



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

June 18, 2021

MEMO

From: Irene Gallion, Senior Planner
To: Nathaniel Dye, Chair, Title 49 Committee
Case Number: AME2021 0004: Parking

RE: ADA spaces, space tables, and loading spaces

Council has determined that the way forward on ADA parking is to create a table with separate, autonomous parking standards for the proposed Town Center Parking District. This way, TCPD parking is not based on a reduction from the standard.

Attached is a proposed parking space table (Attachment A) for discussion at the next meeting.

Commissioners had avoided modifying the space table to avoid complexity that would cause delay. At this point, if modifications appear appropriate, Commissioners should be ready to make that case at the T49 meeting on June 24th. Along those lines, staff has added a few categories that repeatedly come up in project evaluations that may warrant their own standards. One of those is "mobile food vendors," which would require definition. Attached is the State of Alaska definition of mobile food vendors, and some examples from other locations (Attachment B).

Commissioners have differing opinions on reducing loading spaces. A range of options for increasing spaces is attached (Attachment C).

Below is a discussion of how the space tables and loading space tables have been modified.

Space Standards for Parking

Attached is a table reducing parking requirements to 40% (60% reduction).

For standards based on a particular number of features (rooms, beds, etc.) the existing standard is reduced to a percentage of a parking spot. For instance, where one parking space is required per bedroom, in the TCPD 0.4 spaces would be required.

For standards based on square footage, the square footage has been modified to require one parking space. For instance, if the regular standard is one parking space per 200 square feet, in the TCPD that is 0.4 spaces per 200 feet, or 1 per 500 square feet.

Items in red are newly added for Commissioner consideration.

Some comments provided by Commissioners and staff are included.

Loading Zone Reductions?

The simplest option is to say, “Developments over XXX square feet must have one off-street loading space.”

Currently, required loading zones are based on square footage.

By increasing square footage ranges, we decrease the number of loading spaces required per square foot.

The table provided increases current square footage requirements by:

- 20 percent
- 30 percent
- 40 percent
- 50 percent

ATTACHMENTS:

Attachment A: Proposed Space Table

Attachment B: Mobile Food Vendor

Attachment C: Loading Spaces – square footage ranges

PROPOSED SPACE TABLE

Items in RED added for Commissioner consideration.

49.40.210 Minimum space and dimensional standards for parking and off-street loading.

- (a) *Table of minimum parking standards.* The minimum number of off-street parking spaces required shall be as set forth in the following table. The number of spaces shall be calculated to the nearest whole number:

Use	Spaces Required in All Other Areas	Spaces Required in Geographic Area of Juneau or Douglas	Spaces Required in Parking District
Single-family and duplex	2 per each dwelling unit	2 per each dwelling unit	1 per each dwelling unit
Multifamily units	1.5 per one bedroom	1.0 per one bedroom	0.4 per one bedroom
	1.75 per two bedrooms	1.5 per two bedrooms	0.6 per one bedroom
	2.25 per three or four bedrooms	2.0 per three or four bedrooms	0.8 per three or four bedrooms (more?)
Roominghouses, boardinghouses, single-room occupancies with shared facilities, bed and breakfasts, halfway houses, and group homes	1 per bedroom	1 per 2 bedrooms	0.4 per two bedrooms
Single-room occupancies with private facilities	1 per each single-room occupancy plus 1 additional per each increment of four single-room occupancies with private facilities	1 per each single-room occupancy plus 1 additional per each increment of four single-room occupancies with private facilities	0.4 per each single-room occupancy plus 0.4 per each increment of four single-room occupancies with private facilities
Accessory apartments	1	1	0.4 per each unit
Motels	1 per each unit in the motel	1 per each unit in the motel	0.4 per each unit in the motel
Hotels	1 per each four units	1 per each four units	0.4 per each four units
Hospitals and nursing homes	2 per bed OR one per 400 square feet of gross floor area	2 per bed OR one per 400 square feet of gross floor area	0.8 per bed OR one per 1,000 square feet of gross floor area
Senior housing	0.6 parking spaces per dwelling unit, plus 1 guest parking space for each 10 units, plus 1 parking space per employee	0.6 parking spaces per dwelling unit, plus 1 guest parking space for each 10 units, plus 1 parking space per employee	1 per four dwelling units, plus 0.4 guest parking spaces per 10 units, plus 0.4 parking spaces per employee.
Assisted living facility	0.4 parking spaces per maximum number of residents	0.4 parking spaces per maximum number of residents	0.16 parking spaces per maximum number of residents

Commented [LC1]: Rounded to 1 because .8 will always round to one for a single family and a duplex will always require 2.

Commented [LC2]: You had 0 but I changed to .4 because if there are 2 apps on one lot (rare but it can happen) we could get 1 parking spaces for the 2 AAPs.

Commented [LC3]: You had .24 per DU but I changed 1 per 4 because I thought that was easier.

Created: 2021-06-14 09:49:09 [EST]

Sobering centers	1 parking space per 6 beds, plus 1 visitor parking space	1 parking space per 6 beds, plus 1 visitor parking space	0.4 parking spaces per six beds, plus 0.4 visitor parking space
Theaters	1 for each four seats	1 for each four seats	0.4 for each seats
Churches, auditoriums, and similar enclosed places of assembly	1 for each four seats in the auditorium	1 for each four seats in the auditorium	0.4 per each seats in the auditorium
Bowling alleys	3 per alley	3 per alley	1.2 per alley
Banks, offices and retail commercial	1 per 300 square feet of gross floor area	1 per 300 square feet of gross floor area	1 per 750 square feet of gross floor area
Medical or dental clinics	1 per 200 square feet of gross floor area	1 per 200 square feet of gross floor area	1 per 500 square feet of gross floor area
Mortuaries	1 per six seats based on maximum seating capacity in main auditorium	1 per six seats based on maximum seating capacity in main auditorium	0.4 per six seats based on maximum seating capacity in main auditorium
Warehouses, storage, and wholesale businesses	1 per 1,000 square feet of gross floor area	1 per 1,000 square feet of gross floor area	1 per 2,500 square feet of gross floor area
Restaurants and alcoholic beverage dispensaries	1 per 200 square feet of gross floor area	1 per 200 square feet of gross floor area	1 per 500 square feet of gross floor area
Swimming pools serving general public	1 per four persons based on pool capacity	1 per four persons based on pool capacity	0.4 per four persons based on pool capacity
Retail commercial	1 per 300 square feet of gross floor area	1 per 300 square feet of gross floor area	1 per 750 square feet of gross floor area combined with banks & offices
Shopping centers and malls	1 per 300 square feet of gross leasable floor area	1 per 300 square feet of gross leasable floor area	1 per 750 square feet of gross floor area
Convenience stores	1 per 250 square feet of gross floor areas or as provided at 49.65.540(b)	1 per 250 square feet of gross floor areas or as provided at 49.65.540(b)	1 per 625 square feet of gross floor area or as provided at 49.65.540(b)
Pleasure craft moorages	1 per three moorage stalls	1 per three moorage stalls	0.4 per three moorage stalls
Commercial craft moorage	1 per two moorage stalls	1 per two moorage stalls	0.4 per two moorage stalls
Manufacturing uses; research, testing and processing, assembling, all industries	1 per 1,000 square feet gross floor area except that office space shall provide parking as required for offices	1 per 1,000 square feet gross floor area except that office space shall provide parking as required for offices	1 per 2,500 square feet gross floor area except that office space shall provide parking as provided for offices.
Libraries and museums	1 per 600 square feet gross floor area	1 per 600 square feet gross floor area	1 per 1,500 square feet of gross floor area
Schools, elementary	2 per classroom	2 per classroom	0.8 per classroom
Middle school or junior high	1.5 per classroom	1.5 per classroom	0.6 per classroom

Commented [IG4]: PV questions perhaps going up to 12 beds. How many people will be driving at a sobering center?

Commented [IG5]: PV questions if this is close enough to retail commercial to combine. [49.65.540 provides a parking bonus of per 350 SF. Would we want to change that. Note, PD more generous than 540(b) LAW IS REVIEWING FOR POTENTIAL CONFLICT]

Commented [IG6]: E mail to D&H on 6/14/2021

Commented [IG7]: PV is concerned that this is undersized

High school	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom	A minimum of 6 spaces per school; where auditorium or general assembly is available, 0.6 per four seats; 0.4 additional spaces per classroom
College, main campus	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 1,250 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, 0.4 per four seats, whichever is greater
College, satellite facilities	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 750 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, 0.4 per four seats, whichever is greater
Repair/service station	5 spaces per bay. For facilities with two or more bays, up to 60% of the required non-accessible parking spaces may be in a stacked parking configuration	5 spaces per bay. For facilities with two or more bays, up to 60% of the required non-accessible parking spaces may be in a stacked parking configuration	2 spaces per bay. For facilities with two or more bays, up to 60% of the required non-accessible parking spaces may be in a stacked configuration
Post office	1 per 200 square feet gross floor area	1 per 200 square feet gross floor area	1 per 500 square feet of floor area.
Childcare Home	49.65 Article X, cannot be varied	49.65 Article X, cannot be varied	49.65 Article X, cannot be varied
Childcare Center	49.65 Article X, cannot be varied	49.65 Article X, cannot be varied	49.65 Article X, cannot be varied
Salon and Spas			
Indoor sports facilities, gyms			
Mobile Food Vendors			0
Seasonal open air food service (TPU 8.3)			

Commented [IG8]: PV feels this should be, at a minimum, one per 300, comparable to retail commercial. Neither Kindred Post nor USPS at the Federal Building have any. Unfair to new development.

Commented [IG9]: Just so all the parking stuff is in one spot

Commented [LC10]: Joseph and I would like to see this. We use retail now which seems like too much

Commented [LC11]: We use the churches and general places of assembly which also seems like too much.

Mobile Food Vendor:

From Alaska Division of Environmental Health, Food Safety & Sanitation Program

<https://dec.alaska.gov/eh/fss/food/retail/mobile/>

A mobile unit is defined as a type of food service that is located in a vehicle, trailer, or cart and is capable of moving easily daily. These units, unless they are a pushcart, must be capable of being licensed by the state as a motor vehicle, and can be moved without special conditions (such as a pilot car, flagging, or restricted hours of movement). Mobile units must completely retain their mobility at all times.

There are four types of mobile units. The mobile unit type is based on the menu and equipment provided on the unit.

- **Pushcart*** - This type of unit is a wheeled, nonmotorized, mobile food unit which is manually moveable by one or two persons. A pushcart must contain on or within the cart sufficient food, utensils, paper products, cleaning supplies, potable water supply, and wastewater holding capacity for daily operations.
- **Mobile Unit (not self-contained)*** - This type of unit requires the support of a commissary or warehouse. Menu may be limited.
- **Mobile Unit (self-contained)** - These types of units are constructed with all of the equipment and storage necessary to carry out day to day operations without the support of a commissary or warehouse.
- **Mobile Retail Vendor*** - These units sell packaged retail food items or whole or packaged seafood. The market is operated out of a vehicle or trailer which is registered by the state as a motor vehicle.

*These mobile units are required to have a commissary or warehouse.

Other thoughts:

Exclusive rights on a property?

Alexandria, VA

Food truck. A food truck is a mobile food establishment as defined in section 11-2-4 of this code, but limited to food establishments located in a motor vehicle licensed to operate by a department of motor vehicles.

Food truck vendor. Any person who sells, offers for sale, or serves food from a food truck.

Pushcarts. Any wheeled vehicle or device other than a motor vehicle or trailer that may be moved with or without the assistance of a motor and that does not require registration by the department of motor vehicles, used for the displaying, storing, providing or transporting of Food, articles, or services, offered for sale or served by a vendor. (Ord. No. 4875, 5/17/14, Sec. 1)

St. Petersburg, FL

TYPES OF MOBILE FOOD VENDING UNITS

1. Pushcart: Within the city of St. Petersburg, a pushcart is small in scale, designed for manual operation and restricted to a specific list of items including flowers, plants, fruits, vegetables, beverages, hot dogs and other prepared and prepackaged food including sandwiches, ice cream and snack-type edibles. A pushcart shall not be propelled by an internal combustion engine, electric motor or other similar mechanical device; and when fully loaded with merchandise, shall be movable by a single individual.

2. Mobile Ice Cream Truck: A mobile ice cream truck is a vehicle serving only pre-packaged frozen dairy or frozen water-based food products, soft serve or hand dipped frozen dairy products and pre-packaged beverages. The regulations for mobile ice cream trucks will remain primarily unchanged.

3. Mobile Canteen Truck: A mobile canteen truck is a self-propelled vehicle that typically sells products on private property, to employees of a private client or contracted business. Canteen trucks generally offer a wider selection of food items than pushcarts because the vehicle includes mechanical refrigeration and hot holding equipment. Food sales are conducted from the exterior of the vehicle.

4. Mobile Kitchen, (most commonly referred to as a "food truck"): A mobile kitchen typically operates on private property with service to the general public; however, where local ordinances allow, a mobile food truck may also operate upon and sell products from within, the public rights-of-way. Mobile kitchens generally include a full-service, commercial kitchen accommodating the production of specialized and gourmet cuisine in large quantities. The food is cooked, prepared and then distributed directly from the vehicle through a side-access window. Unlike an ice-cream truck, which is constantly in motion and responds to customers waiting along the side of a public right-of-way, mobile kitchens are typically stationary through the meal period and advertise their daily location using social networking services, such as Facebook and Twitter.

Columbus, OH

- (m) "Food trailer" shall mean any vehicle without motive power that is designed to be drawn by a motor vehicle and is specifically designed or used for food vending operations.
- (n) "Food truck" shall mean a vehicle propelled by an engine which has been specifically designed or used for mobile food vending.
- (o) "Food truck industry" shall mean both food trucks and food trailers.
- (p) "Food vending operation" shall mean a place, location, site, or separate area where food intended to be served in individual portions is prepared or served for a charge or required

donation. As used in this subsection, "served" means a response made to an order for one or more individual portions of food in a form that is edible without washing, cooking, or additional preparation and "prepared" means any action that affects a food other than receiving or maintaining it at the temperature at which it was received.

- (w) "Mobile food vending unit" shall mean a food service operation or retail food establishment that is operated from a food truck, food trailer, pedi-food cart, or pushcart, and that can or does routinely change location. For the purposes of a mobile food vending license," mobile food vending unit "excludes food delivery operations and vending machines, as defined in Ohio Revised Code 3717.01(L).
- (ee) "Pushcart" shall mean a vehicle propelled by human power which has been specifically designed or used for mobile food vending. Vehicles not specifically designed for mobile food vending including, by way of example and not by way of limitation, racks, wheelbarrows, dollies, grocery carts, baby carriages, tables, chairs, benches, cabinets, or other furniture and boxes, buckets, tubs, or other containers or devices which normally rest on the ground whether or not wheels have been attached shall not be licensed as pushcarts.

Denver, CO

Mobile Retail Food Establishment: A retail food establishment that is a wheeled vehicle (such as a mobile truck or mobile trailer) that is readily moveable and designed for the service of food from the *interior of the unit* and that is intended to physically report to and operate from a commissary for servicing, restocking, and maintenance each operating day. Per DFD, food trucks cannot park within 10 feet of another food truck or a structure.

Savanna, GA (draft)

- (b) **"Mobile food service unit"** shall mean a food establishment that reports to and operates from a base of operations and is readily moveable, designed and equipped to serve food and so approved by the Chatham County health department.
- (c) **"Food Truck"** shall mean mobile food establishment as defined in this Code, but limited to food establishments located in a motor vehicle licensed to operate by a department of motor vehicles, and permitted by the City of Savannah.
- (d) **"Push Cart"** shall mean a moveable, wheeled, non-motorized vehicle. Any wheeled vehicle or device other than a motor vehicle that may be moved with or without the assistance of a motor and that does not require registration by the department of motor vehicles, used for the displaying, storing, providing or transporting of food or services.

(e) **“Vending”** shall mean any business enterprise in which merchandise, prepackaged food, services or a combination thereof are rendered for sale to the general public on private property licensed and approved by the City.

LOADING SPACES - INCREMENTAL SQUARE FOOTAGE INCREASES
6.24.2021

			20% INCREASE				30% INCREASE				40% INCREASE				50% INCREASE			
# req'd	SF Range		Actual		Proposed		Actual		Proposed		Actual		Proposed		Actual		Proposed	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
1	5,000	29,000	6,000	34,800	6,000	35,999	6,500	37,700	6,500	38,999	7,000	40,600	7,000	41,999	7,500	43,500	7,500	44,999
2	30,000	59,999	36,000	71,999	36,000	72,000	39,000	77,999	39,000	78,000	42,000	83,999	42,000	84,000	45,000	89,999	45,000	90,000
1	ea. Addl.	30,000		36,000		36,000		39,000		39,000		42,000		42,000		45,000		45,000
1	5,000	24,999	6,000	29,999	6,000	29,999	6,500	32,499	6,500	32,499	7,000	34,999	7,000	34,999	7,500	37,499	7,500	37,499
2	25,000	59,999	30,000	71,999	30,000	72,000	32,500	77,999	32,500	78,000	35,000	83,999	35,000	84,000	37,500	89,999	37,500	90,000
1	ea. ad.	30,000		36,000		36,000		39,000		39,000		42,000		42,000		45,000		45,000
1	5,000	24,999	6,000	29,999	6,000	29,999	6,500	32,499	6,500	32,499	7,000	34,999	7,000	34,999	7,500	37,499	7,500	37,499
2	25,000	50,000	30,000	60,000	30,000	60,000	32,500	65,000	32,500	65,000	35,000	70,000	35,000	70,000	37,500	75,000	37,500	75,000
1	ea. ad.	30,000		36,000		36,000		39,000		39,000		42,000		42,000		45,000		45,000
1	5,000	39,999	6,000	47,999	6,000	48,000	6,500	51,999	6,500	52,000	7,000	55,999	7,000	56,000	7,500	59,999	7,500	60,000
1	ea. ad.	40,000		48,000		48,000		52,000		52,000		56,000		56,000		60,000		60,000

- 1 Every two school busses
- 1 More than 25 beds

Meeting Agenda of the City and Borough of Juneau
Title 49 Committee of the Planning Commission

Thursday, June 24, 2021
Community Development Department
Virtual & Telephonic Meeting, 12:00 P.M.

Members Present: Nathaniel Dye, Mandy Cole, Erik Pedersen,

Members Absent: Travis Arndt, Joshua Winchell

Commissioners Present: None

Staff Present: Jill Maclean (CDD Director), Irene Gallion (CDD Senior Planner), Laurel Christian (CDD Planner), Sherri Layne (CBJ Law)

I. Call to Order

The meeting was called to order at 12:05 P.M.

II. Approval of Agenda

MOTION: *by Mr. Pedersen to approve the agenda as written.*

The motion passed with no objections.

III. Approval of Minutes – None

IV. Agenda Topics

A. Parking

Ms. Gallion explained the packet provided to the Committee. She explained that an outstanding question was ADA. The solution was to add a separate table to the parking section for the downtown area. These would be the standard for various areas rather than a reduction. She clarified that the only way to ensure no ADA was required, is to have no parking requirement. If one space was required, it would need to be ADA.

Ms. Gallion added that the draft incorporated comments from Commissioner Voelckers and staff. She said there should also be a discussion on loading spaces and how many should be required. The draft aims to make loading space requirements more flexible.

Ms. Gallion explained the table. There were three columns for different areas: one for the entire borough, one for geographic area of Juneau and Douglas, and one for the parking district. There would be a separate requirement for each.

Regarding the geographic area of Juneau or Douglas, Mr. Dye asked if this was an amendment.

Ms. Gallion explained there are already reductions for geographic area of Juneau or Douglas in code, so these are not new. The additional column clarifies there is a different standard.

Mr. Dye asked where that is in existing code.

Ms. Gallion said it was in the current parking table and the proposed table clarifies the existing difference and creates a column for the parking district. She then explained the tables and spaces per column and how staff arrived at the number.

Mr. Dye wondered if single-family/duplex/apartments should get a reduction. He thought they should be the same throughout the entire borough for those uses. Two would be required for each dwelling unit and one for an apartment for all in the borough.

Mr. Pedersen said he would be more inclined to have one be required for a single-family and one for an accessory apartment. He asked what Mr. Dye's reasoning was.

Mr. Dye replied that this is the current requirement and he wanted the parking district to be able to be applicable borough-wide later.

Ms. Cole thought it would be confusing to not make a reduction to single-family in the parking district. She added there were a lot of variables and different goals.

Mr. Pedersen wondered if the 60 percent needed to be applied to all uses; if not, they could not evenly apply that to all use types. The 60 percent was a starting point and the Committee would change it for different uses.

Mr. Dye agreed and thought that the 60 percent was the initial reduction and was supposed to be a quick fix, but since the Committee was looking at the table, they could not decide if that actually made sense for those uses.

Ms. Cole preferred requiring one parking space for single-family and per unit of duplex or accessory apartment. She thought there was more balance between what was realistic and the goals of the reduction.

Mr. Dye added that those uses would never need ADA, so it's safer to increase those now and have people ask for a waiver later.

Ms. Gallion clarified that the amount would be two spaces per single-family dwelling, and one for an accessory apartment.

Ms. Cole and Mr. Pedersen wanted it to be one space.

Mr. Dye asked why they couldn't reduce the spaces required for multi-family everywhere. He asked for column 2 to become the numbers in column 1 so there weren't three areas.

Ms. Gallion said staff could try to take the reduction to the full Commission.

Mr. Pedersen agreed with Commissioner Voelckers' comments to reduce the amount of parking required for sobering centers.

Mr. Dye recommended one space per bed in column 1 and one space per 24 beds on column 2. He also asked to add a visitor space.

Ms. Cole added that there would be employees and a staff van. She thought functionally three spaces would be needed. She thought it should be based on employee numbers not number of beds.

Ms. Gallion agreed that sobering centers are usually 24 hours to public transportation might not be an option that is available late at night when the busses stop running.

Mr. Dye asked if the office space requirement could apply for employees.

Ms. Gallion replied that it could, but cautioned that office space might not be a good indicator of staff presence.

Ms. Cole agreed that it wouldn't be characterized as office space typically.

Mr. Dye asked from staff's perspective if office space would apply for a break room.

Ms. Maclean said it could be case dependent.

Mr. Dye said that it would make more sense to round up always and wondered if that could be a premise of the table.

Ms. Cole replied that the math we use is pretty standard and if we want one space, we should say one space.

Mr. Dye replied that he did not want rounding to zero.

Ms. Gallion clarified that one space per 12 beds and one per 14 in the second column.

Ms. Gallion further explained the table and commented on convenience stores. She said that in column 2, there would be more of a reduction than 49.65, which allows reductions for adding certain features.

Ms. Layne said that the standards needed to be clear in how the Committee wanted to do it.

Ms. Gallion replied then that the Committee had some latitude to determine what the reduction should be.

Ms. Layne agreed and said the Committee needed to be clear with their preference.

Mr. Dye clarified that in 49.65, bonuses allow a reduction in parking or other items the applicant requests.

Ms. Gallion agreed there were multiple ways to get a reduction to parking.

Mr. Dye said suggested that the parking section should be struck from 49.65.540. He recommended one per 625 in the first column and one per 650 in the second column. The Committee agreed.

Ms. Gallion discussed additional comments from commissioner Voelckers. She said parking at schools was a question.

Mr. Dye asked staff to reach out to schools to determine whether or not their parking was meeting their needs.

Mr. Pedersen was inclined to leave schools as it is.

Mr. Dye said it should be left as is or the schools should be asked for their preference. He added to reach out to the University of Alaska Southeast, as well.

Ms. Gallion said that staff clarified non-accessible spaces for stacked parking on vehicle repair stations. She also discussed additional comments from Mr. Voelckers on post offices.

Ms. Gallion explained that childcare centers and homes have parking requirements in 49.65, which cannot be varied.

Mr. Dye said that staff should move the parking requirement into the table and the asterisk with a note and remove it from 49.65, but note that it cannot be varied.

Ms. Layne said that was fine as long as the Committee was clear on what they wanted to do.

Ms. Gallion explained there were a number of added items by staff that were run into often. She asked if the Commission was interested in looking at these items.

Mr. Dye asked what was being used for mobile food.

Ms. Gallion said that these are infill development and don't typically require much parking. She said they're taking advantage of where people already are and not attracting new people.

Ms. Cole suggested no change to salon and sports, but noted that food trucks and food was important.

Mr. Dye said that the starting position would be half of what a standard restaurant required for seasonal food and mobile.

Ms. Maclean added that it has been difficult for food trucks to find parking and accommodate parking similar to brick and mortar. She added that they are usually seasonal and temporary.

Mr. Dye said that half the requirement would be one per 1,000 square feet of gross floor area. He asked what is used to measure the square footage.

Ms. Maclean said that the square footage was based on the size of the food truck, or the structure, and added for all the structures on the property. She said the tented areas didn't count, only where you were getting food or drink.

Mr. Dye said staff and the Committee should be thinking about how employees park, not the customer base.

Ms. Cole felt the starting point should be zero.

Mr. Pedersen agreed to zero parking and requiring parking limits where food trucks can be stationed.

Ms. Gallion said the opening position for the parking district could be zero and the half of regular restaurants for the rest of the borough.

Mr. Dye said he thought it should be one per two on-shift employees everywhere and in the parking district would be one per four people. He noted they could still get a parking waiver.

Ms. Gallion said that if parking were required, the space required would need to be ADA, so not for employees.

Mr. Pedersen said that was a problem and supported Ms. Gallion's proposal for zero in the parking district and half restaurants in the rest of the borough.

Mr. Dye agreed. He added concerns for the name "mobile". He wanted clarification on what "mobile" means. He said there was a difference for boline trucks parked for a few hours versus something stuck in place, connected to utilities.

Ms. Gallion said she pulled a definition from the state and other communities on what mobile means.

Mr. Dye said that mobile should be zero everywhere. If they come for a night and leave the same day, they don't need parking. He said the definitions should be enforceable. Mobile food vendors could then be zero everywhere.

The Committee agreed.

Ms. Gallion moved forward to loading space requirements. She said that they were based on a percent of square footage.

Mr. Pedersen questioned the table provided to the Committee and asked for what staff wanted from the Committee and if this would just be for downtown. He said that 50 percent looked fine for the downtown area.

Ms. Gallion further explained the table provided in the packet.

Mr. Dye said he didn't want to change what was required for one, but thought the second space should have a much higher threshold.

Ms. Cole asked if 5,000 square feet was okay needing one.

Mr. Dye agreed.

Mr. Pedersen said he didn't agree, because in the downtown area it would almost be impossible to create a loading space. He generally supported Mr. Dye's number, but was also comfortable with staff's recommendation.

Ms. Gallion said that she has never seen a development proposal require two spaces in the downtown area.

Mr. Dye agreed and said there would not be a functional change. He said typical development downtown won't trigger a loading zone. He didn't think there was a need to reduce it downtown.

Mr. Pedersen wondered if a change in use would trigger parking.

Mr. Dye said there was code language that exempted existing buildings from parking requirements downtown.

Mr. Pedersen said that alleviated his concerns.

Ms. Cole asked if the Commission was comfortable with 7,000 square feet instead of 5,000. She said that was in line with lightening other requirements.

Mr. Dye said that 5,000 square feet was a very large building and it is not reasonable to need one, at least.

Ms. Cole said that she was trying to make it slightly less onerous.

Mr. Pedersen said he supported meeting in the middle at 6,000 square feet.

Mr. Dye agreed to 6,000 square feet and said never require two in the downtown parking district, because it was unlikely to have a building constructed that large anyways.

Ms. Gallion confirmed a 6,000 square-foot floor and getting rid of the second space requirement in the parking district.

B. Office space in Industrial zoning

Ms. Maclean said that a priority of the Assembly was to preserve Industrial zoning for Industrial uses, but also said there needed to be a balance. She said that the Honsinger Pond area next to the airport is zoned Industrial and is prime for uses that are not allowed in Industrial. She said that Note S in the TPU allows office spaces in Industrial only on the Sherwood Lane area and this was not equitable to other landowners in Industrial zoning districts. She thought if it was allowed in one area, it should be allowed in all Industrial zoning districts.

Mr. Dye asked how this weighed with increasing access to Industrial land in Juneau.

Ms. Maclean said that Industrial land is a priority, but she said staff could float this to see if it would be supported since there has been community interest.

Mr. Dye asked if Note S could be deleted and allow Sherwood Lane to become nonconforming, to preserve Industrial land going forward.

Ms. Maclean said that could be an option. She said that limiting uses is not always the highest and best use of land. She noted there is not a huge need for heavy Industrial uses in the borough.

Ms. Cole said that she supported Chair Dye's suggestion to delete the note. She felt this was a larger conversation that may not be quick; there was a clear problem with the note and said Industrial uses should be a longer discussion.

Mr. Pedersen said that the Honsinger Pond area worked for these uses, but it may not work everywhere that is zoned Industrial. He would more information on how this could change Industrial Boulevard. He also agreed with the Director in that traditional Industrial uses are not in very high demand here. He felt it would be good to have more Commissioners weigh in, but was in general support of the proposal.

Mr. Dye wondered about residential uses in Industrial zones. He thought the long-term solution would be a new subcategory for office space that is tolerant of Industrial activity. He thought the Conditional Use Permit process would help ensure this, but thought there might be a burden on the Commission

in the future to determine if uses were complimentary. He didn't want to erode the Industrial area with uses that were not complementary.

Ms. Maclean asked what the next step would be.

Mr. Dye said that staff and the Committee needed to determine where this fit into the priorities. He wanted further conversation on this with the Assembly and staff. He said the Committee supported deleting Note S, but that the Chair would report back on where a new line item in the TPU fits into the workflow.

The Committee agreed.

V. Committee Member Comments and Questions

Ms. Maclean said there was a Committee scheduled for July 1, 2021 at 12 noon to discuss streams.

VI. Adjournment

The meeting adjourned at 1:26 P.M.