CHAPTER 11
LAND USE MAPS

The Comprehensive Plan Land Use Maps, generally called the "Comprehensive Plan Maps" or "Land Use Designation Maps", display land use designations for various subareas of the borough. The Comprehensive Plan Maps render the policies of the preceding chapters into specific land use designations for residential, commercial, industrial, natural areas, resource protection and institutional/public uses.

The land uses shown are expressed in a range of development intensities. In some cases, the Comprehensive Plan Map will provide a range of densities that can be allowed, which means that the corresponding zoning classification could be one of several selections within that range. For example, an "Urban Low Density Residential" (ULDR) Comprehensive Plan Land Use designation describes residential development with densities ranging from one to six dwelling units per acre. At the time of the drafting of this update, there are four Land Use Code residential zoning district designations that fall within this density range, and which could be chosen as consistent with the Comprehensive Plan.

In considering re-zoning requests, the Planning Commission and Assembly should aim to promote the highest and best use of the land under consideration and all new zoning or re-zoning designations are required to be substantially consistent with the Comprehensive Plan and associated land use maps. In some cases, the highest and best use may be increased density or more intensive use of the land; in other cases, the highest and best use may be preservation in an undisturbed state for purposes of habitat preservation, flood control, or providing a buffer between development and areas subject to natural hazards.

Encompassing over 3,000 square miles, the CBJ is difficult to depict unless its components are broken down into more easily mapped and displayed units. Thus, a study area was drawn from within the borough. The study area was in turn divided into subareas. The primary presentation of land use and related policies appear in Chapters 4 (Housing), 5 (Economic Development) and the Subarea Maps and related Guidelines described later in this Chapter.

Methodology and Criteria

The Comprehensive Plan Maps were prepared after analyzing each subarea in terms of its relationship to the existing community form, adopted policies, existing natural resources, habitat value, development patterns, suitability for additional development, and other characteristics. The steps taken to prepare the subarea maps are discussed below.

Vacant and potentially buildable land was located in each subarea and physical development constraints such as steep slopes and wetlands were evaluated. Road access, intersection capacity, utilities, adjacent land uses and existing development patterns were also analyzed. In most cases, existing patterns were reinforced with a compatible designation on the subarea maps. Most publicly-owned land within sensitive areas was designated for very low density development or resource conservation in accordance with the Natural Resource and Hazards policies described in Chapter 7 of this Plan. Designation of residential land was based on the level of existing or planned urban services, the pattern of existing subdivision(s), and compatibility with adjacent land uses.

For each subarea, the designated intensity of future development was determined in large part by whether the subarea is located in the Urban Service Area, rural areas, or New Growth Areas. For example, a key determinant for the use of land in the downtown Juneau and downtown Douglas areas are their characteristically urban form. The Lemon Creek, Switzer Creek, and East Mendenhall Valley areas are, overall, characteristically suburban in scale, form and density, although there are areas of high density apartments and manufactured home parks therein. Small areas around the University and Auke Bay share urban form and densities. The area west of the Mendenhall

River, however, is rural in character although it is provided sewer service that, typically, warrants a suburban or urban density of development. Likewise, North Douglas is in the process of being provided sewer service that warrants denser residential development. Areas that are planned for sewer service are designated so as to allow appropriate re-zoning to higher residential densities when services and road improvements are provided. The more remote roaded areas of Thane and Out the Road are rural and are not proposed for municipal water or sewer service within the 20 year planning horizon of this Plan.

Commercial uses were generally designated in or adjacent to existing commercial areas if the latter are accessible to major population centers. Water-dependent commercial uses were designated for shoreline areas characterized by adequate services and marine access. Mixed use or "Traditional Town Center" style development was designated in areas near existing shopping areas, along transit corridors, in downtown Juneau and Douglas and the village center of Auke Bay, based on existing development patterns, access and location.

Industrial districts were designated according to the type of industrial use therein or based on the location criteria of industrial businesses. Due to the incremental, yet significant, encroachment of commercial retail, office and service uses into industrially-zoned districts in Lemon Creek and near the airport, these areas were re-designated from industrial use to light industrial use. Other lands that had previously been designated for future park use near the airport (an abandoned sand and gravel pit) and for resource development in Lemon Creek (an active gravel pit) were designated for Resource Development; these areas are expected to be available for development in the long-term.

Waterfront areas were designated for water-dependent development, mixed with compatible commercial and residential uses, provided that public access to the water and valued view corridors are preserved.

The public/institutional designations reflect existing uses. In downtown Juneau they allow for expansion and redesign of municipal facilities and the State Capitol Complex. Public shoreline access is considered to be an important land use. The Comprehensive Plan Maps indicate existing public shoreline access points. The locations of potential small boat harbors are shown, as are potential roadway corridors.

Descriptions of Land Use Categories

The following descriptions should guide the development of Land Use Code zoning district permissible land uses, development standards and guidelines. These descriptions are intended to describe the overall character of development for each land use category and are not intended to be firm or restrictive definitions, such as with zoning district permitted and conditional uses. The Community Development Department (CDD), Planning Commission and the Assembly will use these descriptions of the character of the land use categories and zones to guide their formation of the zoning regulations for each. These land use categories and their uses reflect cultural values and economic and societal needs and, over time, the Comprehensive Plan descriptions of land use categories will change to reflect changing values and circumstances. Rezoning requests should be considered carefully by the CDD, Planning Commission, and Assembly in light of the existing character of the neighborhood, the community's vision for the area as it is described by the land use categories shown on the Comprehensive Plan Land Use Maps, and the particular dimensional standards and uses permitted in the adopted zoning designations available for use at that time.

Conservation Area (CA).

Conservation Areas consist of CBJ-owned Parks and Recreation Department-managed lands with recognized high value environmental qualities that are set aside for the protection and management of the natural environment with recreation, such as fishing, hiking and non-motorized boating, as a secondary objective. These may be non-anadromous fish watercourses or areas adjacent to anadromous fish streams that have been designated Stream Protection Corridors (SC), greenbelts, or high value wetlands. No development should be permitted other than structures, roads and trails necessary for the maintenance and protection of the resources or for managed public access for education and passive recreation purposes. These lands should be zoned to prevent residential, commercial, and industrial development, as well as resource extraction activities.

Stream Protection Corridor (SC).

On CBJ-owned lands, a SC-Stream Protection Corridor designation serves to protect anadromous fish streams and their tributaries from development that could cause pollution, erosion, depletion of groundwater infiltration or otherwise could degrade the stream corridor and its biological functions. Upon first designation, a 200 foot wide corridor on both sides of the bank would be included within the designated corridor along anadromous fish water bodies included within the Alaska Department of Fish and Game Inventory adopted by the CBJ Assembly. However, this "base" designation should be revised and the length and breadth of the specific corridor should be determined by a scientific/biological assessment of the functionality and habitat value of the particular stream segment; the width and length of the protected corridor may be more or less than the 200-foot base protection zone. No development should be permitted other than passive, non-motorized trails, their support systems and, under special circumstances, roads and parking areas necessary for the maintenance and protection of the resources therein or to facilitate managed non-motorized public access for education and passive recreation activities. These lands should be zoned to prevent residential, commercial, and industrial development, as well as resource extraction activities. The CBJ should retain ownership of these lands.

On publicly-owned lands that are not owned by the CBJ, a SC-Stream Protection Corridor designation is fixed at 200 feet from the ordinary high water mark of the shorelines of the anadromous fish creeks, streams, and lakes listed in the most recently CBJ-adopted Alaska Department of Fish and Game (ADF&G) inventory of anadromous fish streams.

Natural Area Park (NP).

Natural Area Parks are CBJ-owned lands characterized by areas of natural quality designed to serve the entire community by providing fish and wildlife habitat, open space/natural areas, access to water, and opportunities for passive and dispersed recreation activities. No development should be permitted other than structures, roads and trails necessary for the maintenance and protection of the resources or for managed public access for education and passive recreation purposes; this may include parking areas, educational kiosks, cabins, rest stations and similar convenience services for the recreational enthusiast. These lands should be zoned to prevent residential, commercial, and industrial development, as well as resource extraction activities. The CBJ should retain ownership of these lands.

Recreational Service Park (RS).

Recreation Service Parks include CBJ-owned lands with parks developed for active recreation, programmed use, and/or community gardens. Recreation, parking, playgrounds and fields, ski lifts, All-Terrain Vehicle (ATV) riding parks, rifle ranges, operations and maintenance-related structures are possible uses or components of RS-designated lands. These lands should be zoned to prevent residential, commercial, and industrial development, as well as resource extraction activities beyond those accessory to park development. The CBJ should retain ownership of these lands.

As many of the existing RS-designated lands are smaller than the minimum area required for a unique zone, these lands must be within the zoning district that surrounds or abuts them.

Federal Park (FP).

Federal Parks are public lands owned by federal agencies and managed for recreational use.

State Park (SP).

State Parks are public lands owned by state agencies and managed for recreational use.

Recreational Resource (REC).

Land primarily under federal or state management for a range of resources, such as timber, minerals, fish and wildlife and recreation uses, including recreation cabins. Uses may include small-scale, visitor-oriented, and/or seasonal recreational facilities. These lands should be zoned to prevent residential, commercial, and industrial development.

Watershed (WS).

Watershed lands are in natural, largely undisturbed states that provide, or could in the future provide, water supplies for domestic water consumption. Any development within WS-designated lands should be designed and/or use Best Management Practices to avoid negative impacts to water quality. Watersheds are overlay land use designations that transcend other land use designation boundaries.

Hazard Area (HA).

Hazard Area lands have characteristics that could pose hazards to the general public and, therefore, development therein should be prohibited or, if allowed, should be designed and operated in such a way as to ameliorate any adverse impacts associated with the identified hazard. Examples of hazardous lands include areas with moderate to high potential for avalanche or mass-wasting/landslide events. Lands within Hazard Area designations may be zoned for a mix of zoning districts, most particularly the same district as the surrounding lands. CBJ-owned lands in hazard areas should be retained in CBJ ownership.

Hazard areas are overlay land use designations that transcend other land use designation boundaries. Although any zoning district could be overlaid by the HA land use designation, residential densities should be kept low in areas designated as within hazard areas in regulatory maps, unless substantial effort to protect residents is made in project design and construction. The Hazard Areas shown on the Comprehensive Plan Land Use Maps are general in nature; regulatory maps must be based on careful scientific review of site-specific conditions, and will be more specific.

Scenic Corridor/Viewshed (SCV).

This designation is suitable for CBJ-owned and other public lands whose views of, or whose near and/or distant views from the locale, are deemed as spectacular and/or represent a significant and important representation of the visual character of the CBJ. The views of, or from, the designated SCV land area toward public vista points or viewscapes:

1. demonstrate a scenic view of great natural beauty, a spectacular landscape, an important historic building or site;

2. provide views of the aurora borealis, sea, harbors, or of a cityscape that is a “signature” viewscape of the CBJ; and,

3. is valued by residents and visitors alike and conveys the Juneau area as a special place.

Lands within the scenic corridor or viewscape should be protected from visual intrusion or obstructions from structures, night light and glare, invasive flora, and/or other similar elements that would diminish the visual prominence of the viewscape. Lands within SCV designations may be zoned for a mix of zoning districts, most particularly the same district as the surrounding lands; however, any new zoning request or rezoning application should identify specific view corridors that would be protected by any new development therein. Land uses that do not require view-blocking structures should be permitted, such as public vista plazas and seating areas, community gardens, boat launch facilities, fishing areas or utility poles.

Institutional and Public Use (IPU).

Lands that are in public ownership and dedicated for a variety of public uses, such as the University of Alaska Southeast; local, state and federal government uses; and for such public facilities as community gardens, schools, libraries, fire stations, treatment plants, and public sanitary landfills. Included are potential sites for future boat harbors, schools, parks, farmers markets, publicly-supported arts events, permitted arts or food-service kiosks or sales activities, parking facilities and road and public transit system easements. Also included are public aircraft facilities.

The public use of these lands will vary widely, so IPU-designated lands can be under any zoning district, with the uses thereon appropriate for that zone as regulated in the Table of Permissible Uses (CBJ 49.25.300); the zone of any particular public use should be the same district as the surrounding or abutting lands.

Resource Development (RD).

Land to be managed primarily to identify and conserve natural resources until specific land uses are identified and developed. The area outside the study area of this Comprehensive Plan is considered to be designated Resource Development. As resources are identified or extracted from these lands, they should be re-designated and re-zoned appropriately.

Rural Dispersed Residential (RDR).

These lands are characterized by dispersed, very low density development not provided with municipal sewer or water. Densities are intended to permit one dwelling unit per acre or larger lot sizes, based on existing platting or the capability of the land to accommodate on-site septic systems and wells. Uses may also include small-scale, visitor-oriented, seasonal recreational facilities.

Rural/Low Density Residential (RLDR).

Rural residential land at densities of one to three dwelling units per acre, based on existing platting and capability of the land to accommodate on-site septic systems and wells or whether the land is served by municipal water and sewer service.

Urban/Low Density Residential (ULDR).

These lands are characterized by urban or suburban residential lands with detached single-family units, duplex, cottage or bungalow housing, zero-lot-line dwelling units and manufactured homes on permanent foundations at densities of one to six units per acre. Any commercial development should be of a scale consistent with a single-family residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300).

Medium Density Residential (MDR).

These lands are characterized by urban residential lands for multifamily dwelling units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300).

Medium Density Residential—Single Family Detached (MDR/SF).

These lands are characterized by single-family detached homes at densities ranging from 10 to 20 units per acre. Only single-family detached homes, single-family detached homes with an accessory apartment, cottage houses and bungalow houses are permitted within this zone. Any commercial development should be of a scale consistent with a single-family residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300).

High Density Residential (HDR).

These lands are characterized by urban residential lands suitable for new, in-fill or redevelopment housing at high densities ranging from 18 to 60 units per acre. Commercial space may be an element of developments on properties under this designation, as regulated in the Table of Permissible Uses (CBJ 49.25.300).

Traditional Town Center (TTC).

These lands are characterized by high density residential and non-residential land uses in downtown areas and around shopping centers, the University, major employment centers and public transit corridors, as well as other areas suitable for a mixture of retail, office, general commercial, and high density residential uses at densities at 18 or more residential units per acre. Residential and non-residential uses could be combined within a single structure, including off-street parking. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land.

Marine Mixed Use (M/MU).

These lands are characterized by high density residential and non-residential land uses in areas in and around harbors and other water-dependent recreational or commercial/industrial areas. Typically, neighborhood-serving and marine-related retail, marine industrial, personal service, food and beverage services, recreational services, transit and transportation services should be allowed and encouraged, as well as medium- and high-density residential uses at densities ranging from 10 to 60 residential units per acre. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land. Float homes, live-a-boards, and house boats, if necessary services (such as sewer) are provided to berthing locations, are appropriate for these areas.

Bonus-Eligible Area (BE).

Bonus-Eligible areas are shown on the Bonus-Eligible Area Overlay District Map. Areas within the Bonus-Eligible Overlay District may be considered for inclusion in bonus-eligible overlay districts adopted into the zoning maps; such bonus-eligible overlay districts may be designed to achieve a particular purpose, such as the Affordable Housing Overlay District (AHOD) or a Transit Oriented Development Overlay District (TOD). Regardless of the name given to such an overlay district in the zoning map set, the intent of the BE designation is to encourage the development of relatively dense, mixed use, pedestrian-oriented land uses in close proximity to high levels of transit service. Particular details of how both the AHOD and TOD Overlay Districts are envisioned are included throughout this Plan, and with particularity in Chapters 4 (AHOD) and 3 (TOD). The goals, objectives, and bonuses that are relevant or applicable to either AHOD or TOD have a high degree of overlap, and a single bonus-eligible area and associated set of land use permitting requirements may suffice to meet the need for both overlays that are expressed in this Plan. The BE area is defined as that portion of the Urban Service Area that is, at the time of map adoption:

1. Within ½ mile distance of, and not separated by a water body from, a public transit route with regular service that is ½ hour or less on average;

2. Not within the Mendenhall Wetlands State Game Refuge;

3. Not within the Juneau International Airport; and,

4. Not within a Light Industrial (LI), Heavy Industrial (HI), or Waterfront Commercial/Industrial (WCI) land use designated-area on the Land Use Maps in this chapter.

Commercial (C).

Lands devoted to retail, office, food service or personal service uses, including neighborhood retail and community commercial centers, such as shopping centers and malls, office complexes or other large employment centers. Mixed retail/residential/office uses are allowed and encouraged. Residential and non-residential uses could be combined within a single structure, including off-street parking. Residential densities ranging from 18- to 60-units per acre are appropriate in this area, with even higher densities appropriate in mixed-use or transit-oriented developments. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land.

Light Industrial (LI).

Land to be developed for heavy commercial or light industrial uses such as small- to medium- scale food processing; printing and other business services; wholesale trade; research and development laboratories; light manufacturing processes; metal fabrication; warehousing, trucking; animal kennels; crematoria; indoor and outdoor storage; car, boat, and heavy equipment sales; and repair and maintenance activities. Residential units should be limited to caretaker units where the occupant works directly for or owns the business for which the occupant is caretaking.

Heavy Industrial (HI).

Land to be developed for heavy industrial uses such as large scale food production and/or processing; large-scale or industrial-related repair activities; metal fabrication; wholesale trade; manufacturing processes; warehousing; outdoor storage; trucking; animal kennels; crematoria; repair and maintenance uses; resource extraction and processing such as gravel pits, rock crushing facilities, cement batch plants, asphalt plants, fuel tanks, stump dumps, salvage yards, landfill sites; aircraft facilities; and other similar large-scale or noisy and/or noxious industrial activities. Some recreational uses should be permitted, including sport vehicle, All Terrain Vehicle (ATV) or snowmobile motor-course facilities, shooting ranges, and other similar noise-generating uses. Residential, office, retail, and personal service uses are not to be allowed, except that residential caretaker facilities should be permitted.

Marine Commercial (MC).

Land to be used for water-dependent commercial uses such as marinas/boat harbors, marine vessel and equipment sales and repair services, convenience goods and services for commercial and sport fishing, marine recreation and marine tourism activities such as food and beverage services, toilet and bathing facilities, bait and ice shops, small-scale fish processing facilities, hotels and motels, and similar goods and services to support mariners and their guests. Float homes, house boats, and live-aboards would be residential uses to be allowed within an MC district,

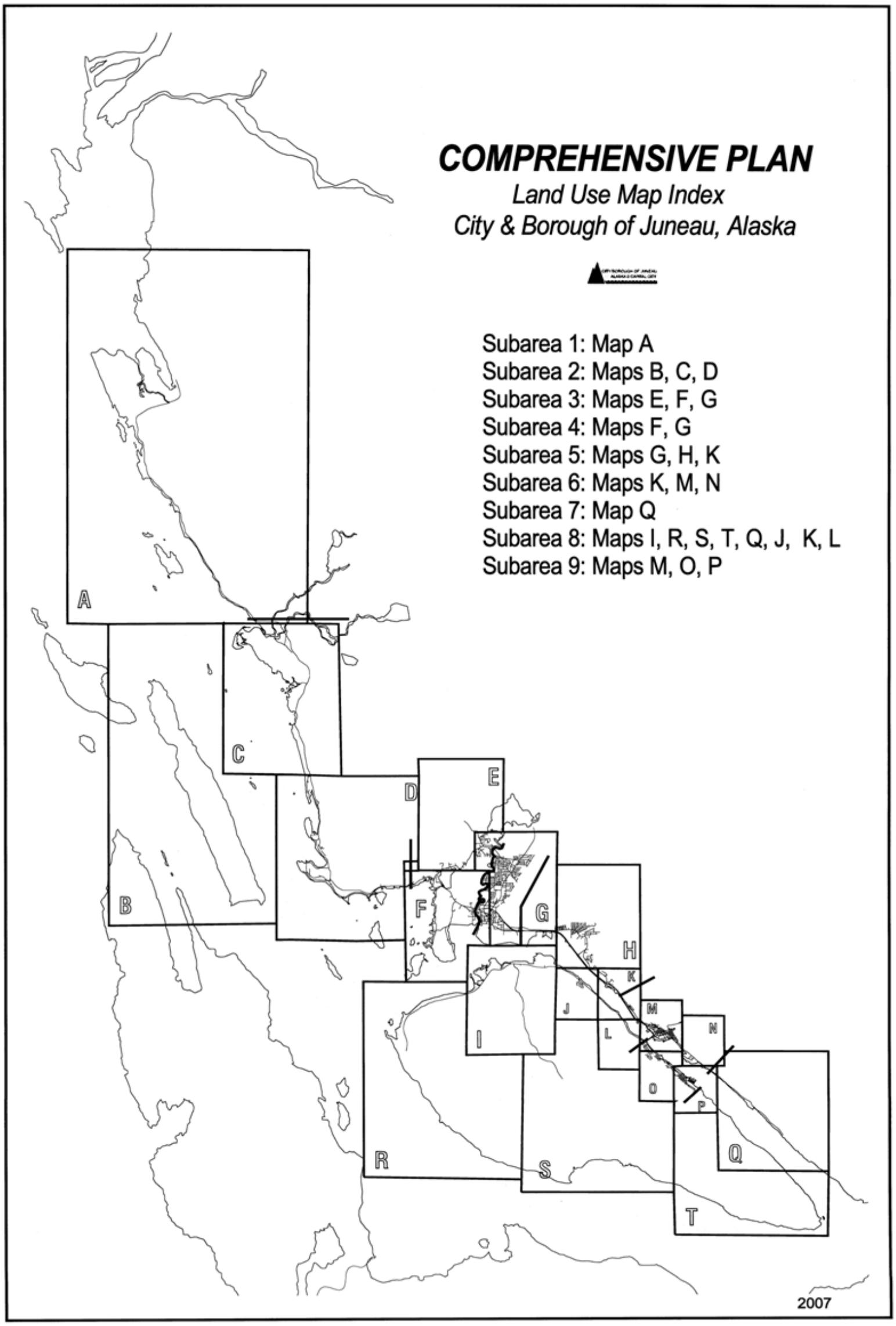
Waterfront Commercial/Industrial (WCI).

Land to be used for water-dependent heavy commercial and industrial uses such as marine transportation terminals, large or small boat marinas, boat repair, shipyards, marine freight handling areas, fish buying and processing plants, ice plants, marine hatcheries, and marine parks. Residential uses would not be allowed in Waterfront Commercial/Industrial Districts, with the exception of caretaker units.

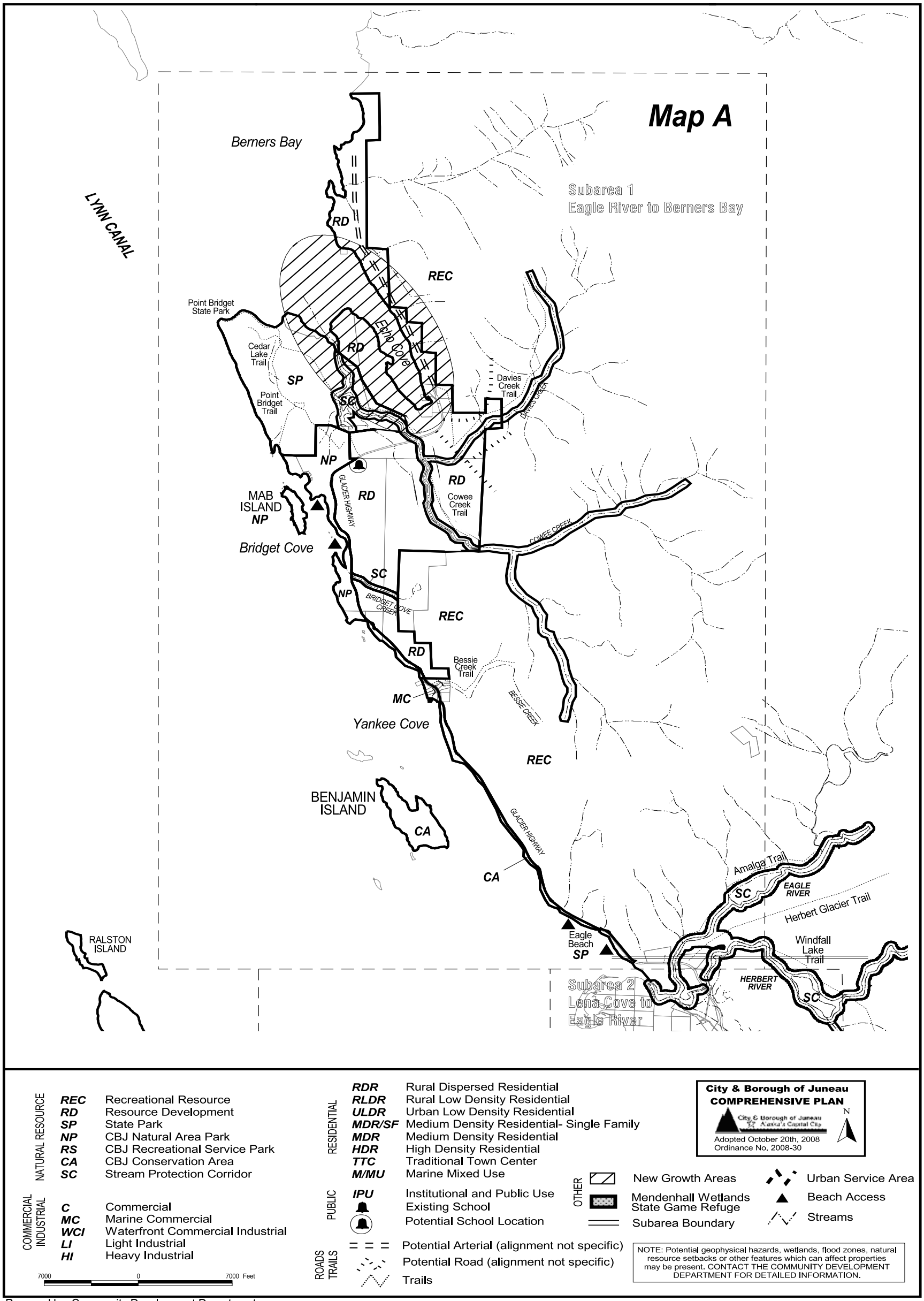
Subarea Maps and Subarea Guidelines and Considerations

The Subarea Maps section describes subarea land use on maps and with text. It lists the particular guidelines and considerations that should influence land use decisions for the Subareas. Resources and hazards are shown for each subarea and are intended to be informational. For each subarea there is also a discussion of factors that will influence the future direction of the subarea. Finally, guidelines for future subarea planning, including capital improvements and permit review considerations that emerged from the 2008 Comprehensive Plan update process are listed.

The nine subareas are shown on the Land Use Map Index.


COMPREHENSIVE PLAN
Land Use Map Index
City & Borough of Juneau, Alaska
Subarea 1: Map A
Subarea 2: Maps B, C, D
Subarea 3: Maps E, F, G
Subarea 4: Maps F, G
Subarea 5: Maps G, H, K
Subarea 6: Maps K, M, N
Subarea 7: Map Q
Subarea 8: Maps I, R, S, T, Q, J, K, L
Subarea 9: Maps M, O, P
A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
S
T
2007

Map 11.1



NATURAL RESOURCE
- REC Recreational Resource
- RD Resource Development
- SP State Park
- NP CBJ Natural Area Park
- RS CBJ Recreational Service Park
- CA CBJ Conservation Area
- SC Stream Protection Corridor

COMMERCIAL INDUSTRIAL
- C Commercial
- MC Marine Commercial
- WCI Waterfront Commercial Industrial
- LI Light Industrial
- HI Heavy Industrial

7000 0 7000 Feet

RESIDENTIAL
- RDR Rural Dispersed Residential
- RLDR Rural Low Density Residential
- ULDR Urban Low Density Residential
- MDR/SF Medium Density Residential- Single Family
- MDR Medium Density Residential
- HDR High Density Residential
- TTC Traditional Town Center
- M/MU Marine Mixed Use

PUBLIC
- IPU Institutional and Public Use
- Existing School
- Potential School Location

ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

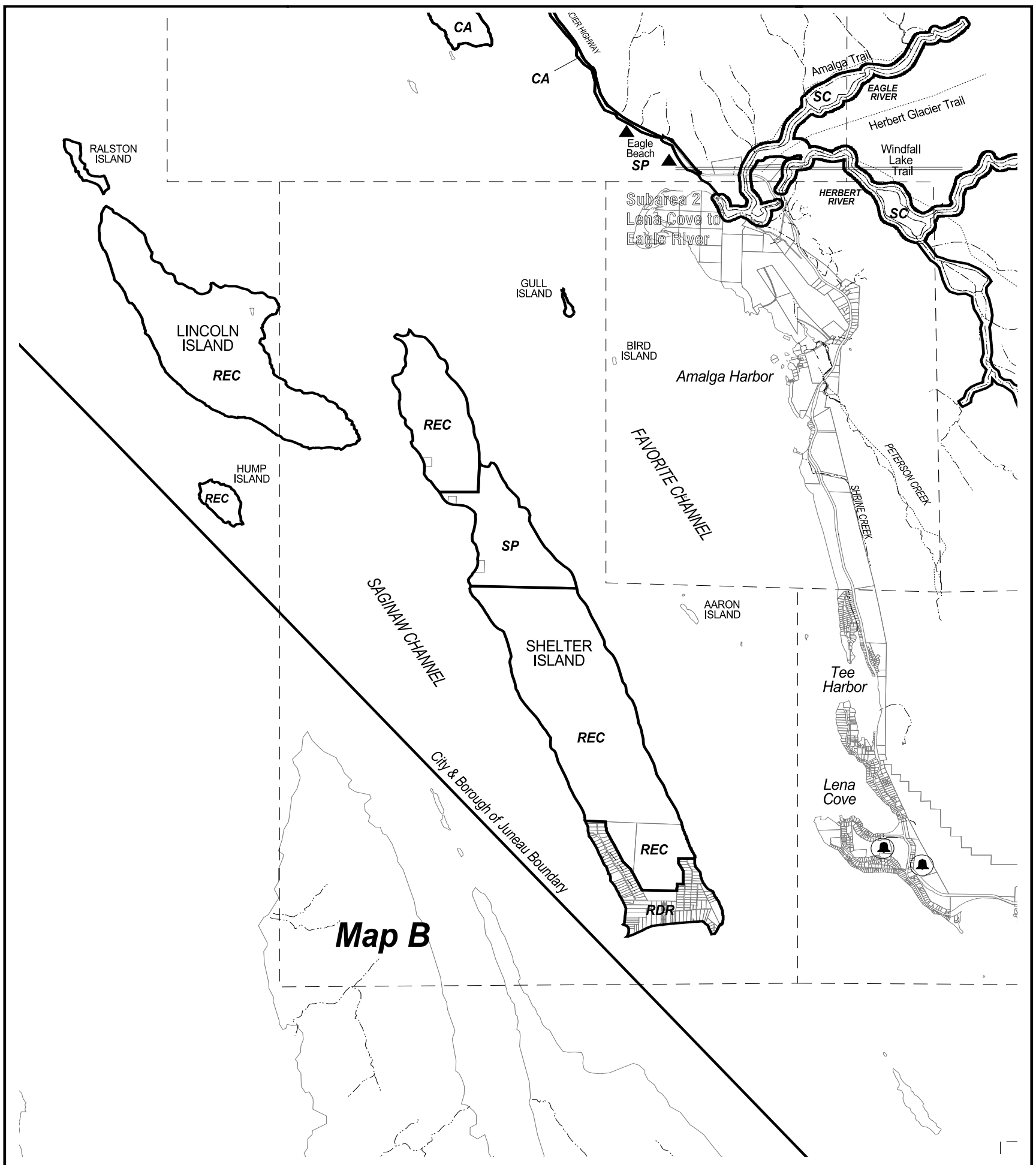
OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau Alaska's Capital City
N
Adopted October 20th, 2008
Ordinance No. 2008-30

NOTE: Potential geophysical hazards, wetlands, flood zones, natural resource setbacks or other features which can affect properties may be present. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR DETAILED INFORMATION.

Prepared by: Community Development Department

Map 11.2



NATURAL RESOURCE
- REC Recreational Resource
- RD Resource Development
- SP State Park
- NP CBJ Natural Area Park
- RS CBJ Recreational Service Park
- CA CBJ Conservation Area
- SC Stream Protection Corridor

COMMERCIAL INDUSTRIAL
- C Commercial
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7000 0 7000 Feet

RESIDENTIAL
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- IPU Institutional and Public Use
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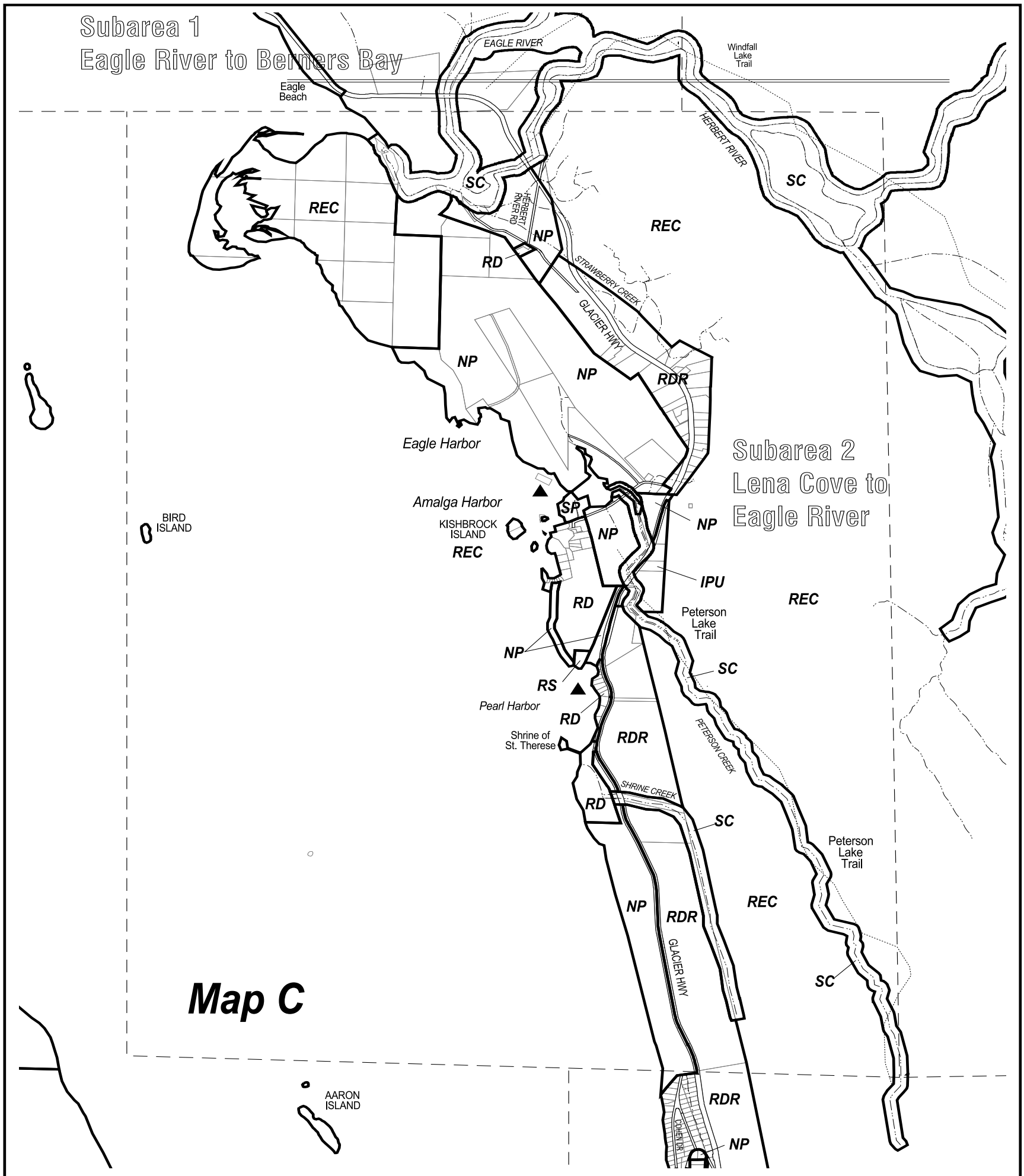
ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
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NATURAL RESOURCE
- **REC** Recreational Resource
- **RD** Resource Development
- **SP** State Park
- **NP** CBJ Natural Area Park
- **RS** CBJ Recreational Service Park
- **CA** CBJ Conservation Area
- **SC** Stream Protection Corridor

COMMERCIAL INDUSTRIAL
- **C** Commercial
- **MC** Marine Commercial
- **WCI** Waterfront Commercial Industrial
- **LI** Light Industrial
- **HI** Heavy Industrial

3000 0 3000 Feet

RESIDENTIAL
- **RDR** Rural Dispersed Residential
- **RLDR** Rural Low Density Residential
- **ULDR** Urban Low Density Residential
- **MDR/SF** Medium Density Residential- Single Family
- **MDR** Medium Density Residential
- **HDR** High Density Residential
- **TTC** Traditional Town Center
- **M/MU** Marine Mixed Use

PUBLIC
- **IPU** Institutional and Public Use
- Existing School
- Potential School Location

ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

OTHER
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- Subarea Boundary
- Urban Service Area
- Beach Access
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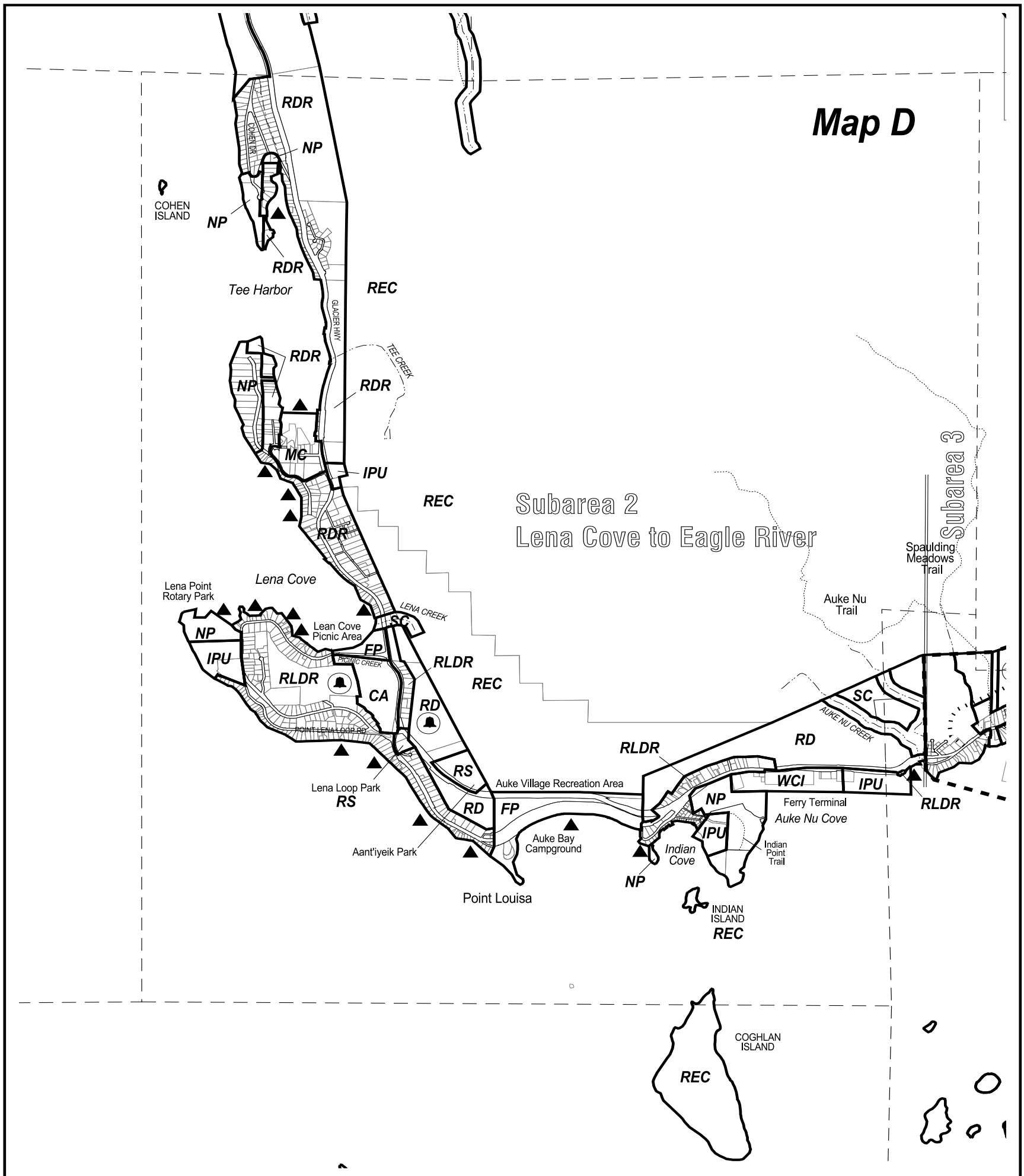
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COMPREHENSIVE PLAN
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NOTE: Potential geophysical hazards, wetlands, flood zones, natural resource setbacks or other features which can affect properties may be present. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR DETAILED INFORMATION.

Prepared by: Community Development Department

Map 11.4

Map D



NATURAL RESOURCE

REC	Recreational Resource
RD	Resource Development
SP	State Park
NP	CBJ Natural Area Park
RS	CBJ Recreational Service Park
CA	CBJ Conservation Area
SC	Stream Protection Corridor

COMMERCIAL INDUSTRIAL

C	Commercial
MC	Marine Commercial
WCI	Waterfront Commercial Industrial
LI	Light Industrial
HI	Heavy Industrial

3000 0 3000 Feet

RESIDENTIAL

RDR	Rural Dispersed Residential
RLDR	Rural Low Density Residential
ULDR	Urban Low Density Residential
MDR/SF	Medium Density Residential- Single Family
MDR	Medium Density Residential
HDR	High Density Residential
TTC	Traditional Town Center
M/MU	Marine Mixed Use

PUBLIC

IPU	Institutional and Public Use
	Existing School
	Potential School Location

ROADS TRAILS

	Potential Arterial (alignment not specific)
	Potential Road (alignment not specific)
	Trails

OTHER

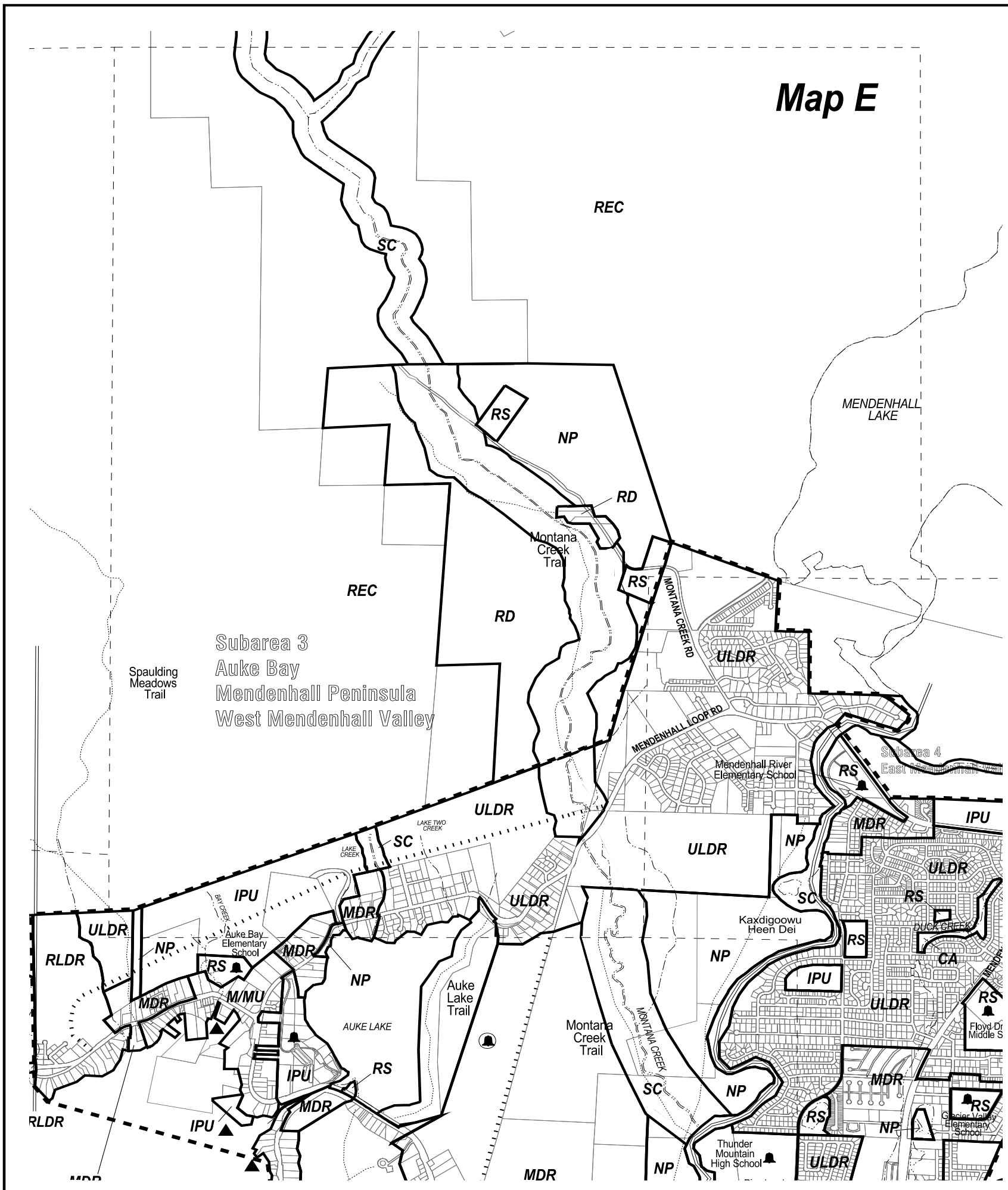
	New Growth Areas
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Prepared by: Community Development Department

Map E



NATURAL RESOURCE

REC	Recreational Resource
RD	Resource Development
SP	State Park
NP	CBJ Natural Area Park
RS	CBJ Recreational Service Park
CA	CBJ Conservation Area
SC	Stream Protection Corridor

COMMERCIAL INDUSTRIAL

C	Commercial
MC	Marine Commercial
WCI	Waterfront Commercial Industrial
LI	Light Industrial
HI	Heavy Industrial

2000 0 2000 Feet

RESIDENTIAL

RDR	Rural Dispersed Residential
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ULDR	Urban Low Density Residential
MDR/SF	Medium Density Residential- Single Family
MDR	Medium Density Residential
HDR	High Density Residential
TTC	Traditional Town Center
M/MU	Marine Mixed Use

PUBLIC

IPU	Institutional and Public Use
	Existing School
	Potential School Location

ROADS TRAILS

	Potential Arterial (alignment not specific)
	Potential Road (alignment not specific)
	Trails

OTHER

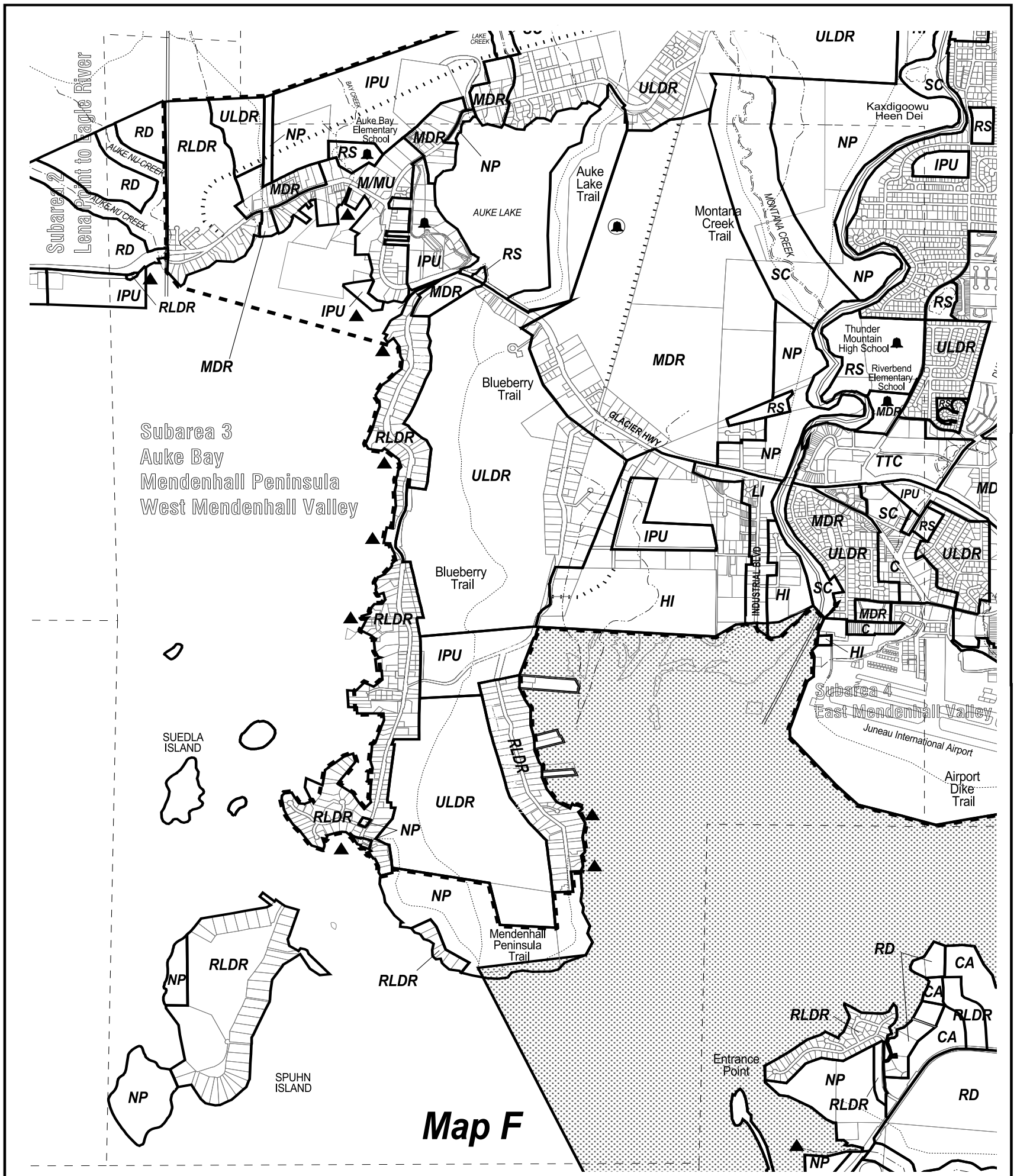
	New Growth Areas
	Mendenhall Wetlands State Game Refuge
	Subarea Boundary
	Urban Service Area
	Beach Access
	Streams

City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau Alaska's Capital City
N
Adopted October 20th, 2008
Ordinance No. 2008-30

NOTE: Potential geophysical hazards, wetlands, flood zones, natural resource setbacks or other features which can affect properties may be present. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR DETAILED INFORMATION.

Prepared by: Community Development Department

Map 11.6



NATURAL RESOURCE
- REC Recreational Resource
- RD Resource Development
- SP State Park
- NP CBJ Natural Area Park
- RS CBJ Recreational Service Park
- CA CBJ Conservation Area
- SC Stream Protection Corridor

COMMERCIAL INDUSTRIAL
- C Commercial
- MC Marine Commercial
- WCI Waterfront Commercial Industrial
- LI Light Industrial
- HI Heavy Industrial

2000 0 2000 Feet

RESIDENTIAL
- RDR Rural Dispersed Residential
- RLDR Rural Low Density Residential
- ULDR Urban Low Density Residential
- MDR/SF Medium Density Residential- Single Family
- MDR Medium Density Residential
- HDR High Density Residential
- TTC Traditional Town Center
- M/MU Marine Mixed Use

PUBLIC
- IPU Institutional and Public Use
- Existing School
- Potential School Location

ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

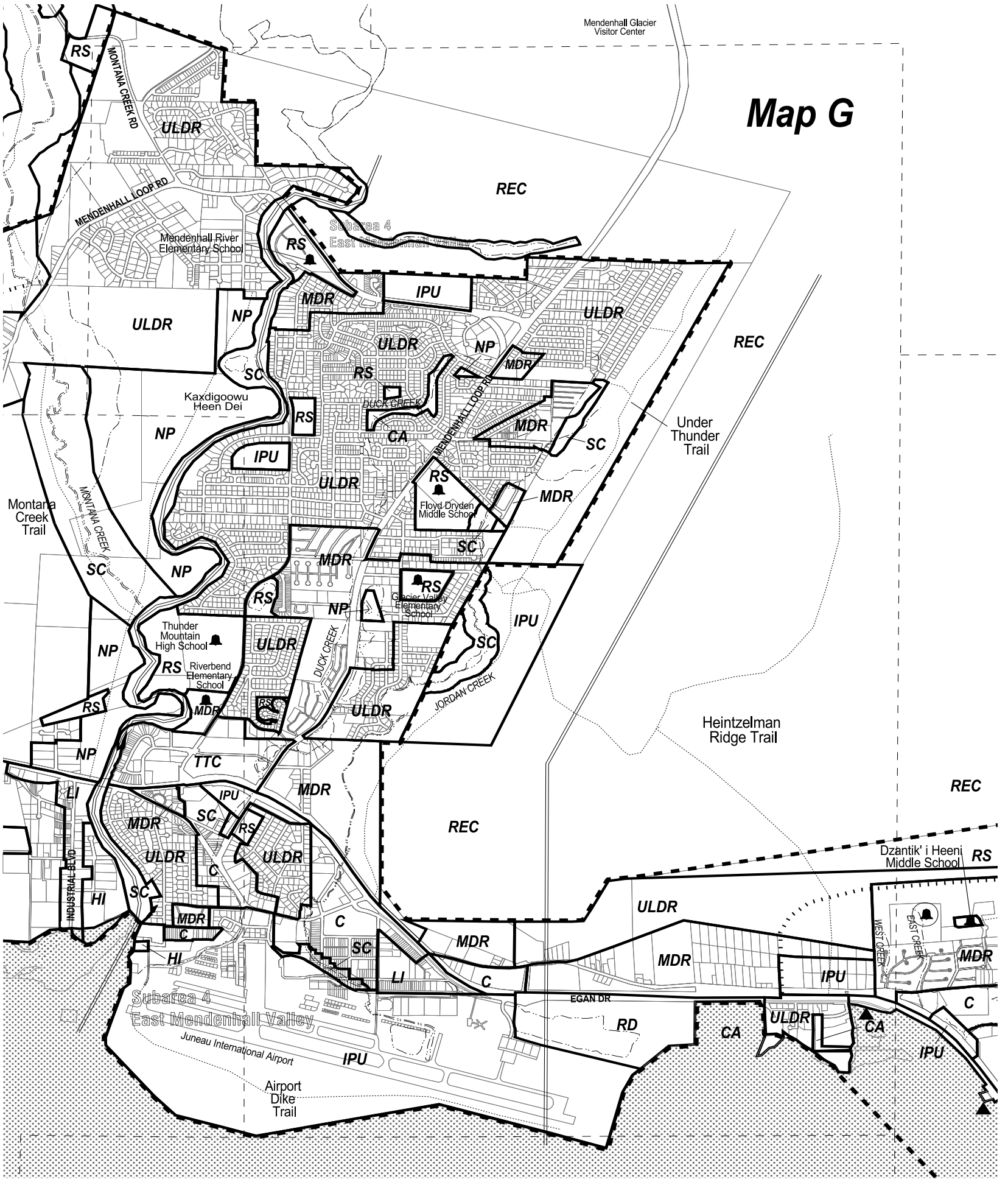
City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau
"Alaska's Capital City"
N
Adopted October 20th, 2008
Ordinance No. 2008-30

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Prepared by: Community Development Department

Map 11.7

Map G



NATURAL RESOURCE
- REC Recreational Resource
- RD Resource Development
- SP State Park
- NP CBJ Natural Area Park
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- CA CBJ Conservation Area
- SC Stream Protection Corridor

COMMERCIAL INDUSTRIAL
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PUBLIC
- IPU Institutional and Public Use
- Existing School
- Potential School Location

ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

2000 0 2000 Feet

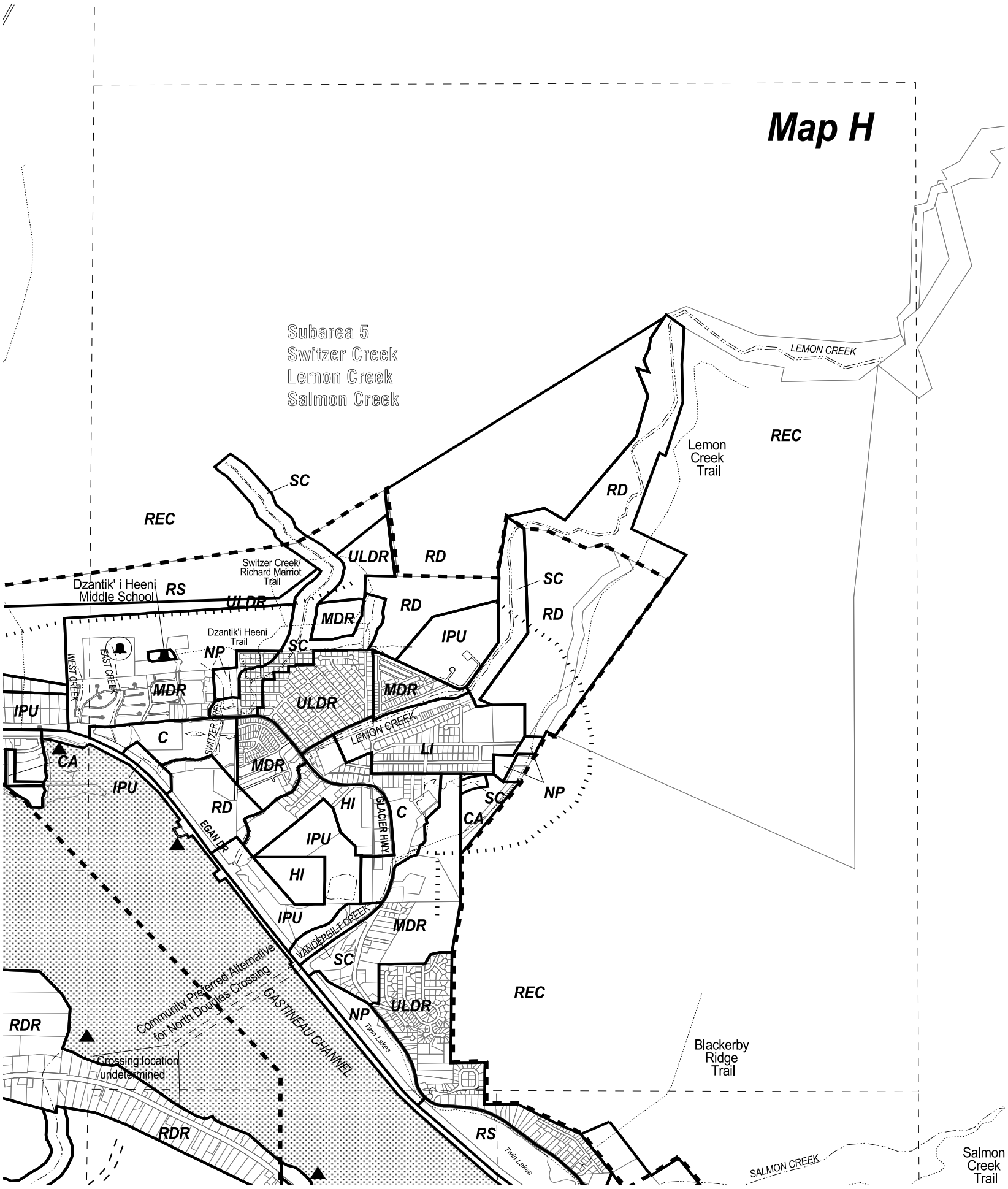
City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau, Alaska's Capital City
N
Adopted October 20th, 2008
Ordinance No. 2008-30

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Prepared by: Community Development Department

Map H

Subarea 5
Switzer Creek
Lemon Creek
Salmon Creek



NATURAL RESOURCE
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2000 0 2000 Feet

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- TTC Traditional Town Center
- M/MU Marine Mixed Use

PUBLIC
- IPU Institutional and Public Use
- Existing School
- Potential School Location

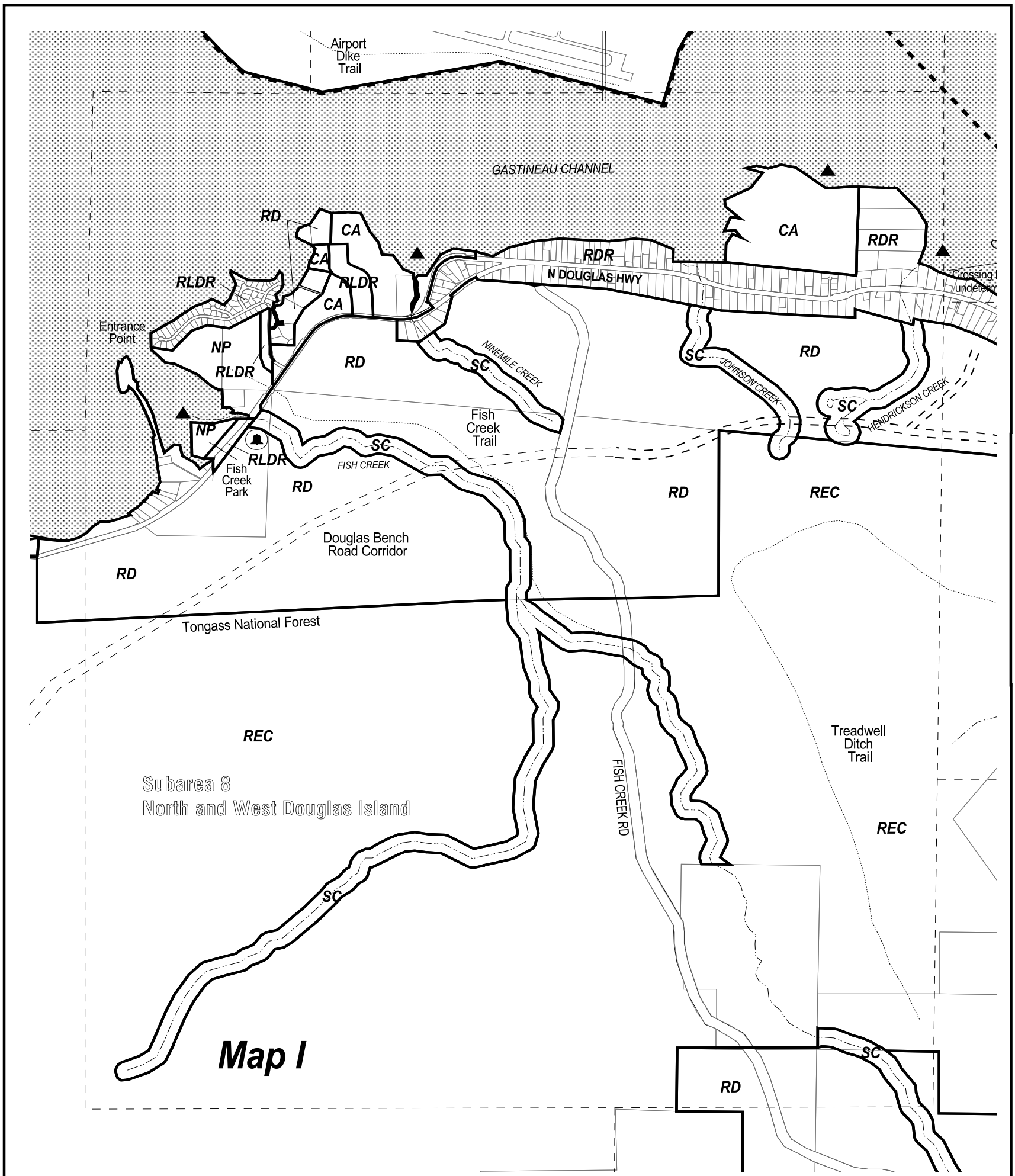
ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

OTHER
- New Growth Areas
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- Urban Service Area
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City & Borough of Juneau
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City & Borough of Juneau Alaska's Capital City
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2000 0 2000 Feet

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PUBLIC
- IPU Institutional and Public Use
- Existing School
- Potential School Location

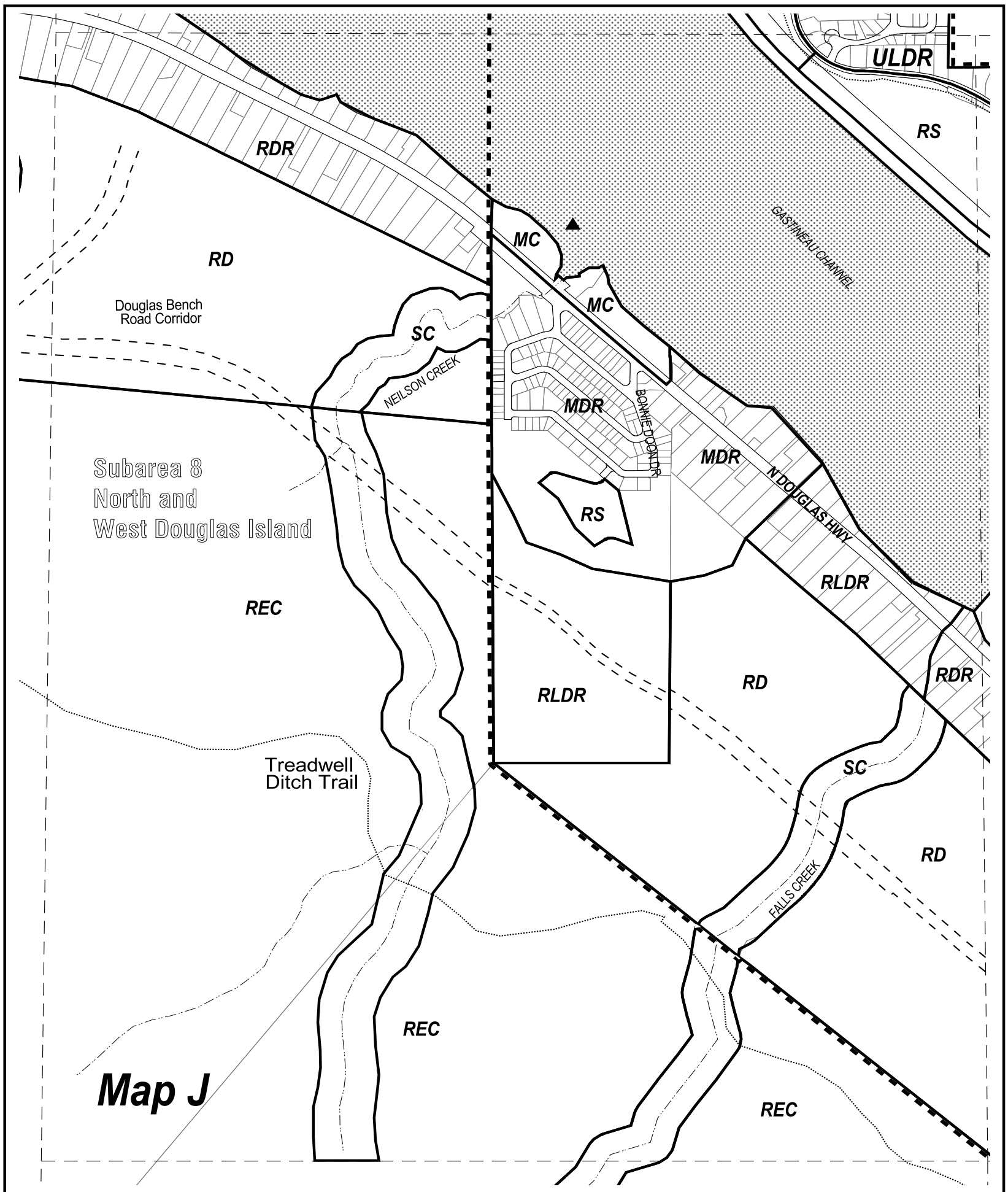
ROADS TRAILS
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- Potential Road (alignment not specific)
- Trails

OTHER
- New Growth Areas
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City & Borough of Juneau
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City & Borough of Juneau Alaska's Capital City
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800 0 800 Feet

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PUBLIC
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- Existing School
- Potential School Location

ROADS TRAILS
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- Potential Road (alignment not specific)
- Trails

OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

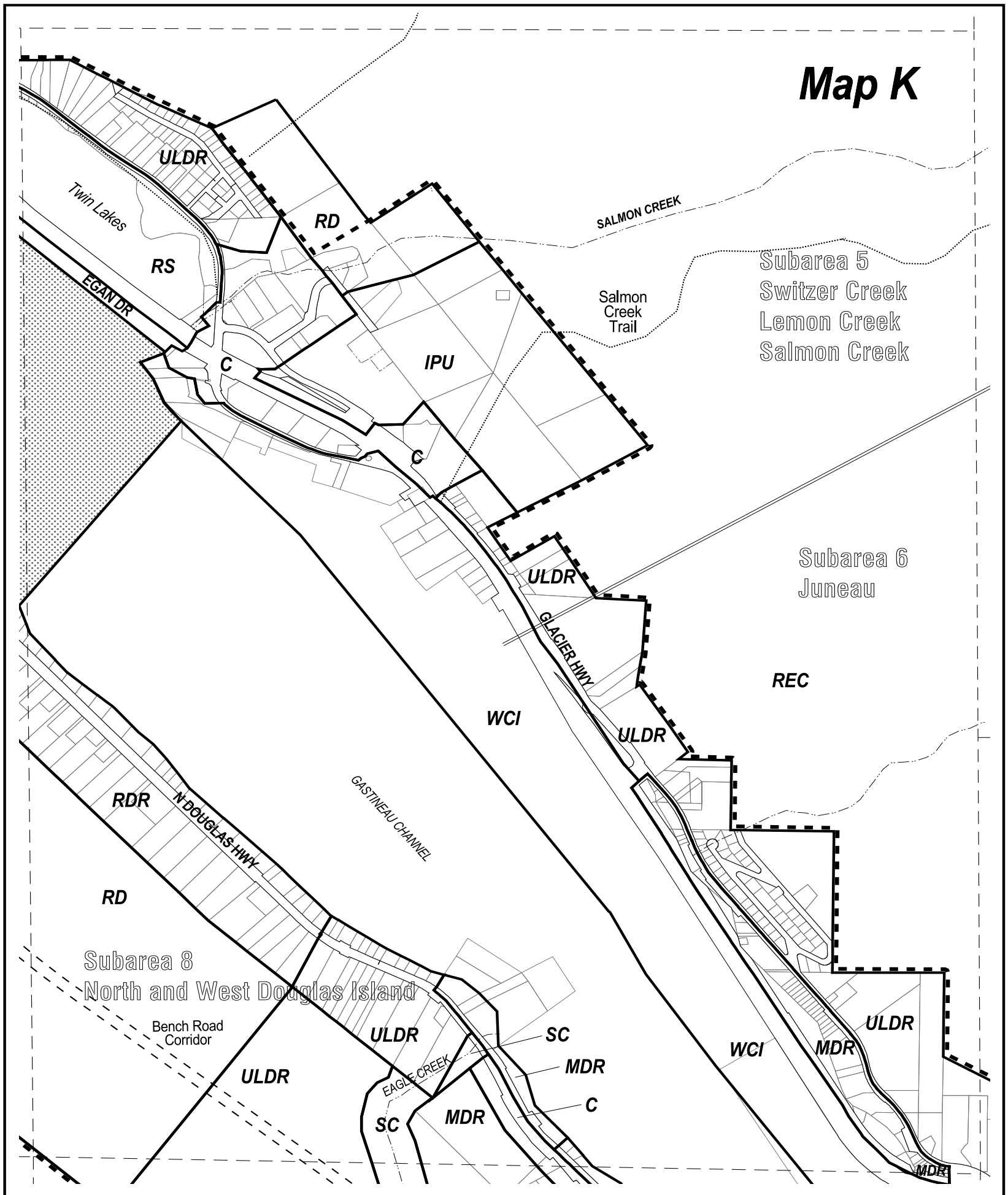
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City & Borough of Juneau Alaska's Capital City
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Prepared by: Community Development Department

Map 11.11

Map K



NATURAL RESOURCE
- **REC** Recreational Resource
- **RD** Resource Development
- **SP** State Park
- **NP** CBJ Natural Area Park
- **RS** CBJ Recreational Service Park
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- **SC** Stream Protection Corridor

COMMERCIAL INDUSTRIAL
- **C** Commercial
- **MC** Marine Commercial
- **WCI** Waterfront Commercial Industrial
- **LI** Light Industrial
- **HI** Heavy Industrial

800 0 800 Feet

RESIDENTIAL
- **RDR** Rural Dispersed Residential
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- **MDR** Medium Density Residential
- **HDR** High Density Residential
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PUBLIC
- **IPU** Institutional and Public Use
- Existing School
- Potential School Location

ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

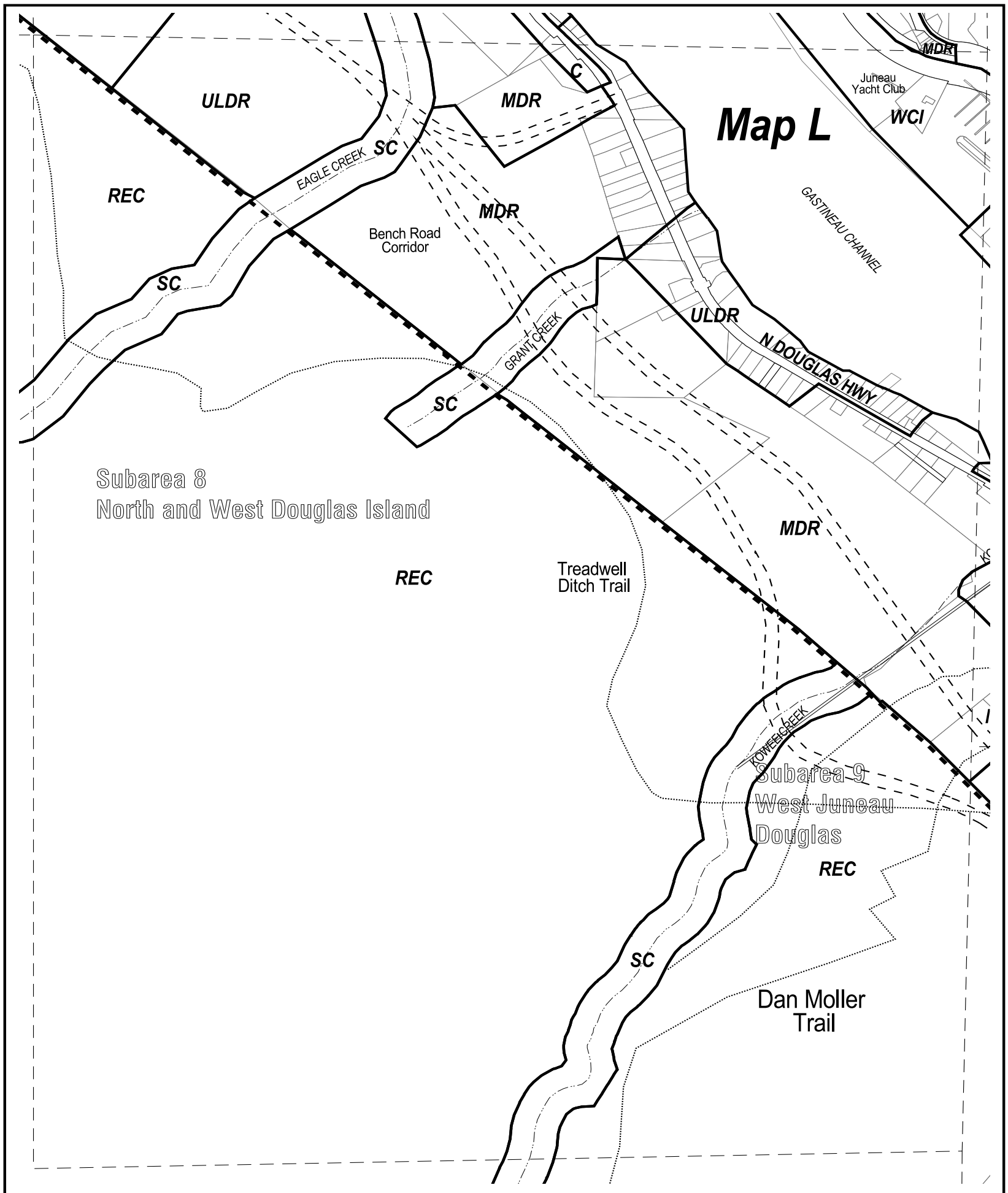
OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau Alaska's Capital City
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Prepared by: Community Development Department

Map 11.12



NATURAL RESOURCE
- REC Recreational Resource
- RD Resource Development
- SP State Park
- NP CBJ Natural Area Park
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- SC Stream Protection Corridor

COMMERCIAL INDUSTRIAL
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800 0 800 Feet

RESIDENTIAL
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PUBLIC
- IPU Institutional and Public Use
- Existing School
- Potential School Location

ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

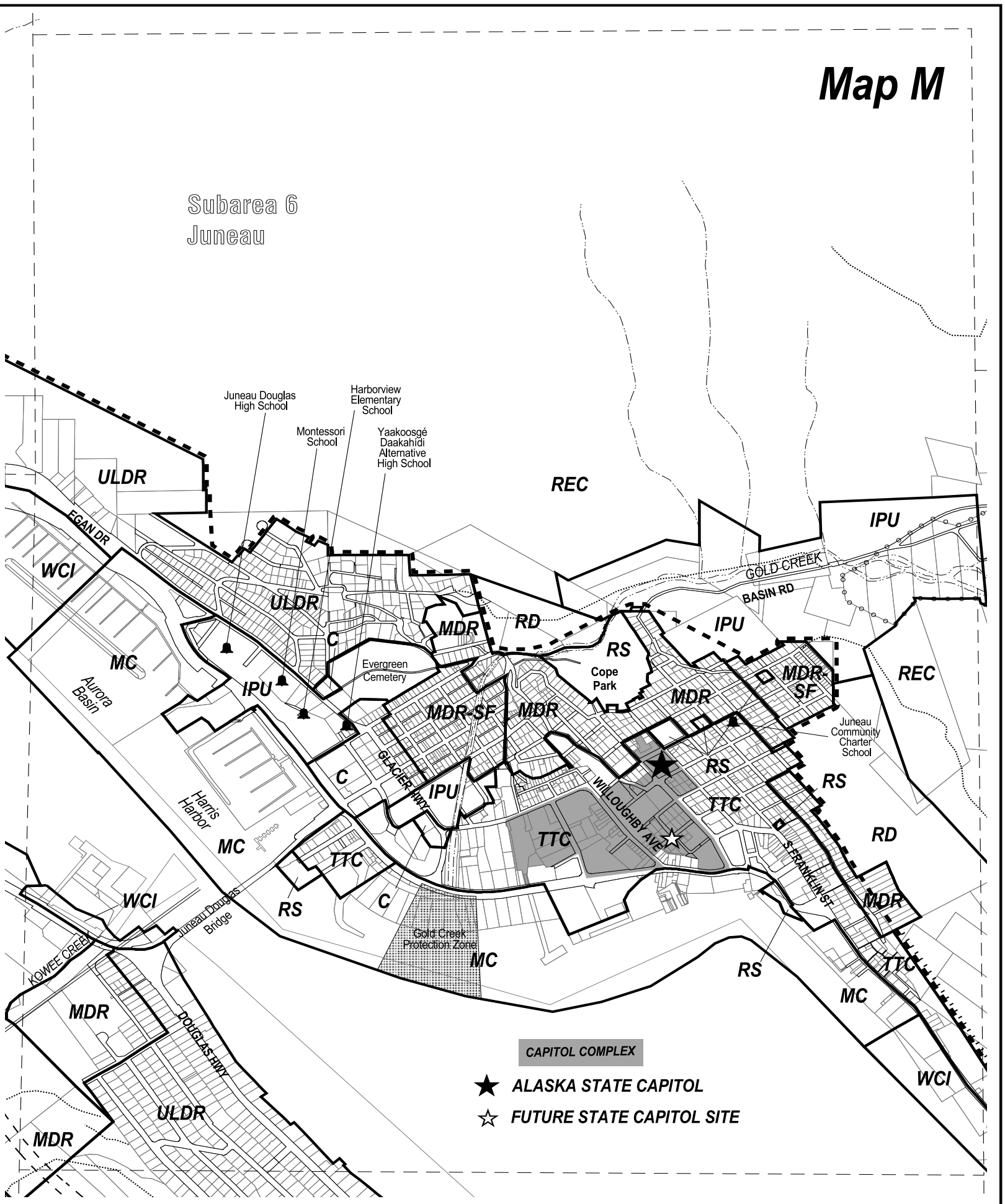
OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

City & Borough of Juneau
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Prepared by: Community Development Department

Map M



NATURAL RESOURCE
- REC Recreational Resource
- RD Resource Development
- SP State Park
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- SC Stream Protection Corridor

COMMERCIAL INDUSTRIAL
- C Commercial
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- LI Light Industrial
- HI Heavy Industrial

800 0 800 Feet

RESIDENTIAL
- RDR Rural Dispersed Residential
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- TTC Traditional Town Center
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PUBLIC
- IPU Institutional and Public Use
- Existing School
- Potential School Location

ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

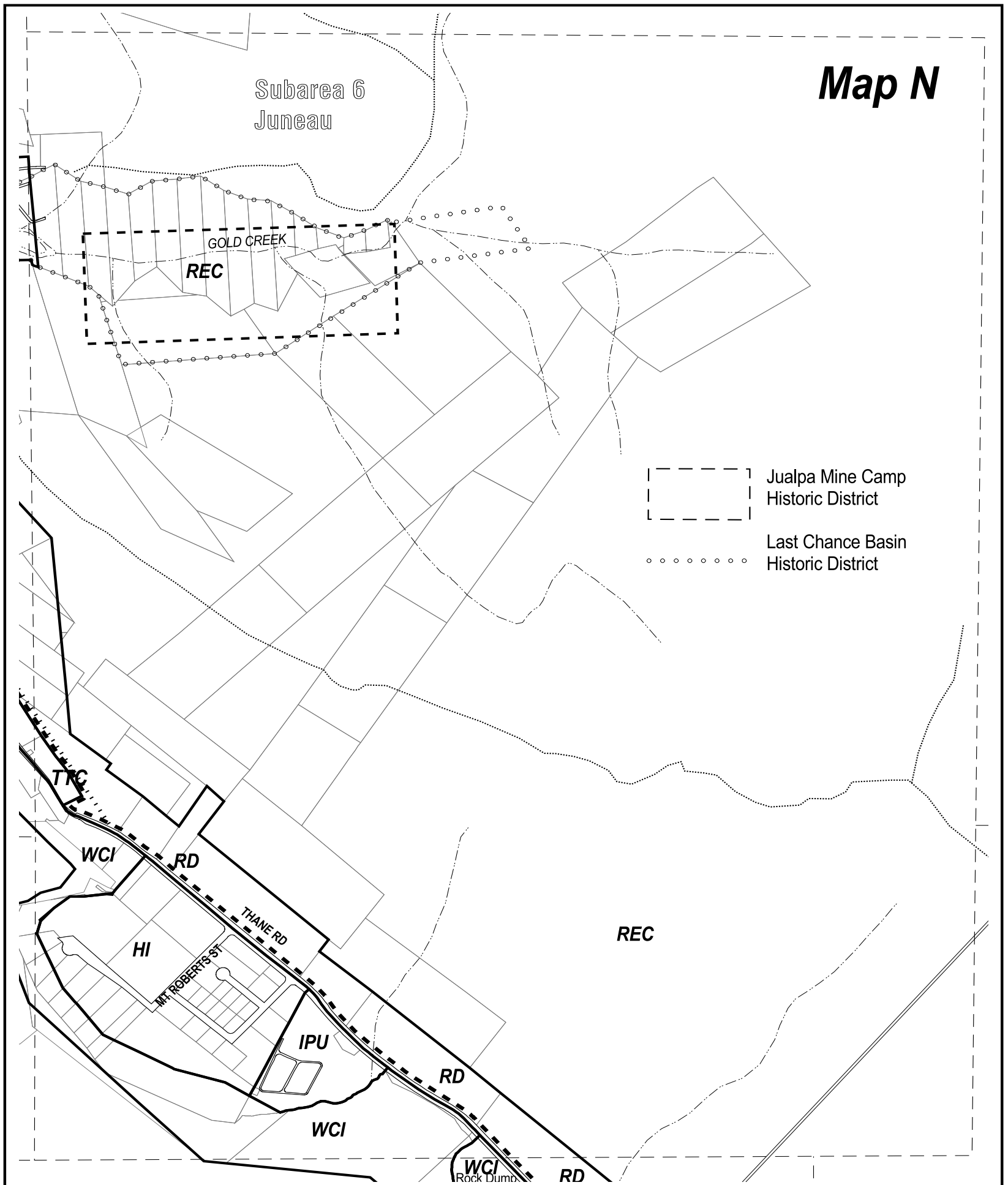
City & Borough of Juneau
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City & Borough of Juneau Alaska's Capital City
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Adopted October 20th, 2008
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Prepared by: Community Development Department

Map 11.14

Map N



NATURAL RESOURCE
- **REC** Recreational Resource
- **RD** Resource Development
- **SP** State Park
- **NP** CBJ Natural Area Park
- **RS** CBJ Recreational Service Park
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- **SC** Stream Protection Corridor

COMMERCIAL INDUSTRIAL
- **C** Commercial
- **MC** Marine Commercial
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- **LI** Light Industrial
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800 0 800 Feet

RESIDENTIAL
- **RDR** Rural Dispersed Residential
- **RLDR** Rural Low Density Residential
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- **MDR/SF** Medium Density Residential- Single Family
- **MDR** Medium Density Residential
- **HDR** High Density Residential
- **TTC** Traditional Town Center
- **M/MU** Marine Mixed Use

PUBLIC
- **IPU** Institutional and Public Use
- Existing School
- Potential School Location

ROADS TRAILS
- Potential Arterial (alignment not specific)
- Potential Road (alignment not specific)
- Trails

OTHER
- New Growth Areas
- Mendenhall Wetlands State Game Refuge
- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

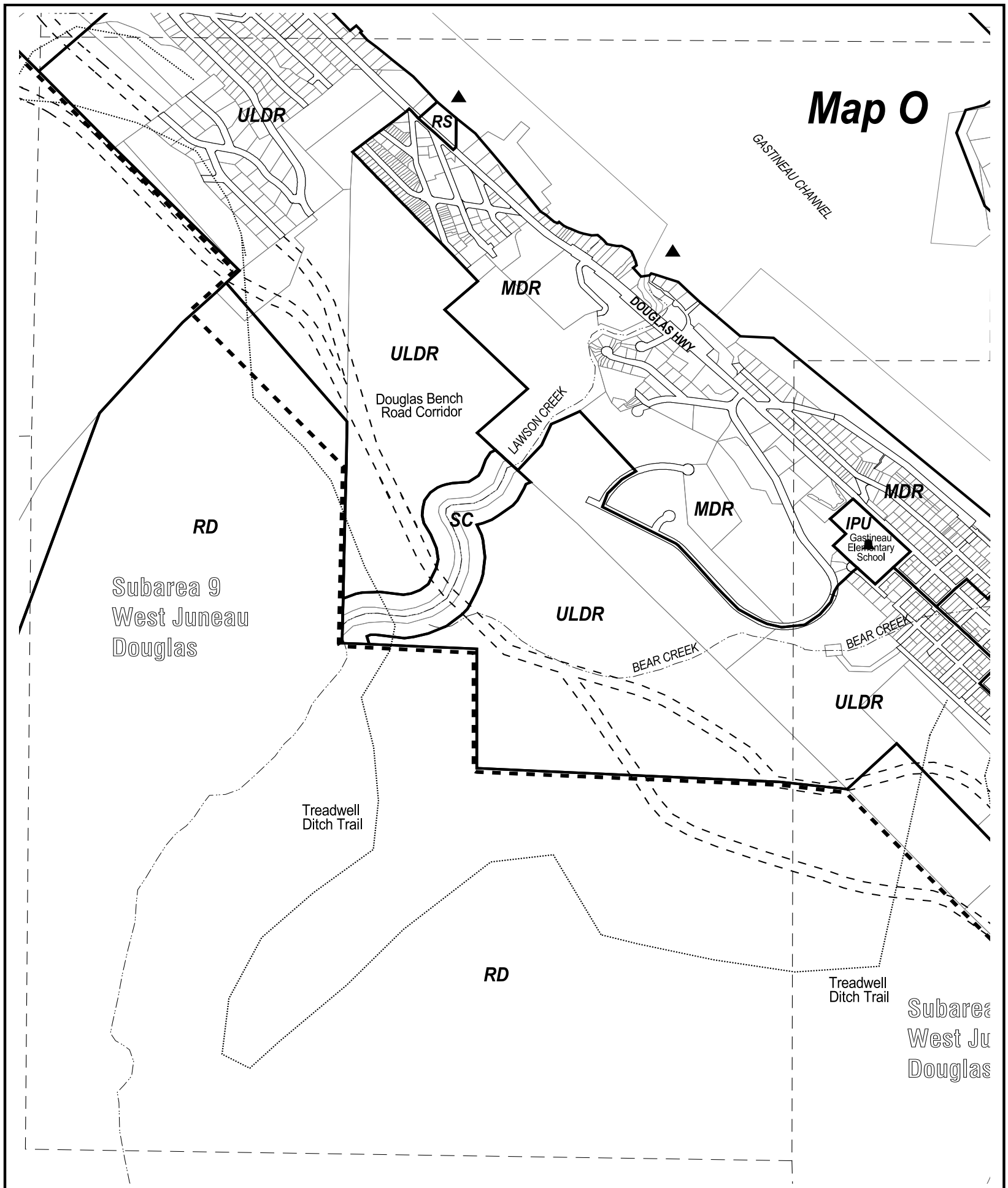
City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau
The Capital City
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Map 11.15

Map O



NATURAL RESOURCE
- REC Recreational Resource
- RD Resource Development
- SP State Park
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COMMERCIAL INDUSTRIAL
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800 0 800 Feet

RESIDENTIAL
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PUBLIC
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ROADS TRAILS
- Potential Arterial (alignment not specific)
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OTHER
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City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau Alaska's Capital City
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Prepared by: Community Development Department

Map 11.16

Map P

WCI
WCI
Rock Dump
RD
Subarea 6
Juneau
WCI
RDR
Subarea 7
Thane
MDR
IPU
Gastineau
Elementary
School
GASTINEAU CHANNEL
BEAR CREEK
TTC
M/MU
MAYFLOWER
ISLAND
IPU
MC
ULDR
Montessori
School
IPU
Robert Savikko
Recreation Area
RS
Parcels changed from
NP to MDR per Ord. 2016-45,
adopted 1/9/2017
MDR
NP
NP
RD
ULDR
Treadwell
Ditch Trail
Subarea 9
West Juneau
Douglas
Douglas Bench
Road Corridor
RD
RD
Subarea 8
North and West Douglas Island
PARIS CREEK

NATURAL RESOURCE
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PUBLIC
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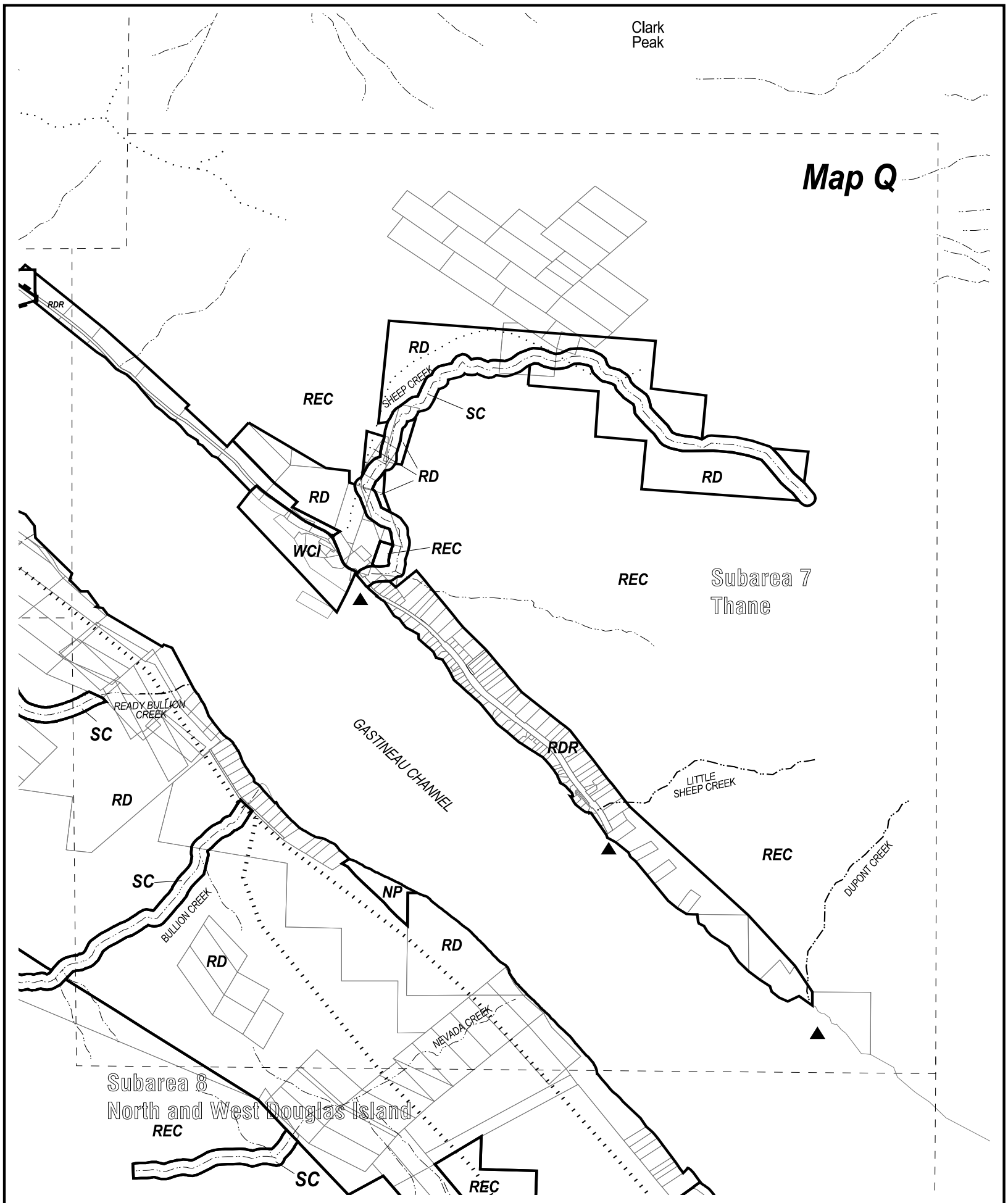
ROADS TRAILS
- Potential Arterial (alignment not specific)
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OTHER
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3000 0 3000 Feet

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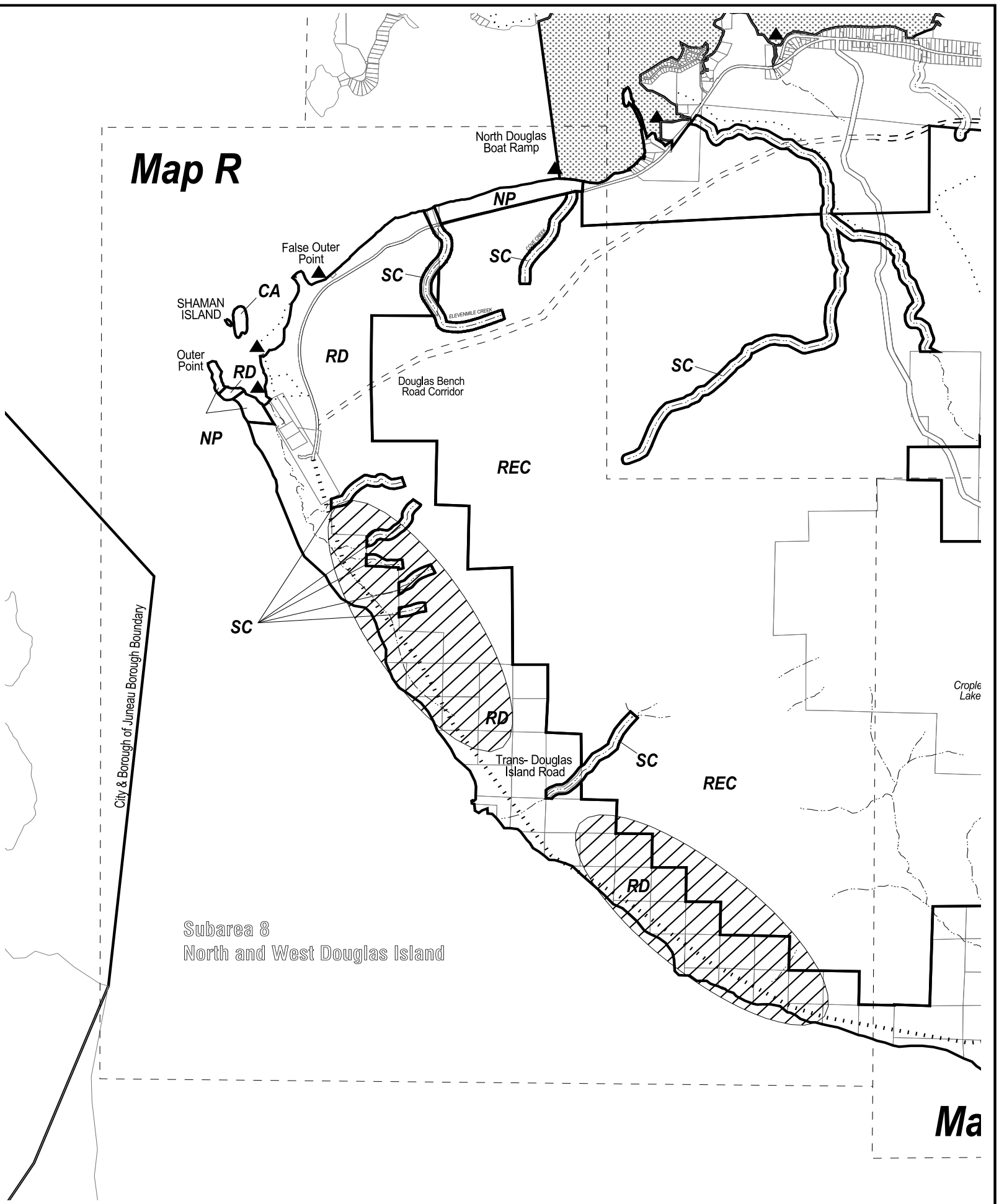
City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau
Alaska's Capital City
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Prepared by: Community Development Department

Map 11.18

Map R



NATURAL RESOURCE
- REC Recreational Resource
- RD Resource Development
- SP State Park
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- CA CBJ Conservation Area
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4000 0 4000 Feet

RESIDENTIAL
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- IPU Institutional and Public Use
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ROADS TRAILS
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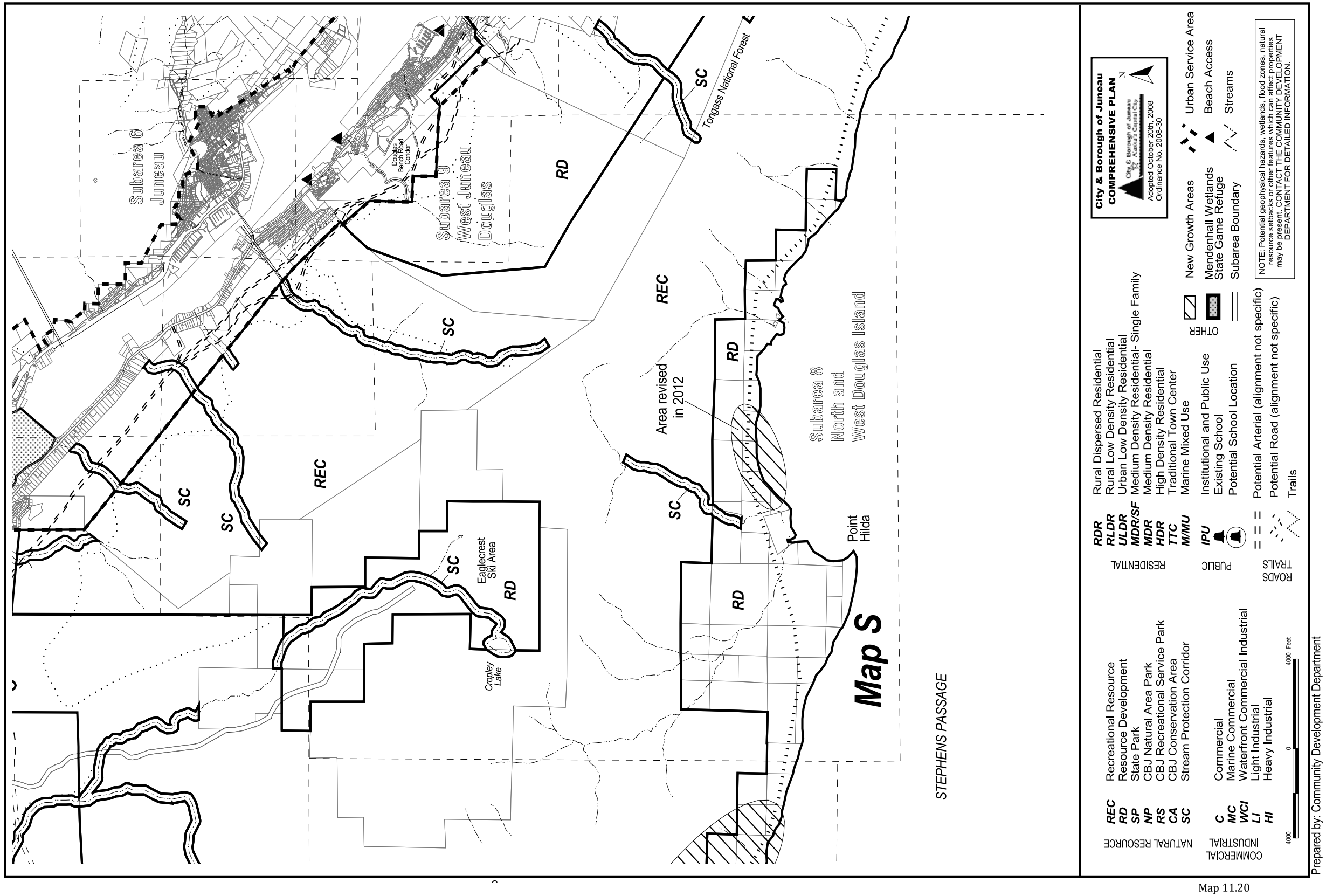
OTHER
- New Growth Areas
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- Subarea Boundary
- Urban Service Area
- Beach Access
- Streams

City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau Alaska's Capital City
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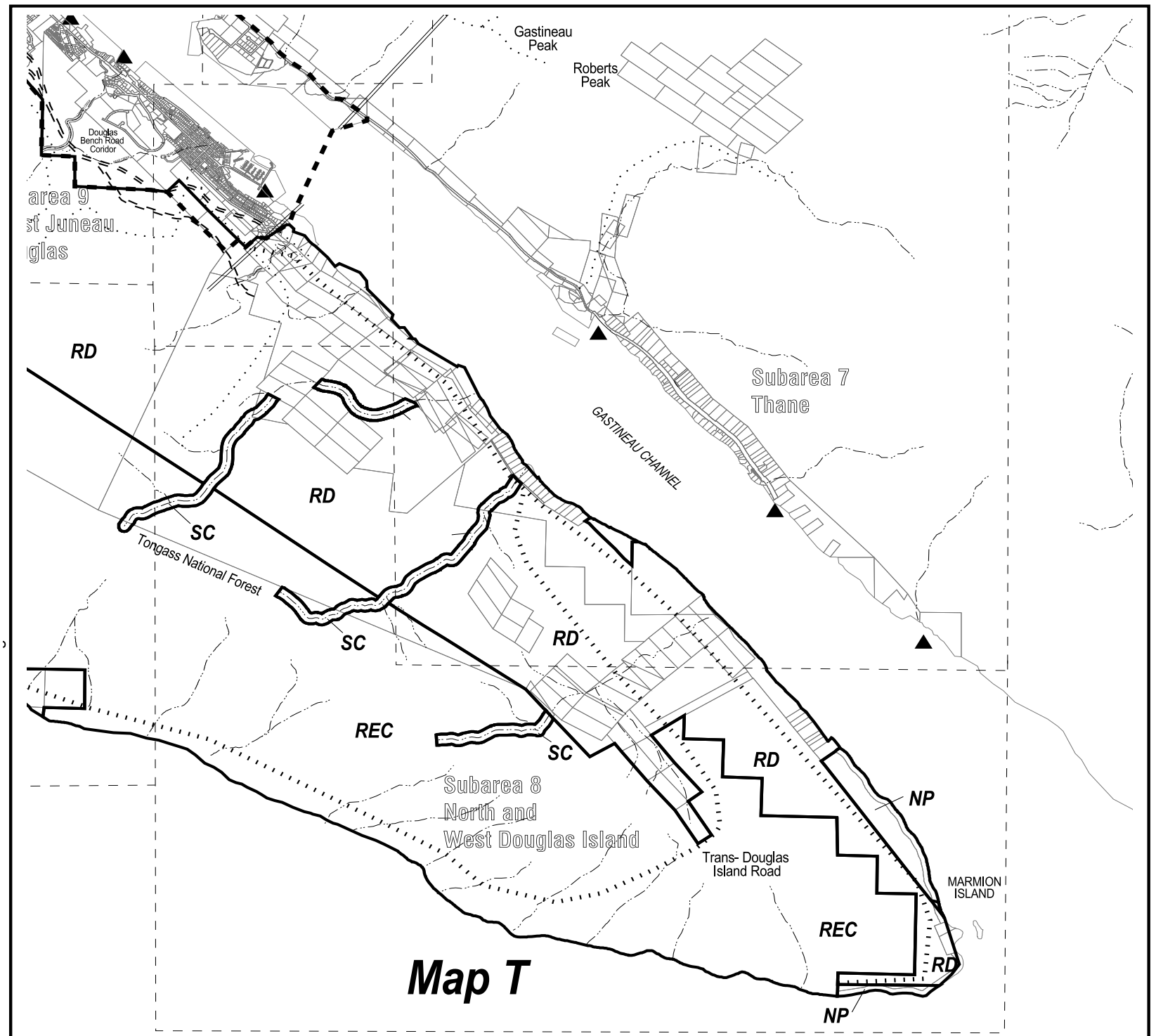
NOTE: Potential geophysical hazards, wetlands, flood zones, natural resource setbacks or other features which can affect properties may be present. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR DETAILED INFORMATION.

Prepared by: Community Development Department

Map 11.19


Subarea 6
Juneau
Subarea 9
West Juneau
Douglas
Douglas Bench Road Corridor
RD
SC
REC
Tongass National Forest
Area revised in 2012
Subarea 8
North and
West Douglas Island
Eaglecrest Ski Area
Cropley Lake
Point Hilda
Map S
STEPHENS PASSAGE
City & Borough of Juneau
COMPREHENSIVE PLAN
Adopted October 20th, 2008
Ordinance No. 2008-30
N
New Growth Areas
Urban Service Area
Mendenhall Wetlands
State Game Refuge
Beach Access
Subarea Boundary
Streams
OTHER
RESIDENTIAL
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Existing School
Potential School Location
ROADS
TRAILS
Potential Arterial (alignment not specific)
Potential Road (alignment not specific)
Trails
NATURAL RESOURCE
REC Recreational Resource
RD Resource Development
SP State Park
NP CBJ Natural Area Park
RS CBJ Recreational Service Park
CA CBJ Conservation Area
SC Stream Protection Corridor
COMMERCIAL
INDUSTRIAL
C Commercial
MC Marine Commercial
WCI Waterfront Commercial Industrial
LI Light Industrial
HI Heavy Industrial
4000 0 4000 Feet
NOTE: Potential geophysical hazards, wetlands, flood zones, natural resource setbacks or other features which can affect properties may be present. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR DETAILED INFORMATION.
Prepared by: Community Development Department

Map 11.20



NATURAL RESOURCE

REC	Recreational Resource
RD	Resource Development
SP	State Park
NP	CBJ Natural Area Park
RS	CBJ Recreational Service Park
CA	CBJ Conservation Area
SC	Stream Protection Corridor

COMMERCIAL INDUSTRIAL

C	Commercial
MC	Marine Commercial
WCI	Waterfront Commercial Industrial
LI	Light Industrial
HI	Heavy Industrial

4000 0 4000 Feet

RESIDENTIAL

RDR	Rural Dispersed Residential
RLDR	Rural Low Density Residential
ULDR	Urban Low Density Residential
MDR/SF	Medium Density Residential- Single Family
MDR	Medium Density Residential
HDR	High Density Residential
TTC	Traditional Town Center
M/MU	Marine Mixed Use

PUBLIC

IPU	Institutional and Public Use
	Existing School
	Potential School Location

ROADS TRAILS

	Potential Arterial (alignment not specific)
	Potential Road (alignment not specific)
	Trails

OTHER

	New Growth Areas
	Mendenhall Wetlands State Game Refuge
	Subarea Boundary
	Urban Service Area
	Beach Access
	Streams

City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau Alaska's Capital City
N
Adopted October 20th, 2008
Ordinance No. 2008-30

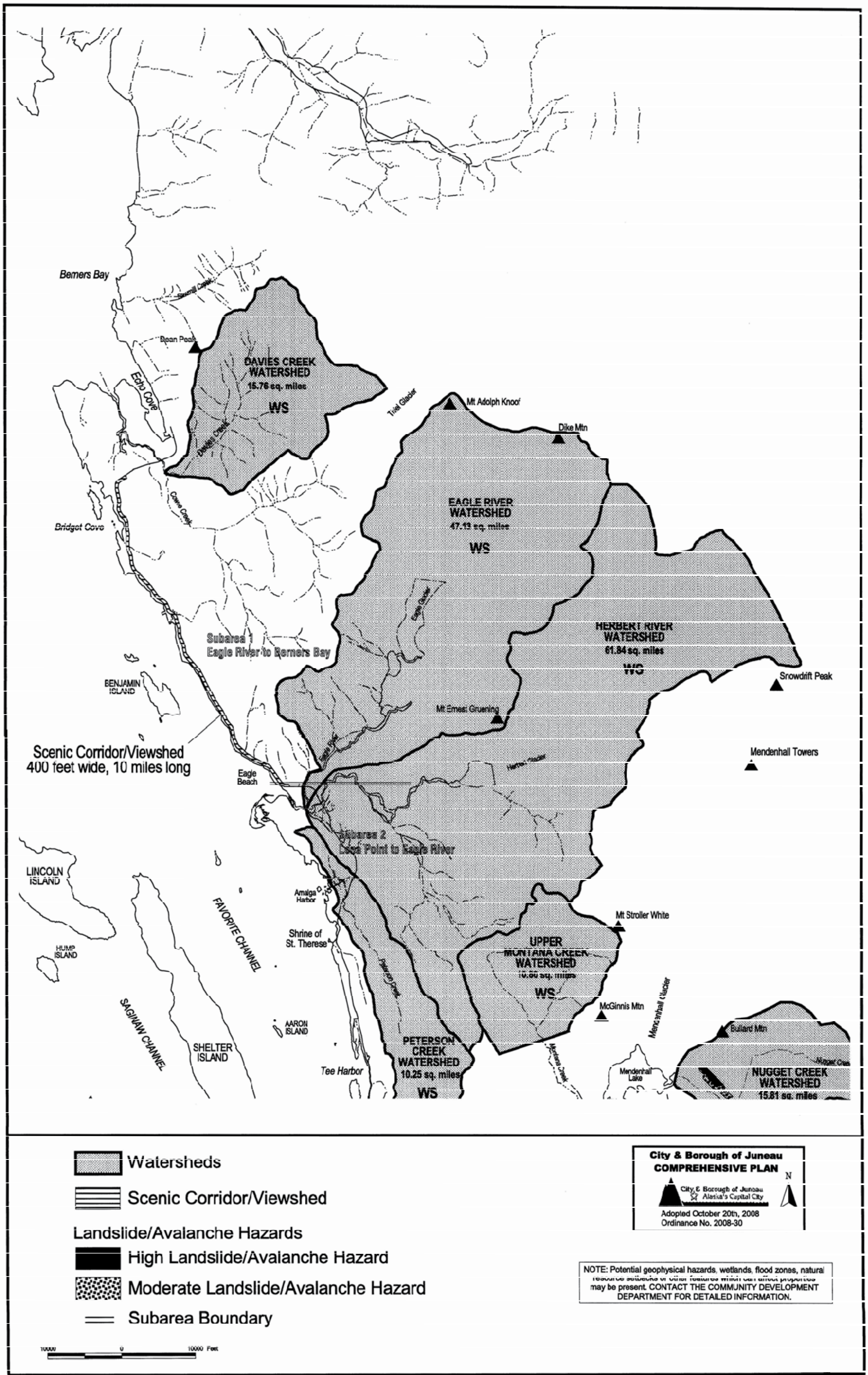
NOTE: Potential geophysical hazards, wetlands, flood zones, natural resource setbacks or other features which can affect properties may be present. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR DETAILED INFORMATION.

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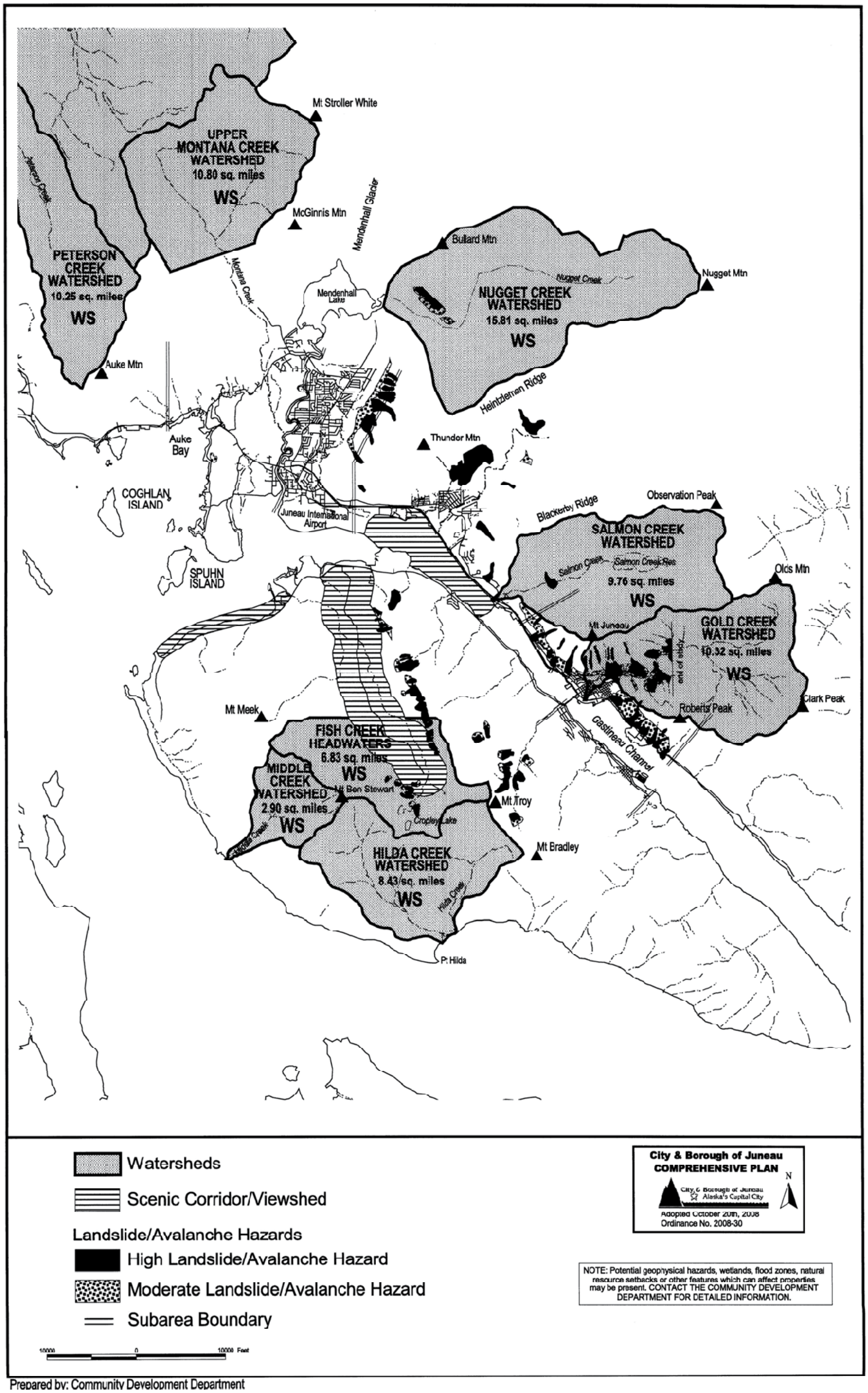
Map 11.21

Watershed, Scenic Corridor/Viewshed, and Hazard Map 1 of 2

Map 11.22

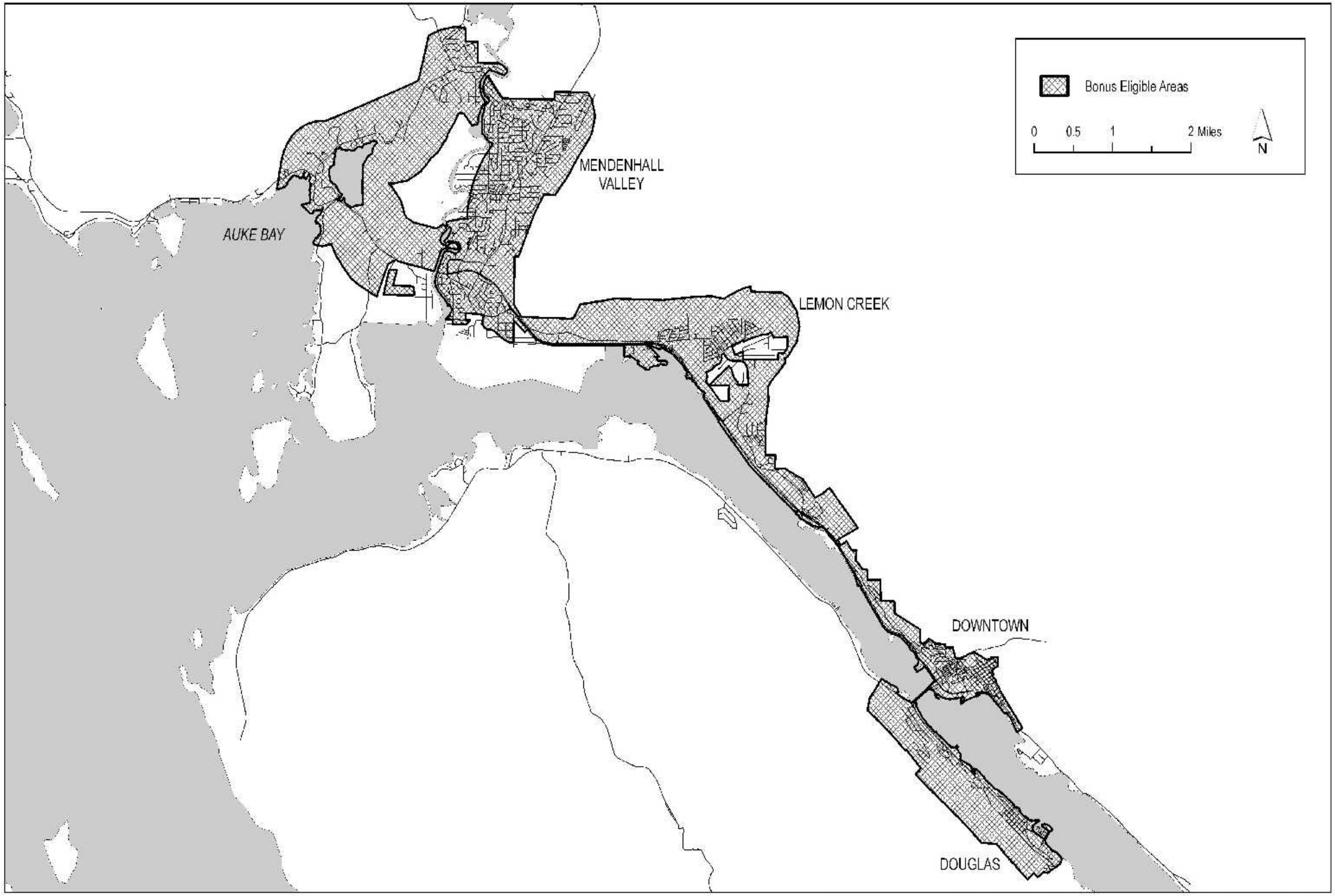


Prepared by: Community Development Department



Watershed, Scenic Corridor/Viewshed, and Hazard Map 2 of 2

Map 11.23



Map 11.24

Bonus-Eligible (BE) Overlay District Map

Subarea 1: Eagle River to Berners Bay (Map A)

Community Form: Rural, with a New Growth Area

NATURAL RESOURCES AND HAZARDS

Type	*General Location*
Wildlife (Eagles Nests, Sea Lion Haul Out & Rookery, Herring Spawning areas)	Echo Cove, Lynn Canal Shorelines, Bridget Cove, North Island, Mab Island, Benjamin Island
Stream and Lakeshore Corridors	Cowee, Davies, Peterson, and unnamed Creeks; Eagle and Herbert Rivers
Watersheds	Herbert River, Davies Creek & Eagle River
Gravel and Mineral Resources	Gravel in the Eagle and Herbert River corridors, delta/estuary area; Juneau Gold Belt with mining claims and the Kensington Mine on the northwest shore of Berners Bay
Wetlands/Tidelands	Eagle/Herbert River estuary, Echo Cove, Bridget Cove, Point Bridget, Yankee Cove
Hazards	Flooding: Cowee and Davies Creeks, Eagle River, Herbert River, Peterson Creek, and coastal areas
Scenic Corridor/Viewshed	On CBJ-owned lands upland of Glacier Highway from Bridget Cove to Eagle Beach (approximately 10 miles), a 400-foot-wide area
Historic and Cultural Resources	Subarea-wide, Sentinel Island Lighthouse, petroglyphs in Berners Bay

Table 11.1

Guidelines and Consideration for Subarea 1:

1. Preserve valuable publicly-owned lands, including Lynn Canal shorelines areas, as public open space/natural areas, recreation areas, fish and wildlife habitat and scenic corridors with public access.

2. Recognize that Pacific herring are an important indicator and keystone species, and that commercial harvest of this species could be an economic boon to the CBJ if herring populations recover to a level capable of supporting commercial fisheries. Further, as a keystone species upon which other species depend, a healthy and abundant herring population will have an economic ripple effect on other commercial fisheries and tourism. There is, therefore, special concern for the conservation and protection of herring spawning areas located along the east shoreline of Lynn Canal, especially near Bridget Point, Echo Cove, and in Berners Bay.

3. Recognize that there is a special concern for the conservation and protection of Stellar Sea Lion habitat around Benjamin Island, pursuant to the National Marine Fishery Service Stellar Sea Lion Recovery Plan. It is recommended that only research scientist teams visit land on Benjamin Island and that no tourist vessel or recreational vessel approaches the island closer than 1000 yards, per the Recovery Plan.

4. Support the New Growth Area development, including a mixture of residential, recreational and water-related uses, in Echo Cove.

5. With the exception of the Echo Cove New Growth Area, limit residential and non-residential development to very low densities and rural-character development within the subarea to protect sensitive habitat therein.

6. Recognize Berners Bay and the river systems that feed it as important fish and wildlife habitat, recreation and scenic areas that experience significant local and visitor use. Identify and adequately protect a series of un-fragmented fish and wildlife corridors along anadromous fish streams from the uplands to Lynn Canal. If a high traffic road and/or rail facility is proposed within this subarea, provide an adequate wildlife crossing to assure safe passage of wildlife from the uplands to the sea along each anadromous fish stream crossed by the road or railway.

7. Develop a comprehensive, interagency plan for Tee Harbor to Berners Bay that recognizes, protects and enhances fish and wildlife habitat as well as the multiple recreational, educational and scenic resources found in that area.

8. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements. Those recommendations include: (a) enhance the Auke Recreation Area Dive Park; (b) enhance Aantiyeik Park to include a community garden, play structures, restrooms, landscaping, picnic shelters and, in addition to the disc golf course, a BMX trail should be considered; (c) develop cooperative recreation agreements with the Boy Scouts organization for greater public access; (d) develop Sunshine Cove and Bridget Cove for overnight recreation use; (e) plan for recreation in the Echo Cove area and beyond the proposed New Growth Area; (f) connect trails or create loop hiking experiences; (g) encourage the U.S. Forest Service to repair Cowee and Davies trails; (h) protect stream corridors and establish a 200 foot stream buffer on CBJ-owned lands that are not designated for disposal in the 1999 CBJ Land Management Plan on each side of the following creeks: Bridget, Cowee, Davies and any newly-accessible creeks resulting from a new public road; (i) designate a 400-foot fish and wildlife habitat and view shed protection buffer east (upland) of the road on CBJ-owned lands, as indicated on the Subarea Map; (j) evaluate development of an integrated hiking trail between Point Bridget and Point Bishop and provide historical trail and site information to the public; (k) develop a management plan for CBJ lands at Bridget Cove to complement recreational opportunities on the state holdings at Bridget State Park; (l) develop and widely distribute “leave no trace” Best Management Practices (BMPs) brochures or pamphlets to independent users as well as commercial eco-tourism and recreational tourism users of public lands to ensure that users adhere to the BMPs and respect fish and wildlife habitat and, particularly, to ensure water quality of anadromous fish streams and their riparian habitat.

9. Ensure that any extension of Glacier Highway to a Ferry Terminal located at or near the mouth of the Katzehin River, or beyond, for access to the Kensington Mine or points north is designed to provide year-round, energy-efficient safe passage.

10. 10.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.

11. Identify, develop and protect public access places to view the aurora borealis. Establish “dark sky” outdoor lighting codes for the rural and remote areas of the CBJ to protect views of the stars from nighttime glare.

Subarea 2: Lena Cove to Eagle River, Including Shelter Island (Maps B, C, & D)

Community Form: Rural

The Rural Dispersed Residential (1 dwelling per acre) and Rural Low Density Residential (l to 3 dwellings per acre) designations predominate in this Subarea, primarily due to the absence of both public water and public sewer in the area; there are no plans to provide or extend sewer service to this area; nor are there plans to extend water service north of Cohen Drive. The lands in the Auke Nu/Point Lena area were designated Rural Low Density Residential (l to3 dwellings per acre) primarily because of the established development pattern therein.

NATURAL RESOURCES AND HAZARDS

Type	*General Location*
Wildlife (Eagle nests, Herring spawning areas)	Lena Cove, Tee Harbor, Shelter Island, Amalga Harbor, Shrine of St. Therese
Stream and Lakeshore Corridors	Peterson Creek, Shrine Creek, Lena Creek, Tee Creek
Watersheds	Peterson Creek, Herbert River
Gravel and Mineral Resources	Herbert River
Hazards	Flooding: Peterson Creek, Strawberry Creek, all coastal areas
Historic and Cultural Resources	Subarea-wide, Shrine of St. Therese, Auk Rec and Indian Point areas

Table 11.2

Guidelines and Considerations for Subarea 2:

1. Preserve shoreline areas in public ownership as fish and wildlife habitat and public open space/ natural areas with public access to the water.

2. Identify and protect a series of un-fragmented fish and wildlife habitat corridors along anadromous fish streams from the uplands to the Lynn Canal.

3. Where appropriate, continue rural residential development.

4. Encourage development of boat launch facilities at South Tee Harbor.

5. 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 are listed in Subarea 1 and include: (a) enhance the Lena Loop Park as a neighborhood park with play areas, dog parks, restrooms and additional parking; (b) enhance Lena Point Park with trail parking, trail improvements, benches and interpretive signs; (c) Continue Tee Harbor to Berner's Bay cooperative management; (d) implement the Master Plan for Amalga Meadows area; and (e) protect stream corridors and establish a 200 foot stream buffer on CBJ-owned lands that are not designated for disposal in the 1999 CBJ Land Management Plan on each side of Peterson Creek and Shrine Creek.

6. The subarea is not served by the public sewer system, and is outside of the Urban Service Area boundary. Since municipal services are not to be provided outside of the urban service area boundary, there is no plan to extend public sewer to the subarea.

7. 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.

8. Investigate the potential costs and benefits of constructing an access road to existing private properties and disposing of some CBJ-owned properties on Pt. Stephens.

Subarea 3: Auke Bay, Mendenhall Peninsula, & West Mendenhall Valley (Maps E, F, & G)

Community Form: Urban for Auke Bay.

Suburban portions of the West Mendenhall Valley that are serviced by both sewer and water.

Transition from rural to urban in the remainder of the West Mendenhall Valley.

Rural on the Mendenhall Peninsula.

Land use designations on the Subarea map range from open space/natural areas to industrial. Much of this subarea is a Transition area, where higher density development will be considered once public sewer is available and intersections are improved to LOS D or better. Greenbelts are shown for Mendenhall River, Montana Creek, and Auke Lake.

NATURAL RESOURCES AND HAZARDS:

Type	*General Location*
Wildlife (Eagle nests, Herring spawning areas)	Auke Bay, Auk Nu Cove, Mendenhall Peninsula, Mendenhall Wetlands State Game Refuge
Stream and Lakeshore Corridors	Auke Nu Creek, Weydelich Creek, Bay Creek, Lake Creeks, Montana Creek, Mendenhall River, Auke Lake, Jordan Creek, Duck Creek
Impaired Water Body	Pederson Hill Creek (aka Casa Del Sol Creek)
Wetlands/Tidelands	West Mendenhall Valley, Spuhn Island,
Gravel and Mineral Resources	Mendenhall Peninsula, Mendenhall Wetlands State Game Refuge, Montana Creek, Auke Nu Cove
Hazards	Flooding: Montana Creek, West Mendenhall Valley, all coastal areas. Airport Airspace: see FAA 7460 Contours Map and Airport Airspace Drawing (FAR 77 Surfaces), pages 129-130.
Watershed	Montana Creek (above the roaded area)
Historic and Cultural Resources	Subarea-wide

Table 11.3

Guidelines and Considerations for 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.

4. Preserve valuable public tidelands, shorelines, creek and stream corridors as fish and wildlife habitat and public open space/natural areas. Acquire land for greenbelts along the Mendenhall River and Montana Creek stream corridors. Identify and protect a series of un-fragmented fish and wildlife habitat corridors along anadromous fish streams from the uplands to the sea.

5. Protect CBJ-owned lands located within 500 feet of each side of the ordinary high water line of Montana Creek from its juncture with the Mendenhall River to its headwaters, in accordance with the scientific analysis of the special functions of Montana Creek's values conducted by the Juneau Chapter of Trout Unlimited and published in November of 2006.

6. When removing trees for development, care should be taken to consider downwind effects and to mitigate against off-site blow down of trees on down-wind properties.

7. Encourage UAS and private property owners to dedicate new public rights-of-way to create an interconnected Auke Bay neighborhood street system.

8. Provide for additional medium- to high- density residential development on CBJ lands within the Mendenhall Peninsula when served with utilities, roads, and other infrastructure and urban services, where high-value wetlands, steep slopes or hazard areas are not present, and where incompatible uses are not present such as within the flight-safety zone of the airport. All prospective tenants and owners of new dwelling units therein should be advised of the aircraft noise associated with the nearby airport operations.

9. Encourage in-fill, small house development in the West Mendenhall Valley. However, in doing so in the West Valley, continue to protect wetlands, avoid flood hazards and provide buffer vegetation and open space/natural areas for privacy and to maintain the rural character of the West Valley community. Encourage clustering of the small cottage and bungalow houses on larger parcels to maximize the land left in a natural state to assure privacy and provide a visual and sound buffer from existing adjacent lower density residential development. New in-fill development should: (1) Preserve as much of existing wooded areas as is practical; (2) design new building forms to mimic adjacent rural development in scale and massing while increasing density; (3) place parking out of view of the street; and (4) incorporate other appropriate building siting, orientation and design techniques to maintain the rural character of the West Valley. In new subdivisions on large parcels, encourage mixed density developments, such as duplex, accessory dwellings and multi-family units interspersed in suitable locations within the development.

10. Prohibit new residential development on CBJ-owned property abutting the outdoor shooting range. Identify the noise contours for the outdoor shooting range and establish a Noise Notification Overlay District encompassing that area and within which any new development must disclose to potential tenants or buyers the locations, hours of operation and types of noise emanating from the shooting ranges.

11. Provide for expansion of the UAS campus, including student and faculty housing and athletic facilities.

12. Allow development of in-fill residential development, such as apartments, condominiums, efficiency or Single-Room-Occupancy (SRO) units, and loft-style housing within new and existing shopping centers.

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.

14. The sewer system is being expanded to include the industrial area in the southerly part of the West Valley and to the Pederson Hill area. It should also be extended to other areas around the University to accommodate higher density, affordable student and faculty housing. Areas served by newly extended public sewer systems should be up-zoned to accommodate higher density development. Extend municipal water and sewer service to all properties within the Urban Service Area boundary.

15. Pederson Hill Creek (aka Casa Del Sol Creek) is listed as an impaired water body by the Alaska Department of Environmental Conservation (DEC) and, therefore, careful review of future development proposals that could affect the volume, velocity, cleanliness, and overall water quality of this creek and its watershed and tributaries is warranted.

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.

Subarea 4: East Mendenhall Valley & Airport (Maps F & G)

Community Form: Suburban/Urban

NATURAL RESOURCES AND HAZARDS:

Type	***General Location***
Wildlife (Eagle nests)	Airport vicinity, Mendenhall Wetlands State Game Refuge
Stream and Lakeshore Corridors	Mendenhall River, Duck and Jordan Creeks
Wetlands/Tidelands	Nugget Creek, Mendenhall Wetlands State Game Refuge
Gravel and Mineral Resources	Mendenhall River corridor, upper part of valley
Impaired Water Bodies	Duck Creek, Jordan Creek
Hazards	Flooding: Mendenhall River, Duck Creek, Jordan Creek, all coastal areas. Avalanches and Landslides: Thunder Mountain. Airport Airspace: see FAA 7460 Contours Map and Airport Airspace Drawing (FAR 77 Surfaces), pages 129-130.
Watershed	Nugget Creek with a potential hydroelectric source at Nugget Falls
Cultural and Historic Resources	Subarea-wide

Table 11.4

Guidelines and Considerations for Subarea 4:

1. Maintain the density of existing neighborhoods while encouraging in-fill development of low- to moderate-income affordable housing.

2. Provide for increased community commercial development close to existing commercial areas in the lower valley.

3. Encourage airport expansion in the area designated in the Airport Master Plan. Maintain adjacent publicly owned wetlands and tidelands for public open space/natural areas or resource protection, unless required for aviation or public safety purposes. The CBJ should facilitate Airport Management Plans to meet FAA regulations regarding Runway Safety Areas (RSA) and other similar safety measures.

4. Utilize CBJ-selected lands for high-density residential development, recognizing constraints of sensitive areas.

5. Maintain public access to the Mendenhall Wetlands State Game Refuge (MWSGR) along the airport dike.

6. Duck Creek and Jordan Creek are listed as impaired water bodies by the Alaska Department of Environmental Conservation (DEC) and, therefore, careful review of future development proposals that could affect the volume, velocity, cleanliness, and overall water quality of these creeks and their watersheds and tributaries is warranted. The CBJ should support community efforts to educate and, perhaps, regulate snow removal and storage practices as described in 7.7 - DG1.

7. Seek new industrial zoning districts to compensate for the encroachment of existing industrial districts by retail, office and other non-industrial commercial uses. Designate the industrial districts that have visual connection from and vehicular access to major thoroughfares and that have already been encroached upon by retail and office uses as heavy commercial/light industrial districts within which industry may remain and non-industrial commercial uses can expand. In other industrial districts, prohibit retail, office, residential and other non-industrial or non-Public uses.

8. Expand the Mixed Use District in the Mendenhall Mall vicinity that would incorporate general commercial uses, high density residential use and public transit services. Make the most efficient use of parking by incorporating housing over a garage with retail shops wrapping around the ground floor. Student or senior housing within the Mall or over the garage should not be required to provide parking spaces.

9. Consider the transportation improvements for this subarea discussed in Chapter 8 of this Plan and provide for pedestrian and bicycle access to schools, parks and shopping areas.
The CBJ Area Wide Transportation Plan identifies ten priority improvements for the Mendenhall Valley/Nugget Mall and Airport area, none of which have been included in the 2006 to 2008 State Transportation Improvement Plan (STIP) funding. As such, local support for improved capacity of the transportation system will be needed to accommodate new development. Such new development should focus on medium-to-high density residential, commercial and employment centers that can be largely serviced by public transit. A Transit Oriented Corridor with transfer stations at the Malls and/or the Airport should be able to accommodate this new, compact in-fill development.

10. The East Mendenhall Valley is entirely serviced by public sewer and water systems. Future replacement of aging utilities will be required.

11. Drainage problems exist in the central East Mendenhall Valley. Incremental additions to a storm drain system are being made or are in the planning stages. Therefore, adopt a set of overall guidelines that address the treatment and placement of runoff.

12. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements. Those recommendations include: (a) Continued development of the Under Thunder trail corridor at the base of Thunder Mountain; (b) completion of Dimond Park; (c) development of a Mendenhall Valley swimming pool; (d) a pedestrian/bicycle trail from Dimond Park to the Airport Dike trail; (e) assured access to the Airport Dike Trail and a connector trail from the airport to that trail; (f) acquisition of parcels along Duck Creek; (g) establishment of a stream corridor along Duck Creek just south of Berner's Avenue; (h) establishment of a 200 foot wide greenbelt along Jordan Creek where it traverses CBJ owned property, with the exception of that portion of the creek lying within the Juneau International Airport's property, for which the setback should be determined on a case-by-case basis, consistent with 7.3 - DG2 and the Airport Manager's recommendation; (i) acquisition of Smith/Honsinger parcel outside of the pond area for natural area and scenic corridor conservation; (j) develop a community garden site; and (k) review the area for suitability for mini-parks. Work with the FAA to ensure that these projects do not negatively affect flight safety due to impacts on bird habitat.

13. 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.

14. Protect historic trails and sites at the Mendenhall Glacier area.

15. Coordinate all development within the sphere of influence of Duck and Jordan Creeks with the Alaska Department of Environmental Conservation (DEC) to ensure that development meets the guidelines of the creek restoration plan, called the TMDL Document.

16. Study geophysical hazards in this subarea and adopt an amended Hazard Area overlay map following the completion of that study.

Subarea 5: Switzer Creek, Lemon Creek, & Salmon Creek (Maps G, H, & K)

Community Form: Suburban/Urban

NATURAL RESOURCES AND HAZARDS:

Type	*General Location*
Wildlife (Eagle nests)	Vanderbilt Hill, Lemon Creek and Switzer Creek
Stream and Lakeshore Corridors	Lemon, Switzer, and Vanderbilt, Salmon, and unnamed Creeks
Wetlands/Tidelands	Mendenhall Flats, Lower Lemon Creek, Switzer Creek, Vanderbilt Creek
Gravel and Mineral Resources	Lemon Creek, Hidden Valley
Impaired Water Bodies	Jordan Creek, Lemon Creek, Vanderbilt Creek
Flooding	Lower Lemon Creek/Switzer Creek, all coastal areas
Hazards	Flooding: Salmon Creek Dam Inundation Area. Landslide and Avalanche: Thunder Mountain, Upper Lemon Creek Valley
Watershed	Upper Salmon Creek
Cultural and Historic Resources	Subarea-wide

Table 11.5

Guidelines and Considerations for Subarea 5:

1. Conduct a neighborhood plan for the Lemon Creek and Switzer Creek areas to (1) address livability concerns for residential areas, (2) accommodate the land use and transportation needs of commercial and industrial uses, (3) address recreational and natural/conservation area needs, (4) identify transportation improvements, especially pedestrian- and bicyclist-related safety improvements, and (5) reduce incompatible uses and minimize or mitigate adverse impacts of such incompatible uses related to air quality (noise, dust, fumes, odors), public safety and natural resource protection.

2. Provide for additional medium- to high density residential development in areas with access to arterial roadways from collector streets. Encourage the efficient use of land by allowing non-family housing, such as for students, single-adults or seniors, in mixed use districts within shopping centers

or malls. Increase building height limits and decease or eliminate parking requirements for such residential developments where adequately served by public transit.

3. Restrict residential development in areas where off-site impacts of sand and gravel extraction operations, such as noise, dust, heavy truck traffic, would adversely affect residents unless it were assured that residents of the proposed housing would not be so adversely affected, such as for transition or temporary housing.

4. Provide a safe pedestrian and bicycle circulation system in the Lemon Creek and Switzer Creek areas, per the Area Wide Transportation Plan, the 2009 Non-Motorized Transportation Plan, the Safe Routes to Schools plan, and Chapter 8, Transportation, of this Plan.

5. Protect access to Lemon Creek Trail, Salmon Creek historic Trail and Heintzleman Ridge Trail.

6. Encourage the construction and/or retention of a buffer and initiation of a beautification effort along all major roads.

7. Reserve wetlands and tidelands in public ownership for fish and wildlife habitat and open space/ natural areas.

8. Designate CBJ-owned areas outside the Salmon Creek Dam inundation hazard area for Bartlett Regional Hospital expansion hospital and related medical facilities.

9. Allow for expansion of state office complex facilities adjacent to existing offices within public/ institutional land use designation areas west of Switzer Creek but not along shoreline areas.

10. Identify sufficient land to accommodate commercial and industrial uses. Adjust the boundary between commercial and industrial lands in the Vanderbilt-to-Lemon Creek area to account for current conditions and market demands. Provide additional buildable land for heavy industry and prohibit higher intensity uses, such as retail, office and residential uses, within the heavy industrial areas.

11. Renninger Road serves a CBJ school and water reservoir and an affordable rental housing development and could further be used to access other CBJ lands suitable for development of affordable housing.

12. Jordan Creek, Lemon Creek and Vanderbilt Creek are listed as impaired water bodies by the Alaska Department of Environmental Conservation (DEC) and, therefore, careful review of all future development proposals that could affect the volume, velocity, cleanliness, and overall water quality of these creeks and their watersheds and tributaries is warranted. Coordinate all development within the sphere of influence of Jordan, Lemon and Vanderbilt Creeks with DEC to ensure that development meets the guidelines of the creeks' restoration plans, called the TMDL Document.

13. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements. Those recommendations include: (a) construction of a coastal trail along Egan Drive or along the "inside" or north side of Egan Drive, connecting Sunny Point to neighborhoods to the east and west; (b) Upgrade the Dzantik'i Heeni Middle School and the Switzer Creek/Richard Marriott trail; (c) construct a covered basketball court/play area at Dzantik'i Heeni Middle School; (d) reserve a stream corridor on Switzer Creek; (e) resolve Lemon Creek Trail issues; (f) develop an All-Terrain-Vehicle (ATV) or Off-Highway Vehicle (OHV) course in the Upper Lemon Creek area; (g) develop a trail from the Sunny Point intersection to the Pioneer's Home intersection and along the Pioneer's Home marsh with an accessible viewing platform for bird watchers; (h) protect access to the Heintzleman Ridge trail; (i) review the area for suitability for mini-parks; (k) establish a community garden area; (l) study the Lemon Creek area for suitable park sites; and, (m) continue ADA improvements at Twin Lakes.

14. 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.

15. Since views of the water are a highly-rated value by residents, buildings in the (WCI)-designated areas should be situated or oriented to retain views of the water between buildings.

Subarea 6: Juneau (Maps K, M, & N)

Community Form: Urban

The Juneau Subarea is a mixed use community with land use designations in the core downtown area ranging from the rural Resource Development (RD), to Recreation Resource (REC) on the steep northern edges of the core area and tiering down the slopes to the Channel with the more urban Medium Density Residential (MDR), Medium Density Residential/Single Family (MDR/SF), Urban Low Density Residential (ULDR), Traditional Town Center (TTC) , Commercial (C), Institutional and Public Use (IPU) and Waterfront Commercial (WC) districts.

East of the core area toward Thane are Traditional Town Center (TTC), Resource Development (RD), Industrial (I), Waterfront Commercial, Waterfront Commercial/Industrial (WCI), Institutional and Public Use (IPU), and Rural Dispersed Residential (RDR) districts. The downtown area includes special overlay districts, including parking districts, an historic district, a Waterfront District that is the subject of the adopted Long Range Waterfront Master Plan, along with Landslide and Avalanche Hazard Zone designations.

NATURAL RESOURCES AND HAZARDS:

Type	*General Location*
Wildlife (Eagle and bears)	Six eagle nests around downtown Juneau (2006)
Stream and Lakeshore Corridors	Gold Creek upstream from Cope Park
Wetlands/Tidelands	Gold Creek Tidelands
Hazards	Flooding: Gold Creek, all coastal areas. Landslide/Avalanche: Mt. Juneau, Mt. Roberts, Gold Creek Basin, Last Chance Basin
Watershed	Gold Creek/Last Chance Basin
Cultural and Historic Resources	Subarea-wide

Table 11.6

Guidelines and Considerations for Subarea 6:

1. Preserve the scale and densities of the older single family neighborhoods in the downtown area, including the Casey-Shattuck “flats” and Star Hill historic districts, Chicken Ridge, Basin Road, Mt. Maria, the Highlands, and the higher density apartments and homes in the vicinity of the Federal Building.

2. Encourage the retention of existing dwelling units in or near the older residential neighborhoods to avoid exacerbating traffic and parking congestion and to preserve the privacy and quiet of those neighborhoods.

3. Strengthen and enhance the Capitol Complex in the downtown Juneau area. Provide for orderly expansion of state government facilities in the vicinity of the State Capitol and the State Office Building.

4. Develop a cooperative agreement with owners and tenants of downtown buildings, as well as their lenders, insurance, legal, design, and construction professionals, for continuing, incremental improvements to those buildings, such as installation of sprinklers, to lessening the threat of structural fires in and near the downtown historic area.
   Many of the buildings in this area are built with virtually no fire resistant materials, are built too close to their property lines to allow a fire break or room for fire fighters to stop the spread of fire and have openings such as doors, windows and vents in their side walls that would allow fire to spread very quickly to adjacent buildings. Many are built on pilings, leaving a common crawl space that cannot be protected by fire fighters.
   Loss of the downtown historic district in a fire would have significant negative impact to the aesthetics and economy of the CBJ, as one of its key tourist attractions is the historic character of downtown. A fire could spread through these wooden buildings very quickly and, despite the best efforts of fire fighters, probably could not be controlled.

5. Limit development in landslide/avalanche hazard areas; rezone publicly-owned land in those hazard areas as Resource Protection zones.

6. Preserve view corridors of the compact, historic downtown, as viewed from the Channel toward the historic districts and their mountain backdrop, and preserve views of the Channel, as viewed from public streets in downtown, through height restrictions and building orientation and spacing guidelines along the downtown waterfront.

7. Preserve public access to the shoreline and waterfront areas. Provide for public access, open space/ natural areas and water-dependent and water-related uses on the downtown waterfront via the seawalk with connections to the existing pedestrian system.

8. Support the establishment of a Cultural Campus anchored by the Alaska State Museum, the Alaska State Library in the State Office Building, the Convention Center and a new Performing Arts Center at the former National Guard Armory site, inclusive of the area bordered by Gold Creek, Willoughby Avenue, Main Street, and Egan Drive. With Centennial Hall serving as the visitor and convention center and two hotels located within these boundaries, the area is readily accessible both to residents and visitors, and has some stature as the heart of our state's culture. Adding a performing arts center to this "campus" would solidify its position, drawing more people to the area and reinforcing the year-round health of the adjacent business district.

9. Protect and facilitate access to Mt. Juneau and Mt. Roberts trails.

10. Promote mixed uses downtown. Encourage small-scale neighborhood-serving retail and personal service businesses and increased multifamily development within the urban center. Encourage housing over ground-floor retail space, Single-Room-Occupancy (SRO) dwellings and/or loft-style housing in downtown.

11. Encourage use of the downtown waterfront area as a mixed use waterfront serving residential, recreational, tourist, and maritime uses as identified in the CBJ-adopted Long Range Waterfront Plan. Such development should avoid view blockage of the downtown historic district as viewed from Gastineau Channel.

12. Develop design guidelines for buildings in downtown that create a year-round design aesthetic that is attractive and respects the historic and contemporary urban character of the district, particularly for display window treatments, signage and outdoor lighting of downtown commercial buildings.

13. Provide additional parking and fast, mass transit opportunities, per the downtown subarea guidelines and implementation actions identified in Chapter 8 of this Plan, Transportation, and in the Willoughby District Land Use Plan. Develop a parking management component of a Downtown Juneau Transportation Management Program that could include the following elements:

    A. Establish a covered walkway network throughout downtown.

B. Establish a parking policy that will guide planners in determining the amount of parking that should be provided for specific uses downtown.
The CBJ government should re-examine the parking requirement for development of residential units and for tourist-oriented uses in downtown.
In addition to the Fee-In-Lieu-of-Parking program, the CBJ government should provide alternatives, such as participation in a coordinated Downtown Transportation Management Program, for downtown developers whose proposals do not meet on-site parking requirements. Provisions should be added to accommodate use of parking structures, shuttles, and other means to meet the parking need. However, ensure that these programs do not induce property owners to demolish historic structures to make way for higher intensity uses or taller structures.

C. Modifications in the current management of the existing parking supply, such as shared daytime and nighttime and week-day and week-end parking, should be made to make parking more accessible to patrons of area cultural arts or commercial businesses and for area residents.

D. Development of additional parking supply: construction of centralized parking structures should be phased in and reevaluated on a case-by-case basis. Surface lots can be established on a temporary basis to act as place-holders for potential future structures and provide additional parking while a centralized structure is being developed and the initial use of the structure evaluated.

E. Management of downtown parking should be centralized, though still coordinated with other CBJ departments, for all aspects of the parking program. The parking program should be continually-monitored to determine how programs are working. The management of the downtown parking program is an on-going process that needs continuous review and revision. The CBJ government needs to involve the state and federal governments in shared development of solutions, since parking demand created by state and federal offices are a major factor in downtown parking shortfalls.

F. The CBJ should continue its efforts to develop a convenient transportation terminal near downtown. The terminal should provide a transfer station for mass and rapid public transit where commuter busses, and possibly a light rail system would connect to shuttle busses for localized distribution. Commuters may park their automobiles at the terminal, and catch a shuttle to the downtown core.

G. Other methods suggested to ease the parking problem downtown include construction of a light rail or similar system between the valley and town, supplemented with fast, efficient, localized shuttles; and development of high-density mixed use, but predominantly residential, areas that would provide the opportunity for people to live near their work, shopping and recreation needs, thereby significantly reducing or eliminating the need for a private vehicle altogether.

H. Another suggestion related to parking is to eliminate the parking requirement for certain affordable high-density dwelling units in the downtown core area, such as the small, Single Room Occupancy (SRO) units, other student housing, senior housing and/or seasonal worker housing whose occupants are likely not to own vehicles. This would facilitate the development of affordable housing downtown that, in turn, would create a more dynamic, 24-hour downtown and would free up rental housing elsewhere in the borough. This concept may not work for all types of dwelling units developed in downtown, such as loft housing, family-size housing or artist housing whose occupants are more likely to own vehicles; those developments may participate in the downtown Fee-in-Lieu of Parking program established in 2006.

14. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements. Those recommendations include: (a) advertise and schedule public use of the Terry Miller Legislative Affairs Building that is consistent with the office use therein; (c) implement the Cope Park Master Plan; (d) retain the Last Chance Basin in its undeveloped condition and allow for year-round recreation use where there are no

avalanche hazards; (e) assist with the stabilization of historic buildings in Last Chance Basin; (f) support construction of a bicycle and pedestrian lane along Thane Road; and (g) designate a downtown community garden site on CBJ property.

15. Consider establishment of an alternative local roadway from Egan Drive in downtown Juneau to the industrial barge terminal and Thane Road that by-passes the South Franklin/Cruise Ship Terminal area.

16. Consider mechanisms to encourage and allow residential development on Gastineau Avenue by eliminating the parking requirement for uses whose occupants or visitors would travel by walking, bicycling or by public transit.

17. 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.

18. 18. Assure a Gold Creek Protection Zone, as shown on Map M, and within which no structures or activities shall be allowed except as needed by the U.S. Coast Guard for its purposes or as allowed by the Alaska Department of Fish and Game for habitat maintenance and enhancement.

19. When considering applications for building permits for commercial uses within the downtown Juneau area, consider the potential noise impacts of mechanical equipment or patrons on adjacent residential uses. It may be appropriate to establish a noise ordinance for the downtown Juneau subarea where case-by-case analysis, conditions of permits and enforcement activities are not practical to solve noise problems.

Subarea 7: Thane (Maps P & Q)

Community Form: Rural

Designations on the Subarea map are primarily Rural Dispersed Residential--RDR (one dwelling unit per acre) along Thane Road, and Recreation Resource—REC inland of the RDR corridor. There is a Waterfront Commercial/ Industrial area west of the Sheep Creek beach area.

NATURAL RESOURCES AND HAZARDS:

Type	*General Location*
Wildlife (Eagle nests)	9 eagle nests along shoreline (in 2006)
Stream and Lakeshore Corridors	Sheep Creek, DuPont Creek
Habitat	Sheep Creek Valley
Gravel Resource	Sheep Creek
Hazards	Flooding: Lower Sheep Creek, all coastal areas. Avalanche/ Landslide: Numerous chutes along Thane Road
Cultural and Historic Resources	Alaska-Juneau and Alaska-Gastineau Mines

Table 11.7

Cultural and Historic Resources Alaska-Juneau and Alaska-Gastineau Mines

Guidelines and Considerations for Subarea 7:

1. Allow for continued Rural Dispersed Residential development along the existing Thane Road corridor, provided that, in new developments, sanitary septic systems can be adequately monitored by the property owner and assurances provided to the CBJ that these systems will remain in adequate working condition for the useful life of the permitted use on the property. Failed septic systems should not be "bailed out" by extension of municipal sewer service unless residential densities of at least ten (10) units per gross acre are provided to the subject property. Lands to which sewer service is to be provided must be included within the Urban Service Area boundary.

2. Recognizing the growth potential of Thane and areas south of Thane, it is important to also recognize the limitations of Thane Road. When reviewing development permit applications, consider that the Thane Neighborhood Association describes Thane Road as "in terrible condition: humped in the middle, falling off the cliff on the channel side in several places, full of pot holes and dips, narrow, with no shoulders. Drivers tend to crowd the middle of the road, which can be quite dangerous if the vehicle is a wide-bodied, slow-moving tour bus with extended side view mirrors that encroach even further into the opposite lane. This dangerous condition is compounded by the popularity of Thane Road as a jogging/walking/biking route." Several portions of Thane Road were reconstructed in 2012, and those portions of the road had many of the safety concerns listed above removed; other portions of the road were not reconstructed, however, and most of the reconstructed portions still do not have shoulders. Safety concerns remain in this corridor, especially for bicyclists, pedestrians, and runners.
   Any substantial increase in traffic to the area, either associated with new residential development or increased commercial recreational/tourism use of the area, should be accompanied by the provision of a separated pedestrian and bicycle pathway or widened shoulder. Furthermore, school buses should be provided pull-outs or other facilities to allow buses to pull out of the travel lane to allow other vehicles to pass after children have safely crossed the street.
   Thane Road is a state ROW, the CBJ has no authority to upgrade this road; the CBJ government should work with ADOT&PF to address these safety concerns.

3. Thane Road has become an important transportation corridor with development of the Rock Dump area and tourist destinations around Sheep Creek. Therefore, the CBJ government should encourage ADOT&PF to make reconstruction of Thane Road a high priority and, at the least, the development of separated pedestrian and bicycle paths along Thane Road from Mt. Roberts Street to Sheep Creek beach is essential. However, such a separated pathway may need to take the form of a shoreline trail, boardwalk or pathway, due to limitations in rights-of-way easements along the road and steep terrain thereon.

4. Maintain non-motorized recreational access to the Sheep Creek basin, creek and beach areas while minimizing impacts to the existing recreational and fish and wildlife habitat values of the area. Install, maintain and enforce motorized vehicle barriers to access points to area trails and beaches.

5. 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.

Subarea 8: North & West Douglas Island (Maps I, J, K, L, Q, R, S, & T)

Community Form: Predominantly Rural.

Urban near the Douglas Bridge.

Two New Growth Areas in West Douglas.

NATURAL RESOURCES AND HAZARDS:

Type	*General Location*
Wildlife (Eagle nests)	25 eagle nests along North Douglas shoreline and 60 along West Douglas shoreline (2006 data)
Stream and Lakeshore Corridors	Eagle, Peterson, Fish, Grant, Falls, Neilsen, Hendrickson, Johnson, Ninemile, and Hilda Creeks
Wetlands/Tidelands	Shoreline between Fritz Cove and Kowee Creek (including the Mendenhall Wetlands State Game Refuge), along and above North Douglas Highway
Gravel and Mineral Resource	Small area on lower Fish Creek, area near Juneau-Douglas Bridge, Eagle Creek area
Hazards	Flooding: Lower Fish Creek, Lower Peterson Creek, all coastal areas. Landslide/Avalanche: Hendrickson Creek, Upper Fish Creek, and various hillside areas, including the vicinity of Eaglecrest Ski Area
Watershed	Upper Fish and Hilda Creeks
Cultural and Historic Resources	Treadwell ditch, Cropley Lake, 3rd Cabin area (Dan Moller trail/ Kowee Creek)
Scenic Corridor/Viewshed	One-quarter mile each side of Fish Creek Rd.; Water side of North Douglas Highway from Fish Creek Park to False Outer Point Beach Access
Adopted Subarea Palns	West Douglas Concept Plan, Land Use Chapter 6

Table 11.8

Recognizing the growth potential of both North and West Douglas, it is important to also recognize the limitations of North Douglas Highway. North Douglas Highway is a two-lane, paved minor arterial roadway with no sidewalk, separated pedestrian pathway or bicycle lane, operated and maintained by the State Department of Transportation and Public Facilities (ADOT&PF). It is also a local access residential street with over 500 private driveways accessing directly to the road. This creates dangers to the local users and those passing through to recreation destinations. Any substantial increase in traffic to the area, either associated with new residential development or increased commercial recreational/tourism use of the area, should be accompanied by the provision of separated pedestrian and bicycle pathways on each side of the road. Furthermore, school buses should be provided pull-outs or other facilities to allow buses to pull out of the travel lane to allow other vehicles to pass after children have safely crossed the street.

Portions of West Douglas Island are designated as New Growth Areas and can accommodate over 2,000 new residential units along with commercial, industrial and recreational facilities. All utilities and services would need to be provided and self-contained within these New Growth Areas once road access is assured. These New Growth Areas are intended for phased development in accordance with the West Douglas Concept Plan, Chapter 6.

North Douglas Highway is accessed solely by the Juneau-Douglas Bridge. Vehicle traffic at the intersection of the bridge landing at Tenth Street and Egan Drive exceeds its design capacity in the morning commute peak period of from around 7:30 AM to 8:30 AM (snow conditions extend this peak period to from around 7:00 AM to 8:30 AM). A new roundabout/traffic circle was installed at the Island terminus of the Juneau-Douglas Bridge that has increased the traffic flow of that intersection to a level of service (LOS) C or better; however the mainline terminus of the bridge at Tenth Street and Egan Drive is at a LOS E or F in the morning peak period during the 7 to 9 AM commute. In 2006, about half the motorists traveled straight across Egan Drive or turned right, indicating that they work in downtown Juneau. It is likely that residents of new housing on Douglas Island will have the same employment and commute patterns. Even if all the new residents commute by public transit, the current capacity of the Juneau-Douglas Bridge terminus at Tenth Street and Egan Drive cannot accommodate these additional vehicle trips and the traffic volume capacity must be expanded and/or staggered work hours for downtown Juneau government workers must be mandated and enforced.

A December 2002 ADOT&PF report recommended several options for expanding capacity and improving the LOS on the Juneau-Douglas Bridge. The existing roundabout at the Douglas Island terminus was recommended and implemented. The CBJ-accepted improvements to the mainland terminus at Tenth Street and Egan Drive have not been funded by ADOT&PF. Further analysis of potential improvements to the mainland terminus of the bridge may be needed, along with community understanding of the need for the improvements, and community cooperation to fund and build them.

Along with the Juneau-Douglas Bridge improvements, a North Douglas crossing of Gastineau Channel is needed to accommodate new development in the West Douglas New Growth Area. Douglas Island has the most buildable land in the CBJ (more flat and dry than is available on the mainland) and it is essential to provide a North Douglas crossing to Douglas Island in order to ease the CBJ's critical housing crisis. Careful analysis of the location and configuration of the North Douglas terminus, or "landing," of this new bridge is needed, along with a careful analysis of the ways in which traffic to and from West Douglas is conveyed. The conveyance of traffic to new development in North Douglas or West Douglas may be accomplished in the long-term by road and light rail or heavy rail facilities and, therefore, the right-of-way for transport should be wide enough to accommodate fixed-guideway, motorized and non-motorized transport. The analysis of transport systems to North and West Douglas from a new bridge landing should be conducted in conjunction with a neighborhood planning effort for North Douglas. See also the transportation discussion for Douglas Island in Chapter 8 of this Plan, and the Community-Preferred Alternative location for the North Douglas Crossing identified in the 2007 North Douglas Crossing Public Involvement Project and Resolution 2415(am), Vanderbilt Hill.

Guidelines and Considerations for Subarea 8:

1. In the near term, conduct a neighborhood plan for North Douglas to address current and anticipated neighborhood issues such as traffic, transit, pedestrian and bicycle safety, residential uses, densities and utilities, parks, open space, access to water bodies, community gardens, neighborhood-serving commercial uses, and recreational uses for local and CBJ residents as well as regional and international visitors. This plan should incorporate engineering, costs and environmental assessments and findings of a North Douglas bridge landing. This transportation analysis of the bridge and West Douglas traffic conveyance should be combined with the comprehensive North Douglas subarea planning effort that should addresses transportation, utilities, in-fill housing, recreation and open space/natural areas, and public safety issues in a community-wide, holistic approach. The North Douglas Crossing was not received favorably by the public in the 2010 voting on a ballot proposition to fund construction of the crossing; however, the language on the ballot specified one location in particular, and did not explain the long history of this project or its importance to Juneau's future. A new bridge landing in North Douglas should be carefully designed to avoid a physical separation of the North Douglas community, while preserving its rural character.

2. In its current condition, the northwest, west and southern areas of Douglas Island are in a natural, undeveloped state. Portions of the northwest island provide a recreational resource for the whole community. In addition to Eaglecrest, there are miles of shoreline and many acres of unimproved park area. A unique feature is a mile-long stretch of waterfront roadway from the North Douglas boat launch facility to False Outer Point. This corridor offers a world class vista of the Mendenhall Glacier, Mendenhall Peninsula and small islands. This area should be designated a scenic corridor both locally and with the state ADOT&PF. No obtrusive structures should be built on the water-side of the road and any development within this view corridor should assure the preservation of these views

and should enhance the open space/natural areas, public access and non-motorized pathways along the corridor. With the exception of boat launch facilities at the boat harbor, no permanent structures associated with commercial activities should be permitted along the shore side of the road from Cove Creek to False Outer Point.

3. The un-roaded shoreline on the west side of Douglas Island has development potential, both for urban residential use and for port development. The westerly shoreline is owned almost entirely by the Goldbelt Corporation and the land immediately upland is owned by the CBJ. Goldbelt has considered any number of development scenarios. A West Douglas Conceptual Plan was published in May 1997 and Chapter 6 of that Plan was adopted as an element of the CBJ Comprehensive Plan in 2007. This Plan encourages and facilitates the development of a New Growth Area in West Douglas when water, sewer and road infrastructure are available and adequate to serve the new development. New development should preserve shoreline and streamside areas in public ownership as open space/natural areas with public access points.

4. Unless and until municipal water and sewer services are provided to the North Douglas area, continue to allow for rural residential densities along the North Douglas Highway corridor and maintain the Resource Development land use designation for upland areas. Where municipal water and sewer service are provided, more efficient use of this land should be encouraged. Residential densities should be increased when, and where, roads, terrain, transit and other public services would provide the carrying-capacity for the additional residential population. However, the areas designated MDR but not currently provided municipal sewer service should remain in zoning designations that limit development to very low densities until municipal water and sewer service are provided and driveway access, roadway capacity, and intersection capacities and facilities serving that property meet the livability standard of a Level of Service D or better.

5. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements. Those recommendations include: (a) implement the 2002 Fish Creek Park Master Plan; (b) develop a master plan for recreation lands from Fish Creek to Point Hilda in North and West Douglas; (c) support construction of separated bicycle and pedestrian pathways along North Douglas Highway; (d) work with the North Douglas golf course developer to allow for cross country ski and walking use of the course with lighted trails for winter use; (e) develop a community park on West Douglas; (f) develop a neighborhood park in North Douglas that includes both passive and active recreation areas; (g) develop a community garden in the North Douglas area; (h) retain a trail corridor on CBJ lands beyond North Douglas; (i) consider acquisition of private land at Outer Point for public recreation use; and (j) coordinate recreational and maintenance activities at Eaglecrest.

6. Protect access to the Treadwell Ditch Trail and beach trails and support improvements to trails as recommended by Trail Mix.

7. Retain an easement for a bench road and trail corridor on CBJ lands around the perimeter of the Island (a trans-island road and trail system). As development proceeds near Peterson Creek, the CBJ should actively pursue development of a trail corridor that begins at the current end of the North Douglas Highway to the new development.

8. Prevent development within the Fish Creek Road scenic corridor, which is represented by a one-quarter mile distance from the Fish Creek Road right-of-way on each side of the road. No structures, other than utilities, shall be permitted therein. Minimize to the greatest extent practicable, intersecting driveways and other vehicular access points on Fish Creek Road from North Douglas Highway to Eaglecrest Lodge.

9. Retain Fish Creek Park as designated recreational open space/natural areas and restrict any development adjacent to the park, other than non-motorized access trails or bridges, which would adversely impact the valuable estuarine habitat and recreational use of the area.

10. On CBJ-owned lands, maintain a 200 foot stream buffer on each side of Fish Creek.
On CBJ-owned lands that are not designated for disposal in the 1999 CBJ Land Management Plan, maintain 200 foot stream buffers on each side of the following waterbodies: Peterson Creek, Eleven Mile Creek, Middle Creek, and Hilda Creek. This buffer zone or setback may be adjusted or altered,

on a case-by-case basis, when a scientific analysis of the specific function(s) of the particular creek's value(s) finds that the setback should be more, based on its functional value(s). The setback from Peterson Creek as it passes through the land included within the CBJ Totem Creek Golf Course Lease Agreement, as outlined in existing (expired) permits, may be less than suggested here if that project is proposed again, provided that the water quality of the creek is not impaired by non-native pesticides or fertilizers, sediments or other materials, and the riparian habitat of the creek is not impaired by invasive species.

11. As much as is practical and efficient, coordinate recreational and maintenance activities and shared use of facilities and equipment and coordinate management activities with the Eaglecrest Facility and programs. Many of the facilities at Eaglecrest can serve both skiers and non-skiers and both winter and off-season recreational activities and events. Shared use and year-round use of the Eaglecrest facilities and lands should be encouraged and facilitated.

12. 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.

13. When reviewing development proposals for Douglas Island, ensure that the site layout and circulation system configuration proposed minimizes direct vehicular access onto North Douglas Highway and does not obstruct or harm potential roadway access to an upland bench road to West Douglas or non-motorized access to a trans-island trail system, including the Treadwell Ditch Trail.

14. The West Douglas Concept Plan, Chapter 6, Land Use section has been adopted as an element of the CBJ Comprehensive Plan. Development within these New Growth Areas is subject to a master development plan to be adopted by the Assembly. Each subarea in these New Growth Areas may be planned in phases, consistent with the general guidelines in Chapter 6 of the West Douglas Concept Plan.

Subarea 9: Douglas & West Juneau (Maps M, O, & P)

Community Form: Urban in downtown Douglas and West Juneau

Rural south of downtown Douglas

NATURAL RESOURCES AND HAZARDS:

Type	*General Location*
Wildlife (Eagle nests)	8 eagle nests in Douglas and South Douglas (2006 data)
Stream and Lakeshore Corridors	Kowee, Bear, Lawson, Bullion, Ready Bullion, and Nevada Creeks
Wetlands/Tidelands	Mouth of Kowee and Lawson creeks, along the shoreline south of downtown Douglas, and on the bench above Douglas Highway.
Cultural and Historic Resources	Downtown Douglas, Treadwell mine complex, Douglas cemeteries

Table 11.9

Guidelines and Considerations for Subarea 9:

1. Provide for additional medium- to high- density residential development in areas with access to arterials and served by municipal sewer and water and adequate road and intersection capacity (to Level of Service D or better).

2. Maintain the requirement for a bridge to the transition area on upper Kowee Creek as a condition of zoning transition, to divert traffic away from Cordova Street. Work with property owners on both sides of the creek to finance and construct the appropriate bridge design, through a Local Improvement District or other similar financial mechanism.

3. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements. Those recommendations include: (a) develop a plan for the interpretation of the Treadwell Mine area from the parking lot to the cave-in; (b) complete a Master Plan for Savikko Park; (c) retain neighborhood access to Mt. Jumbo/Bradley trail; (d) reserve the meadows behind Crow Hill for cross country skiing; (e) develop Homestead Park as a beach access site; (f) develop the Treadwell Ditch Trail for a variety of uses.

4. Preserve publicly-owned, undeveloped shoreline areas for public open space/natural areas.

5. Assure public access to Treadwell Ditch, Dan Moller and Mt. Jumbo/Bradley trails and, where appropriate, to area beaches.

6. A Marine Mixed Use District designation is shown for a portion of downtown Douglas. This designation reflects the current pattern of commercial development and will allow higher density residential development. The zoning for this area should reflect this land use designation.
   The commercial core of downtown Douglas includes an auto repair shop, gas/convenience store, bars, restaurants and personal service shops. Major public buildings include the Post Office, Douglas Fire Station/Library, Gastineau Elementary School, Mt. Jumbo Gym/service center, and the historic Mayflower School. The Perseverance Theater is a significant and unique cultural facility.

7. There are several parcels of private land that could be further developed into multifamily structures as well as some CBJ-owned parcels above Crow Hill that should be developed into medium-to-high density, low- to moderate- income affordable housing when sewer and roadway capacities can adequately (LOS D or better) serve the new development.

8. Future development in North Douglas, West Juneau or downtown Douglas will require improvements to the Tenth Street and Egan Drive intersection and may require additional traffic capacity on the Juneau-Douglas Bridge. These two congestion points limit additional residential development on Douglas Island and impede the CBJ's progress in promoting and facilitating the construction of affordable housing.
   The Cordova Street and Douglas Highway intersection has been the subject of many studies. These studies have documented the obvious: A problem currently exists during the weekday morning peak travel period for motorists seeking to turn left onto Douglas Highway from Cordova Street. The traffic problem is likely to get worse as West Juneau is further developed. The Juneau-Douglas Bridge has limited capacity for a number of reasons. A traffic circle was installed at the North Douglas Highway terminus of the Juneau-Douglas Bridge; this increased the capacity and lessened congestion from Cordova Street and southbound traffic from north of the Bridge area, however, the design capacity at the Tenth Street and Egan Drive intersection continues to function at unacceptable congested Levels of Service E and F in the peak week day morning periods. The CBJ should work with ADOT&PF to upgrade the Tenth Street and Egan Drive intersection as a top priority.

9. 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.

10. The Treadwell historic area and trail, although a significant local resource for heritage tourism, should be protected from overuse.

11. Conduct an area plan or neighborhood plan for the downtown Douglas area that would address residential and non-residential uses in the vicinity of the harbor and town center with the goal of creating a Marine Mixed Use, transit and pedestrian-oriented community. 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 and shoreline; inland areas of 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, the Alaska Department of Transportation and Public Facilities, and all relevant CBJ Departments and Divisions.

Watersheds (Watershed, Scenic Corridor/Viewshed, & Hazard Area Maps 1 & 2)

Community Form: Predominantly Rural, with some Scenic Corridors/Viewsheds and Hazards Areas in Urban and Suburban areas.

Guidelines and Considerations for Watersheds:

1. Protect watershed areas to assure an adequate supply of clean, safe drinking water.

2. Identify and protect historic resources.

3. Maintain the Watershed Control and Wellhead Protection Program–Gold Creek Source (1994) as well as the 1994 Last Chance Basin Land Management Plan (LCBLMP).

4. The Gold Creek watershed is one of two water sources supplying the CBJ's drinking water. The protection of the water supply in the watershed is the highest priority. Therefore, only those activities that can demonstrate compliance with watershed protection objectives should be allowed in the Basin. Any permits issued for use of CBJ land above the wellheads should contain conditions to assure protection of the watershed.

5. The 1994 update of the LCBLMP, a component of the Comprehensive Plan, contains the following objectives for land use activities in the Last Chance Basin:

    A. Protect the high quality of the municipal water supply obtained from Last Chance Basin's vital water resource;

    B. Encourage and enhance resident and visitor appreciation of Last Chance Basin's rich historical heritage;

    C. Maintain the wild, natural, and scenic qualities of Last Chance Basin; and

    D. Encourage and enhance resident and visitor enjoyment of casual recreational opportunities in Last Chance Basin. Consider the objectives of the plan when reviewing capital improvements or permit applications affecting the watershed.

6. There is increasing pressure to operate tourist related services in Last Chance Basin and the Gold Creek watershed. The CBJ must work toward controlling tourist-related services in the Last Chance Basin to protect the watershed, transportation facilities and the quiet and privacy of the abutting residential neighborhoods. Therefore, the CBJ should:

    A. Monitor the impacts of tourism to the area. The impacts to water quality and of the increased traffic on Basin Road should be analyzed in determining the carrying capacity of the area;

    B. Use a permit and fee system for tourist use of CBJ property that would support required maintenance of road, trails and historic resources and enforcement activities;

C. Allow small-scale commercial activity on a case-by-case basis under a permit and fee structure, provided that no permanent structures or physical facilities are provided.

7. The historic buildings in Last Chance Basin are a valuable resource and offer a glimpse into the past development of the community. Therefore the CBJ should (a) maintain an awareness that significant historic buildings and artifacts in the Basin will further deteriorate unless they are maintained; (b) devise an acceptable form of access so that a historic interpretive center may be developed; motor vehicle access should avoid the use of Basin Road; (c) encourage and assist, if possible, interim efforts of the Gastineau Channel Historical Society to maintain and stabilize historic structures and artifacts; and (d) restore vehicular access for emergency access to the site of the historic mining buildings at the Compressor Building level for the purpose of maintaining and preserving these historic facilities while ensuring the protection of the watershed from vehicular-related pollutants to the soil or groundwater.

8. The existing Gold Panning operation is allowed to operate under the provisions of the LCBLMP. The operator should, however, be encouraged to ultimately relocate this operation out of the Gold Creek wellhead recharge area.

9. Vandalism and illegal dumping has increasingly become a problem in Last Chance Basin. In the winter, a severe avalanche hazard exists. Therefore, prohibit vehicular access to the Basin between midnight and 7am in the summer, and prevent vehicular access altogether in the winter. Signs should be posted informing people of the hours of access and that the gate will be locked during certain hours.

10. The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden and stream corridor improvements. Those recommendations include: (a) retain the Last Chance Basin in its undeveloped condition and allow for year-round recreation use where avalanche hazards are not present; and (b) assist with the stabilization of historic buildings in Last Chance Basin.

11. 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.