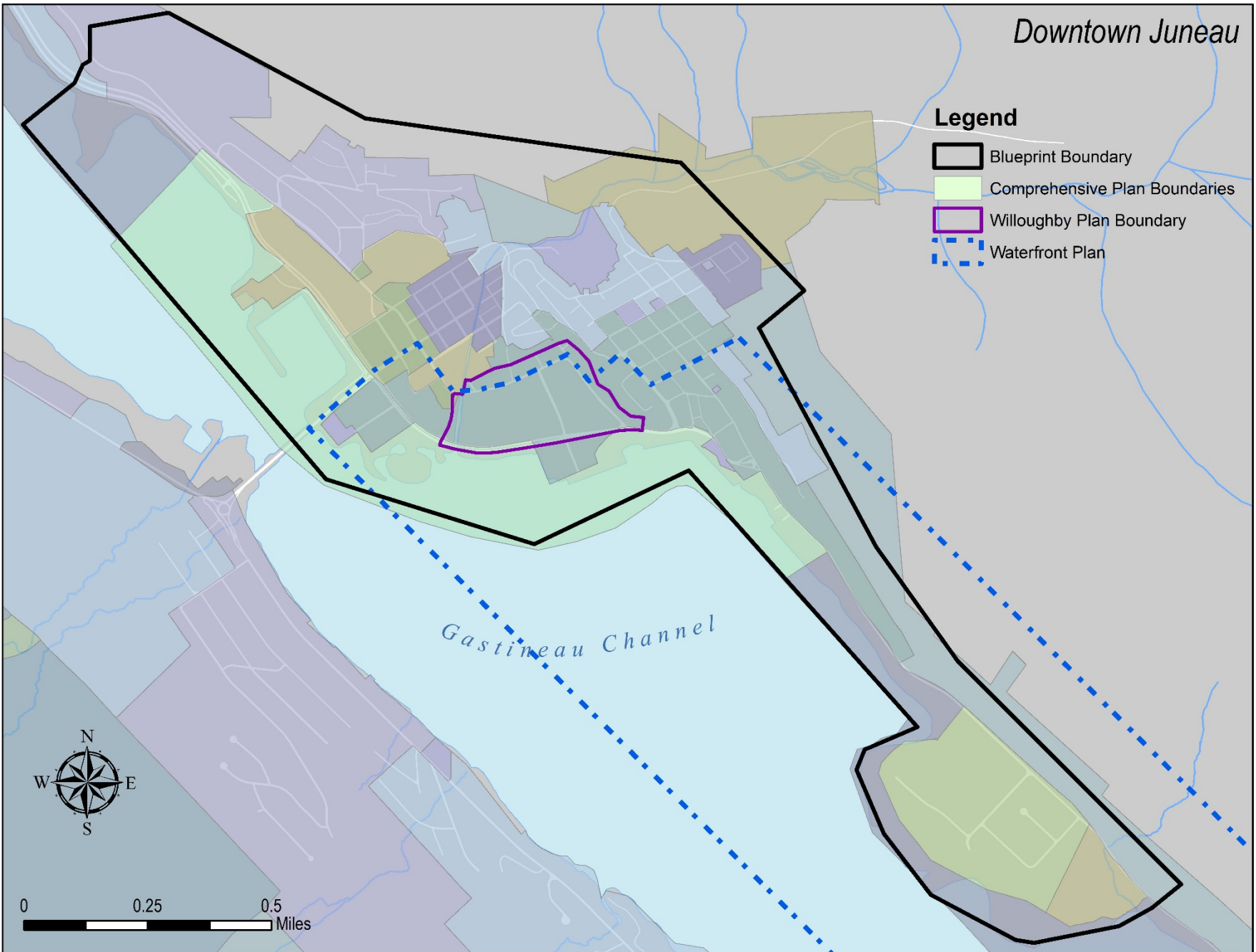
Gastineau Channel



Downtown Juneau

Legend

-  Blueprint Boundary
-  Comprehensive Plan Boundaries
-  Willoughby Plan Boundary
-  Waterfront Plan

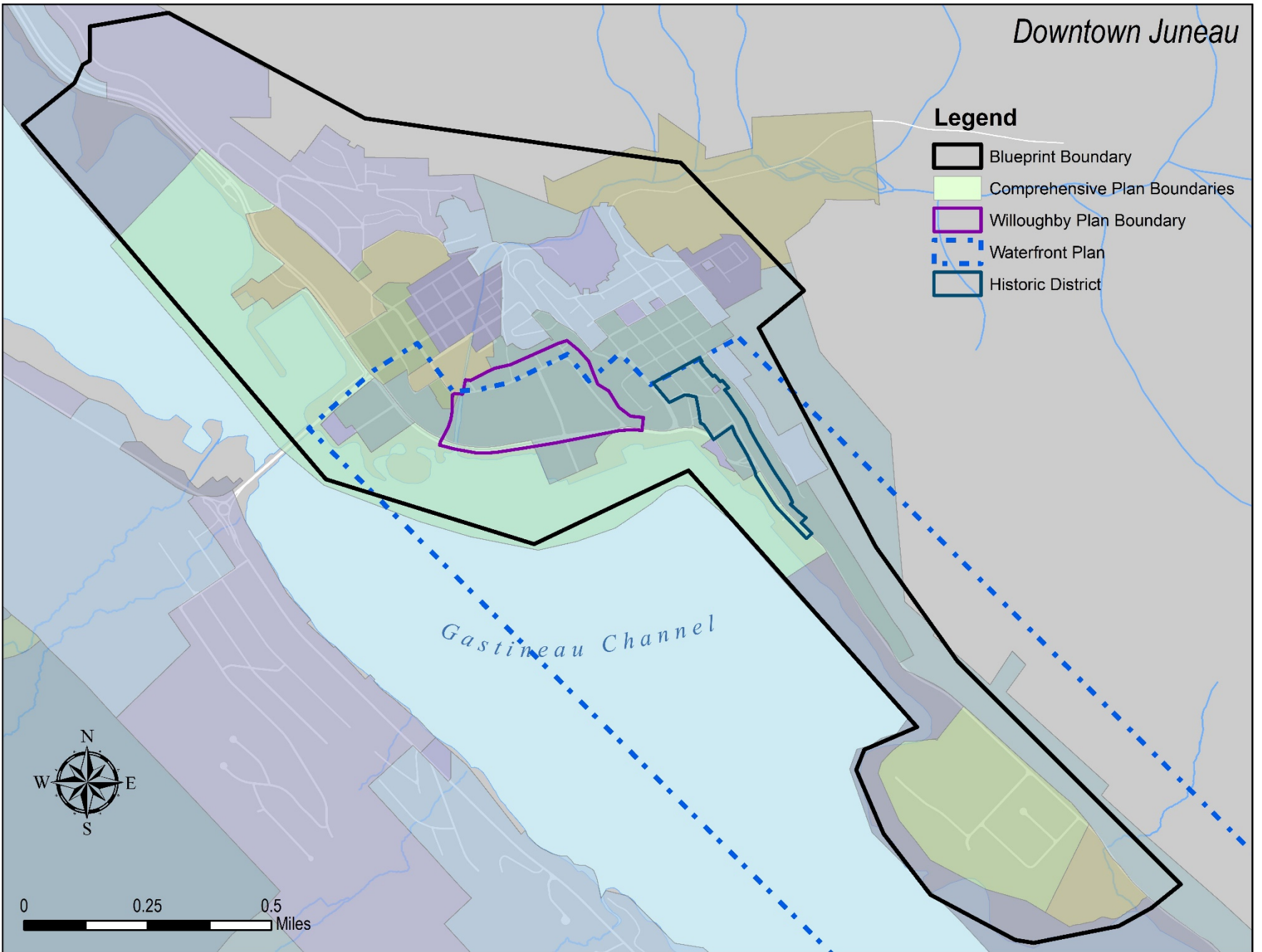
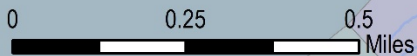


Downtown Juneau

Legend







- Blueprint Boundary
- Comprehensive Plan Boundaries
- Willoughby Plan Boundary
- Waterfront Plan
- Historic District

Gastineau Channel

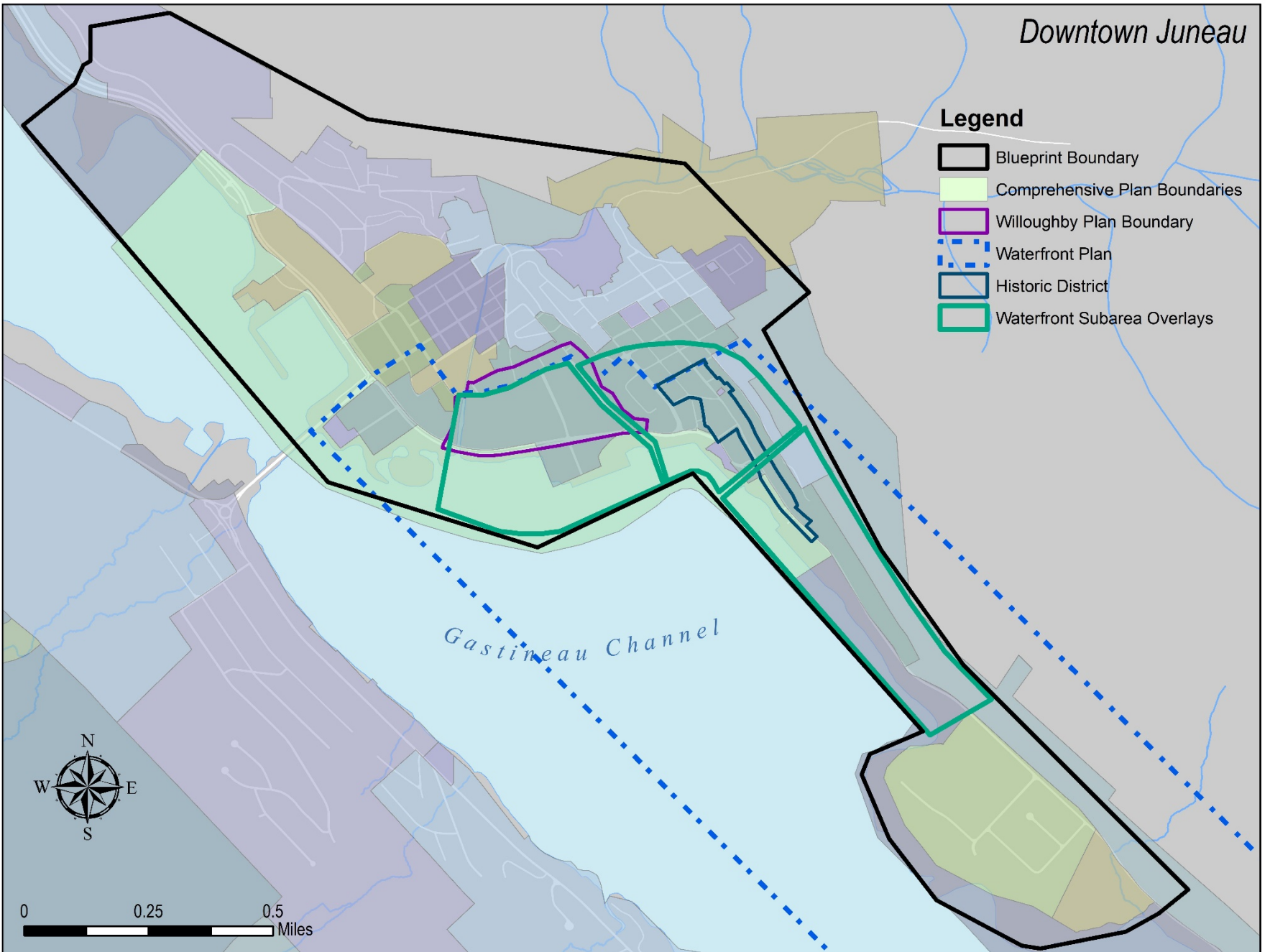
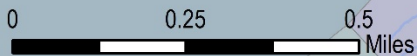


Downtown Juneau

Legend

-  Blueprint Boundary
-  Comprehensive Plan Boundaries
-  Willoughby Plan Boundary
-  Waterfront Plan
-  Historic District
-  Waterfront Subarea Overlays

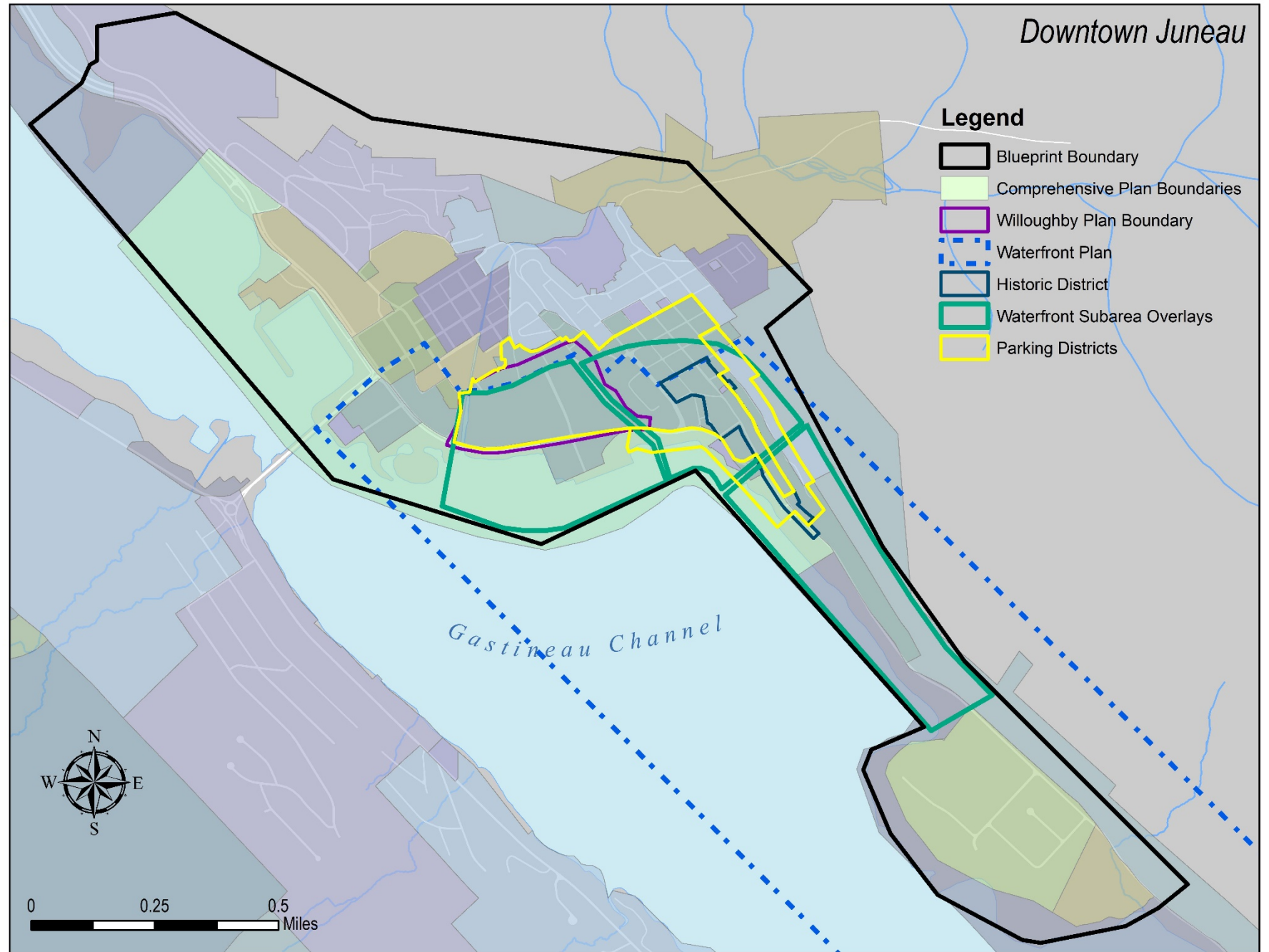
Gastineau Channel



Downtown Juneau

Legend

- Blueprint Boundary
- Comprehensive Plan Boundaries
- Willoughby Plan Boundary
- Waterfront Plan
- Historic District
- Waterfront Subarea Overlays
- Parking Districts

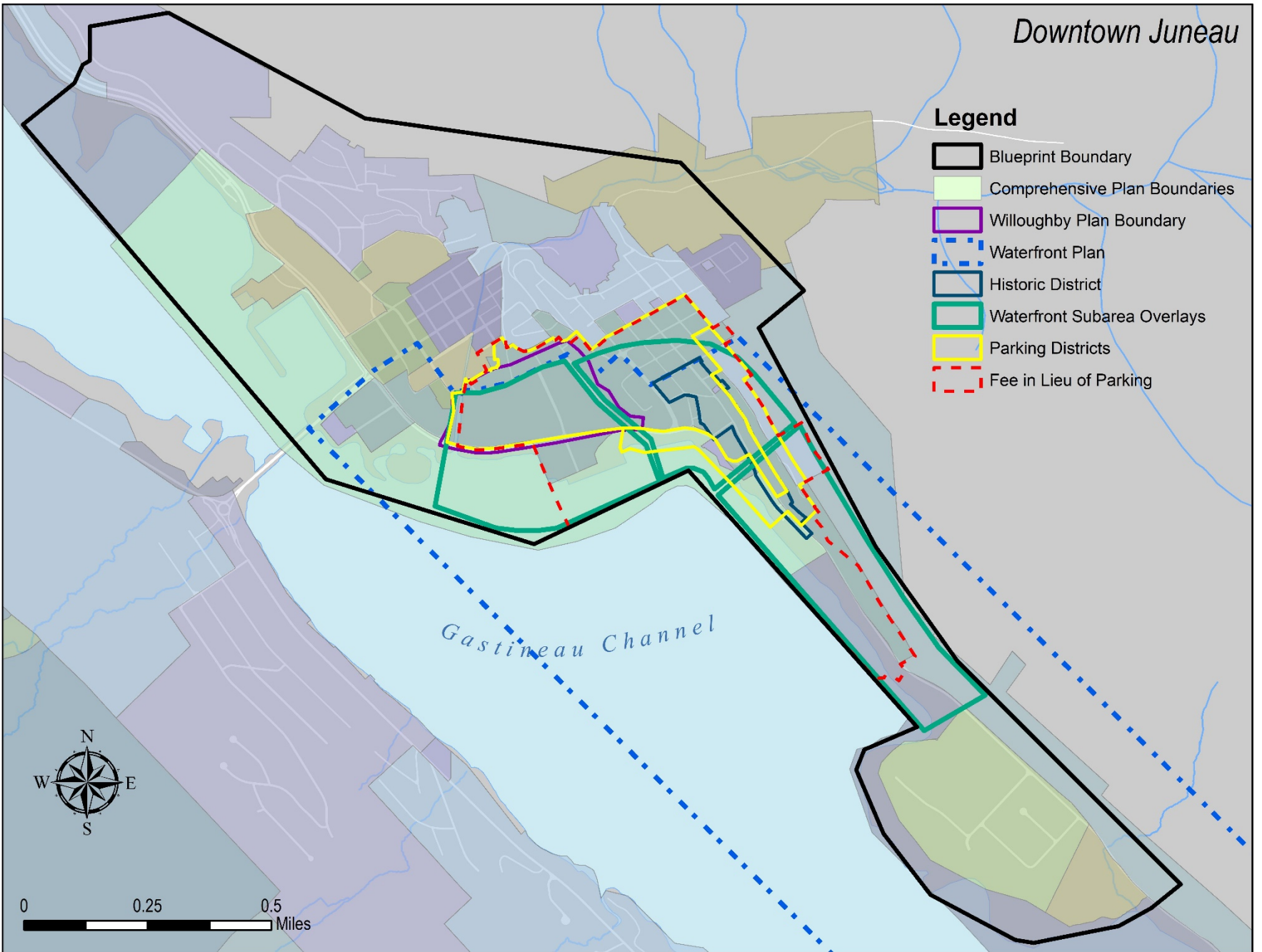
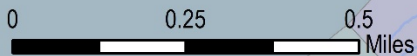


Downtown Juneau

Legend

- Blueprint Boundary
- Comprehensive Plan Boundaries
- Willoughby Plan Boundary
- Waterfront Plan
- Historic District
- Waterfront Subarea Overlays
- Parking Districts
- Fee in Lieu of Parking

Gastineau Channel

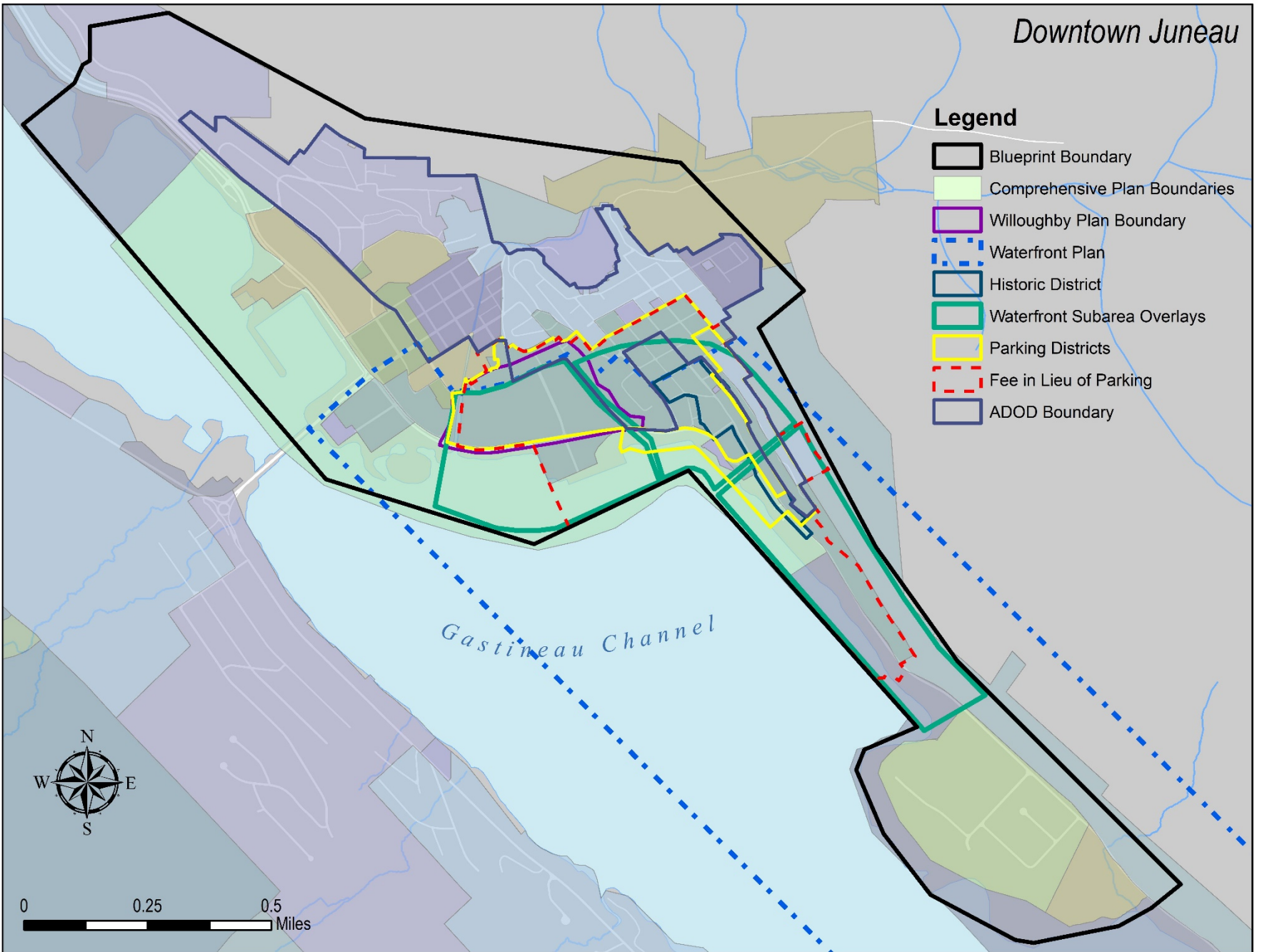
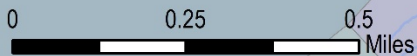


Downtown Juneau

Legend

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- Waterfront Subarea Overlays
- Parking Districts
- Fee in Lieu of Parking
- ADOD Boundary

Gastineau Channel



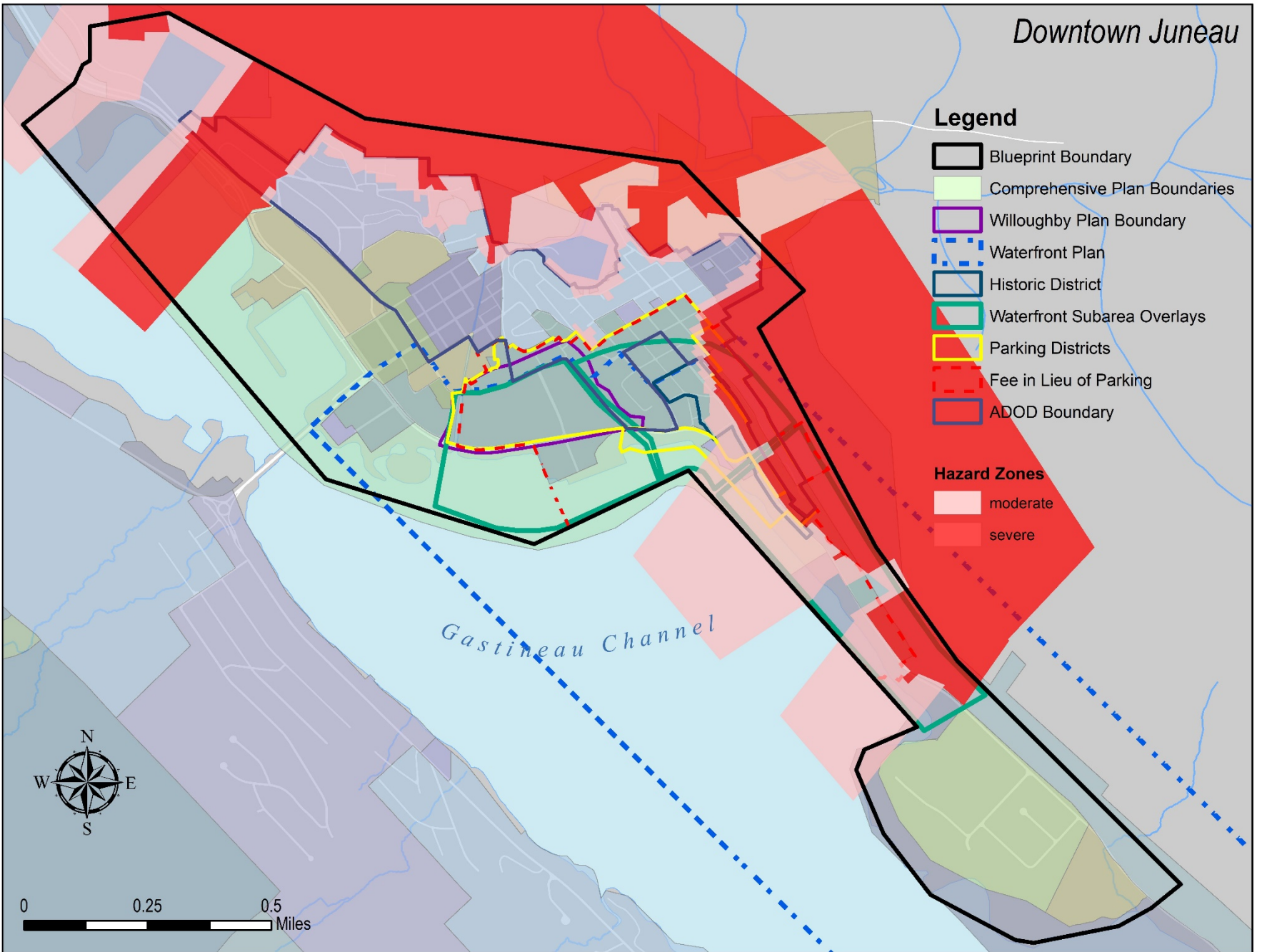
Downtown Juneau

Legend

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- Comprehensive Plan Boundaries
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- Historic District
- Waterfront Subarea Overlays
- Parking Districts
- Fee in Lieu of Parking
- ADOD Boundary







Hazard Zones

- moderate
- severe



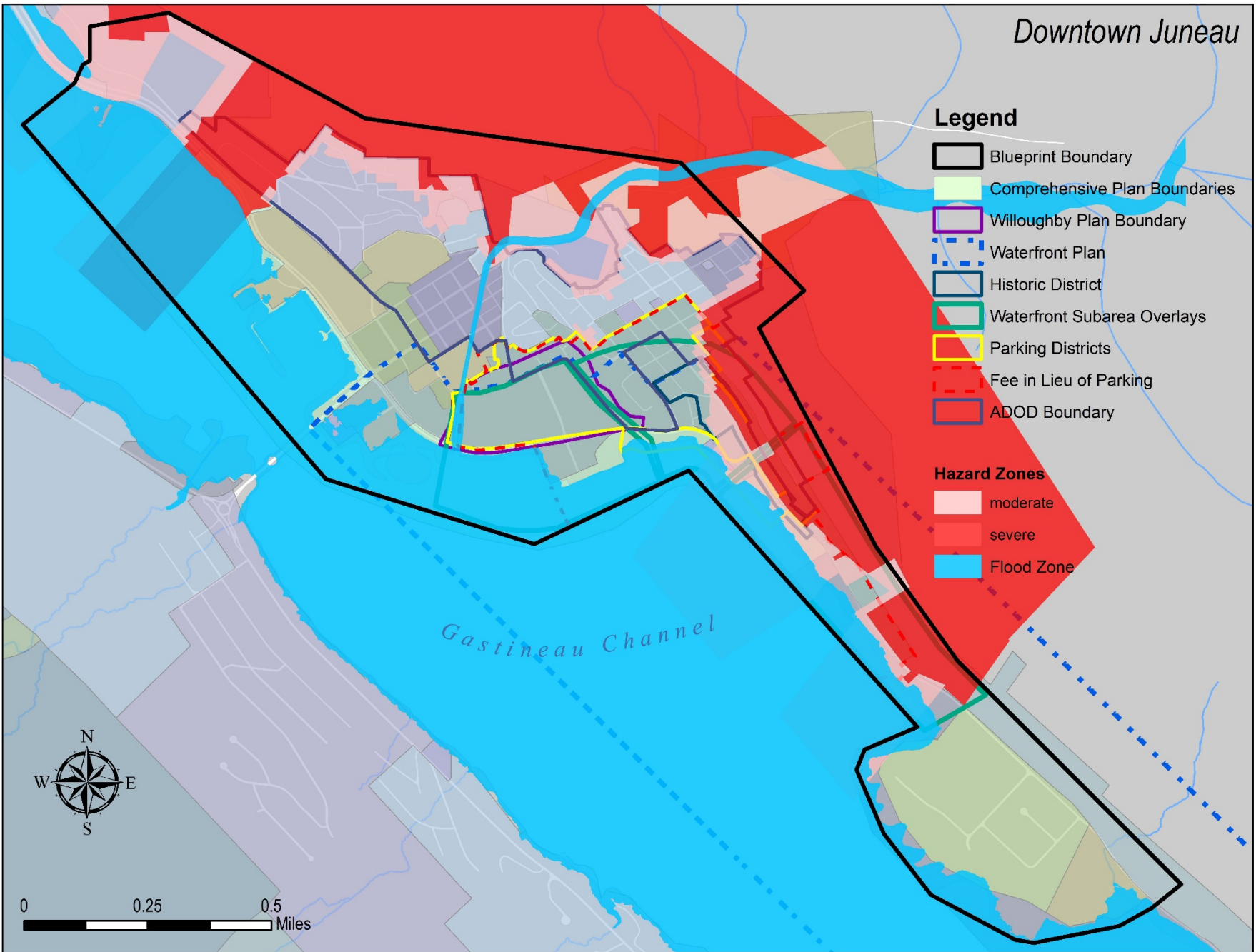
Downtown Juneau

Legend

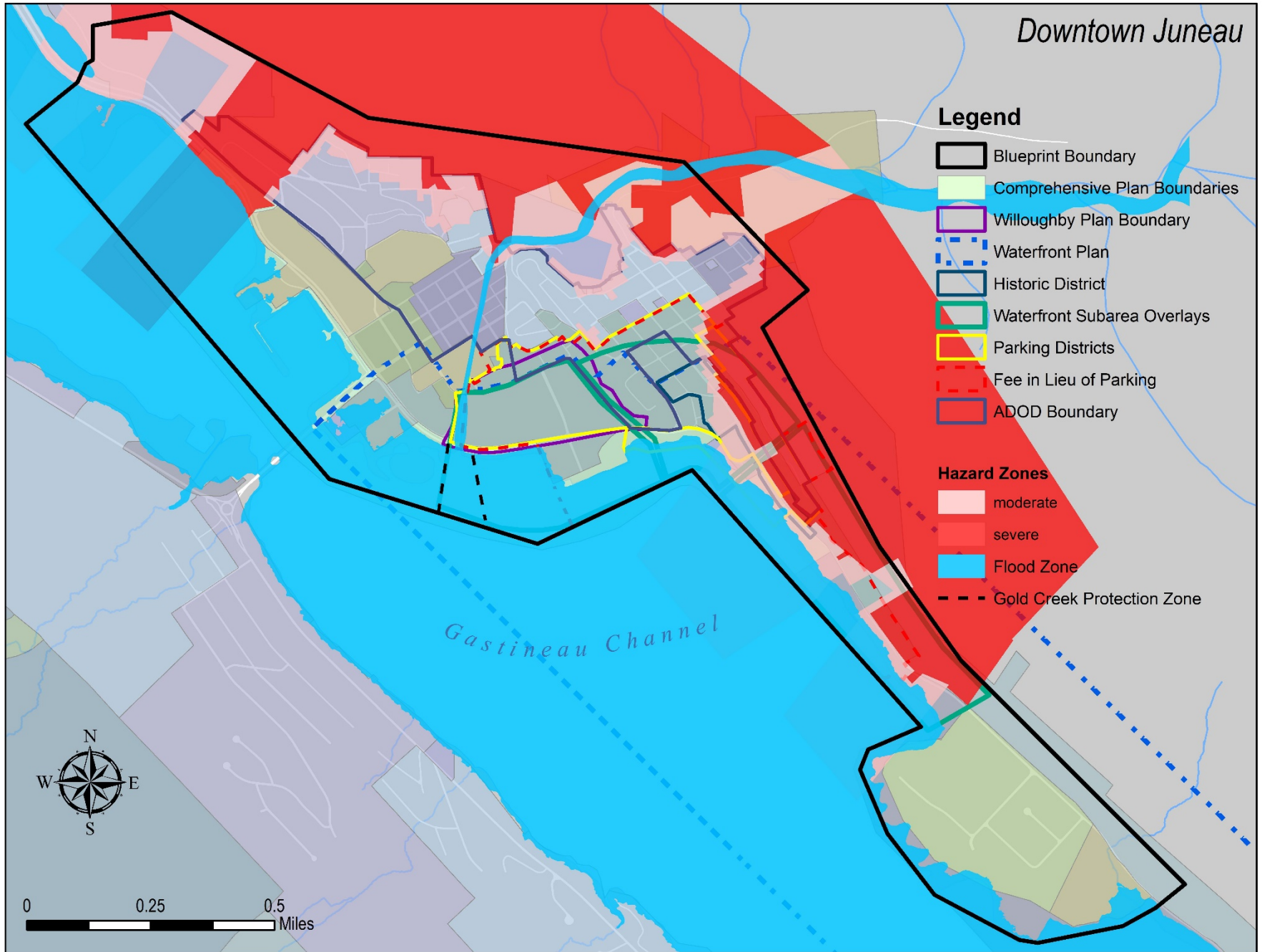
-  Blueprint Boundary
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-  Waterfront Plan
-  Historic District
-  Waterfront Subarea Overlays
-  Parking Districts
-  Fee in Lieu of Parking
-  ADOD Boundary

Hazard Zones

-  moderate
-  severe
-  Flood Zone



Downtown Juneau



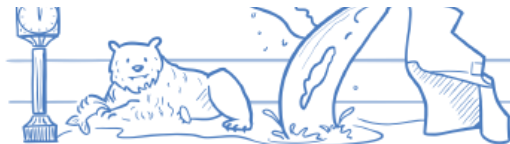
Legend

- Blueprint Boundary
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- Fee in Lieu of Parking
- ADOD Boundary

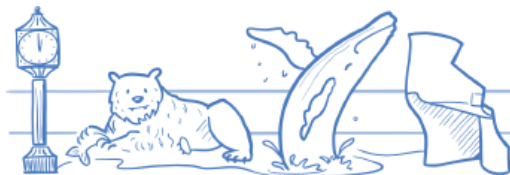
Hazard Zones

- moderate
- severe
- Flood Zone
- Gold Creek Protection Zone

Current CBJ MU2 & other Zoning/Regulations in Effect	Proposed Willoughby District MU2 Zoning	Proposed Waterfront District	Historic District	
Parking	<p>Residential</p> <ul style="list-style-type: none"> • 1 per 1 bedroom • 1.5 per 2 bedroom • 2 per 3 or 4 bedrooms <p>Retail/Commercial</p> <ul style="list-style-type: none"> • 1 per 300 sq. ft. gba office • 1 per 300 sq. ft. gba libraries /museums • 1 per 600 sq. ft. gba <p>Theaters</p> <ul style="list-style-type: none"> • 1 per 4 seats <p>Hotels</p> <ul style="list-style-type: none"> • 1 per 4 units 	All Land Uses PDI 60% reduction	<p>Design Guidelines</p> <ul style="list-style-type: none"> • Whenever possible parking should be in a structure • Parking should be located off-site when feasible • If on site, located to the interior of the lot when feasible • Buffered by landscaping from view of public ways and adjacent properties, view corridors, and the waterfront. • Parking along the waterfront is discouraged • Consider designing parking lots to also function as festival space for community events. • Minimize curb cuts along street. Shared curb cuts is encouraged. • Vehicle access should appear subordinate to other improvements on the site. • Keep parking lot lighting at a human scale • Lighting shielded and focused • Parking structures should be "wrapped" with commercial and/or residential uses • Parking structure should remain subordinate to the street scene and wrapped with pedestrian friendly edge – architectural detailing, murals, public art, landscaping and product display cases 	
Building Heights	35 ft. (up to 45 ft. with height bonus)	<p>35 ft.</p> <ul style="list-style-type: none"> • Up to 65 ft. with height bonus from Whittier St/Warrior St to Gold Creek • Up to 50 ft. with height bonus from Willoughby Ave to Whittier St 	<ul style="list-style-type: none"> • Maintain view corridors from key vantage points to Gastineau Channel and other significant natural and cultural resources • 35 ft. max measured at mid-point of sloping roof and top of parapet on flat roof. 	<ul style="list-style-type: none"> • 25 to 50 feet
Setbacks	<p>Front Yard – 5 ft. Side Yard – 5 ft. Rear Yard – 5 ft. (front yard subject to pedestrian amenities bonus; which is not defined in code)</p>	0-10 ft. along with the establishment of a build-to line	<ul style="list-style-type: none"> • Front yard – 10 ft. along Egan • Front yard – 0 ft. along Franklin • Side yard – 10 ft. • Rear yard – 0 ft. • Seawalk – first floor canopies are the only feature allowed to extend into Seawalk area. 	<ul style="list-style-type: none"> • Front 0 • Side 0
Lot Coverage	5%	No change	Not addressed	
Minimum Lot Size	Minimum depth: 80 ft. Minimum width: 50 ft.	No change	Not addressed	
Building Design, Modulation, Facades, Roof Line	Bonus pts for awnings/canopies	See Willoughby District Bonus system	<p>Guidelines</p> <ul style="list-style-type: none"> • Compatible with traditional context – should not imitate older building style • New interpretations of traditional building styles encouraged – literal imitation discouraged • Contemporary interpretation of architectural features used historically – such as store fronts and canopies at street level • Transparent windows • Building materials convey sense of scale (human scale) • Building materials should have similar characteristics to traditional materials • All materials durable and appropriate to climate 	<ul style="list-style-type: none"> • Pedestrian scaled street front • Store front windows • Canopies are required – shall step down to maintain consistent height above sidewalk, projecting horizontal most appropriate • Balconies may be considered • Retain building characteristics (depends on building) – window size and placement door size and placement – recessed when appropriate • Retain or replace original building materials • Traditional spacing patterns created by repetition of uniform building widths. When building must exceed this width use change in design features to suggest traditional building widths – façade material, window design and decorative details • New buildings incorporate base, middle and cap



			<ul style="list-style-type: none"> • Employ color schemes that are simple in character • Street façade- base, middle, cap • Scale and proportion similar to traditional • Windows similar to traditional • Entry threshold at sidewalk or seawalk level • Canopies and awnings • Height mass and scale • No blank walls – where doors and windows can't be incorporated murals and art 	<ul style="list-style-type: none"> • New building shall maintain alignment of horizontal elements along the block • Maintain the visual building scale of 2 to 4 stories • New buildings compatible with architectural and scale giving elements • Modern interpretations of architectural features historically used are appropriate • Alternate designs that are contemporary interpretations of traditional storefronts may be considered • Minimize impact of roof top uses as seen from the street • Avoid blank walls or the appearance of a vacant lot • Windows align with others on the block • Building entrance shall appear similar to those used historically – clearly defined, street level, high degree of transparency, recessed, • Ground floor
Maximum Density	60 units per acre (with bonus up to 10% or by-right use)	No change	Not addressed	Not addressed
Minimum Density	None	None	Not addressed	Not addressed
Parking Demand Management & Public Transport	None	Parking reductions possible utilizing Willoughby District Bonus system (reserved for future policy development and application)	Not addressed Complete set of design guidelines for parking structures and lots	Not addressed
Construction of Housing Units	None	Financial incentives available for building housing in Willoughby District	Appropriate above first floor retail/commercial	Not addressed
Landscaping	Bonus pts available	Same	<ul style="list-style-type: none"> • Maintain existing mature trees and other vegetation whenever feasible • Screen mechanical equipment and service utilities • Do not locate mechanical equipment on primary street façade • Low profile or recessed mechanical equipment on roof tops • Finish exposed hardware, frames and piping • Outdoor furnishings • Encourage outdoor public spaces designed to be actively used. 	Not addressed
Public Art & Interpretive Signage	None	Develop bonus points	<ul style="list-style-type: none"> • Locate public art to enhance urban environment – gateways or as focal points of public spaces • Art incorporated into environment –such as artist designed gate or planter • Decorative and accent paving is appropriate for key crosswalks • Recommendations for sign types – placement materials and lighting 	Not addressed –aside from no blank walls

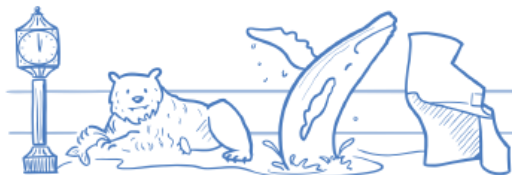


Bicycle Parking	None	<p><u>Residential</u> Multi-family, general: 1 per unit, with 100% in a covered location Multi-family, senior or physical disability: 4 or 1 space per 5 units, whichever is greater, with 100% in a covered location</p> <p><u>Commercial</u> Retail sales, auto-oriented services, offices, groceries/supermarket, shopping center, financial institution: 2 or 0.33 space per 1000 sq. ft., whichever is greater, with 50% in a covered location</p> <p><u>Restaurant</u> 1 per 1000 sq. ft., with 25% in a covered location</p> <p><u>Community and civic uses</u> Theater/Auditorium: 1 per 30 seats, with 10% in a covered location Library/Museum: 2 or 1 space per 1000 sq. ft., whichever is greater, with 25% in a covered location</p> <p><u>Public parking garages</u> 5% of auto spaces, with 100% in a covered location</p> <p>Design standards to follow recommendations in the 1997 Juneau Non-Motorized Transportation Plan.</p>	Not addressed	Not addressed
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Development and Incentives

Ideas for incentives that would help private land owners invest in improvements to properties include:

- Cutting down on permitting steps and making the zoning more flexible so development can take place without variances.
- Offering deferred property tax, reduced permitting fees or a streamlined permitting process.
- More timely response to calls to CBJ about garbage or other maintenance.
- Implementing Tax Increment Financing or a Business Improvement District.
- Height or density bonuses could be given for developers who provide a certain density of residential units, underground parking, landscaping, or other design features.
- Waiving height restrictions.



- Ideas for sub district specific placemaking
- Reinforce continuation of existing –such as integrated art? Activities?
- Opportunities for improvement in this sub district?
- Thoughts on design guidelines?
- Thoughts on existing zoning and overlay districts?

Aak'w Kwaan and Glacier Avenue

- Placemaking? Specific projects?
- Thoughts on recommendations of the Willoughby District Plan and recommendations generally?
- WP recommendations on mixed use?
- Comp plan land use designations appropriate? Boundaries?
- Existing zoning?
- HAP recommendations? Require mixed use in mixed use? Upzoning D18 to MU?
- Other?

Next meeting be prepared

- Review the remaining sub areas and revised format organization).
- Review implementation table for Parks, Open Space and Recreation Chapter

- **Next Meeting Dates:**

Thursday- August 2, via ZOOM

Thursday- August 27, 2020, via ZOOM