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Auke Bay Design Charrette Part 2
Thursday, July 30, 2015
University of Alaska Southeast
Lecture Hall
5:30pm – 8:30pm

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 1: Transportation

Item 1: Seawalk & Trail Network

A seawalk and network of trails offers recreation opportunities for jogging/walking/running, provides marketing benefits to the waterside views and interactions, provides additional access for fishing, and provides an opportunity for art placement.

| Is This What You Desire For Auke Bay? | | |
|---------------------------------------|----|-----------|
| Yes | No | Partially |
| 19 | 2 | 6 |

Public Comments:

- Yes - Bike/walk friendly for transportation, not just recreation
- Yes - Extremely Important
- Partially - Very few people run or jog in Auke Bay
- Yes - Be aware of non-motorized use of area by creating pedestrian ways
- Yes - Non-motorized activity is a priority creating community and supports university population
- Yes – For recreation
- Yes – If owned and maintained by City, collocate with roads where possible to facilitate maintenance
- Partially – For Port and Auke Lake only – Glacier Highway proposed project should extend sidewalks to Spaulding trail head, more parking is needed there
- Yes – For community use, not just fishing charters and whale watching
- Partially – Should not encroach on private development

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 1: Transportation

Item 2: Streetscape w/ Benches, Trees, Bike Racks, Trash Receptacles

Streetscapes are enjoyed through pedestrian amenities such as areas for resting and enjoying the view, places to park your bicycle, increased aesthetics of the street, convenient trash disposal, and more.

| Is This What You Desire For Auke Bay? | | |
|---------------------------------------|----|-----------|
| Yes | No | Partially |
| 19 | 2 | 6 |

Public Comments:

- Partially – For Port and Auke Lake only
- Partially – City budget is a concern. Once benches are there will they be easy to maintain?
- Yes – Walkable areas for locals and visitors to enjoy
- Yes – Please incorporate enough trees to provide a visual break for the residents of Auke Bay and general public
- Partially – Limit rest area furnishings – expensive and needs regular maintenance – trash receptacles good – bike facilities excellent
- Yes – Pedestrian amenities and bicycling – Lots of garbage disposal areas and doggie bags to keep areas clean
- There is a standard designers “streetscape” I’m not convinced that Auke Bay (or Juneau) need all and only those elements in the conventional preparations. Canopies are essential; at least 50% of bicycle parking, benches, and trash cans must be covered to be useable year round. Trees can block sun. We have so many trees all around us that streets without trees feel much more intensely urban and urbanity might be a desirable quality in this context as we certainly don’t have the population or density to generate urbanity by default.
- Yes – Extremely important
- Yes – Include some covered bike parking and seating
-

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 1: Transportation

Item 3: Transit

Increase options for travel, increase existing ridership at Auke Bay transit stops, and increase customers to the area.

| Is This What You Desire For Auke Bay? | | |
|---------------------------------------|----|-----------|
| Yes | No | Partially |
| 16 | 7 | 4 |

Public Comments:

- No – Nobody rides the bus
- Yes – What does transit mean? City buses? Tour buses? Light Rail Pipe Dream? The most effective way to support transit is to increase city bus frequency but that is very expensive.
- Partially – Work with transit, route adaptations are complex. Closest existing stop by University, facilitate pedestrian access.
- No – I think focusing on making sure the traffic flow is safe thru area is more important than trying to increase existing ridership of transit stops.
- Partially – Because of budget problems, sounds like Capital Transit is going to downsize service – put on wish list.
- Alaska is a personal transit place and Juneau is not dense enough to live without a car. Nature of our long and narrow H shaped town.
- Partially – Need Park & Ride and transportation to the Ferry.
- Yes – Make transfer from car (or bike or walk) to bus attractive, comfortable, and easy for commuters and realistic and attractive to transit to Auke Bay for dinner, recreation, shopping...
- Yes – I'd like to catch the bus here and Park & Ride
- Yes – Do not forget bus connections in convenient locations
- No – Should be kept as a quiet area for wildlife, pedestrians, and people living in area
- No – Don't see the need – Where would they go? Not a lot of retail, nice to have one place not crowded with tourists during summer.
- Partially – Wish Ferry Terminal could be accommodated in a transit pattern – Bus should go to terminal

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 1: Transportation

Item 4: On-Street Parking

On-street parking is convenient for short term parking and promotes traffic calming.

| Is This What You Desire For Auke Bay? | | |
|---------------------------------------|----|-----------|
| Yes | No | Partially |
| 9 | 9 | 9 |

Public Comments:

- Market Rate Parking
- Yes - Will slow traffic and help parking
- Partially – Not on State route at this time
- Partially – No parking on major roadway through (Glacier Highway) Auke Bay. If new city streets are made plan for on street parking on new streets.
- No – This will be hard with Glacier Highway project – Right of ways for that will decrease parking options
- Yes – There is a critical shortage of parking at Auke Bay
- Partially – On-street parking isn’t necessarily great looking. If calming and adequate parking is available / obtainable without on-street parking that would be ok.
- Partially – Minimal
- Partially – If enhances walkability and bike access at same time – Priority on calming function over parking spaces
- Yes – On collectors and locals, not arterials
- Partially – Where practical
- Partially – When possible but limited – upland and low height parking facility. Use other calming devices other than parked cars
- Yes – Upland parking emphasized – Use built in devices for calming traffic
- No – Only after by-pass is built
- No – Would cause more confusion and congestion
- No – Keep Harbor parking at Harbor – Shouldn’t take over Auke Bay area – Promote parking at retail but don’t want a bunch of boat trailers all over the place
- Can an envisioned bypass road be included in the promotional video? This can show the positive benefits for Auke Bay (as well as the rest of the CBJ) area and all of our citizens. To me, creation of the bypass road sooner rather than later is key to achieving most of the goals of the Auke Bay Plan. How do we effectively raise the priority of achieving this? If the human population of Juneau continues to grow we need to push hard and more effectively for this.

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 2: Views

Item 1: Protect Views

Areas of Auke Bay offer rich view of the water, mountains, and thick forested areas. Specific views have been identified in the Auke Bay Area Plan for preservation. Preserving these views can retain the Alaska setting, positively affect property values, increase enjoyment of the area, and more.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 21 | 0 | 4 | 2 |

Public Comments:

- Yes - Water views are the important ones
- Yes - The devil is always in the details. Which views are we preserving? Views from the highway? Views from existing buildings? Views from residential property? Views from public property? Views of water? Views of forest? Do some properties / venues get all the views? Does each property / venue get one desirable view? Are their desirable views that are “natural” views?
- Partially – Do not limit view shed to natural beauty. Also include harbor, shore-side development and facilities. Keep it a working waterfront.
- Partially – If there are proposed walkways / trails – railings should not block the view like those at the Brotherhood Bridge trailing head – Can’t see the fireweed anymore.
- No Vote – Not applicable – How would these views change? Bad Question
- Partially - Upland should be diverse protecting view sheds – protect waterside and limit to 35’ max building height
- Partially – Making a better community may compromise some views
- Yes – Retain view sheds to and from water
- Yes – Views are what makes Auke Bay so attractive for living and working
- Yes – CBJ to purchase property or airspace to protect view sheds
- Yes – Of course – How could we say no to this?
- Yes – Concerned about light pollution. Why do street lights need to be so high? I have visited areas of N Chile where light pollution is reduced so their observatories are not impacted even though a large town is along the sea. The ferry terminal now is lit up like a huge city. Not sure that is necessary.
- Yes – On public property

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 2: Views

Item 2: Limit Height on Waterfront

Views of the Auke Bay waterfront are some of the most pristine views in all of Juneau. Preserving this for the future can create a sense of place, positively affect property values, offer cultural amenities, etc.

| Is This What You Desire For Auke Bay? | | |
|---------------------------------------|----|-----------|
| Yes | No | Partially |
| 25 | 1 | 1 |

Public Comments:

- Yes - Limit public land – The view is the main asset to Auke Bay
- Yes – It is a way to keep public access to the waterfront
- Yes - How do you decide what heights are acceptable at what distance from waterfront? Encouraging flat roofs reduces building height and eliminates snow shedding.
- Partially – Hopefully the port will not develop the new parking / launch area with buildings
- Partially - Incentives to include public accesses for building on waterfront are good. Pass-through to seawalk. Restaurants, coffee shops, and other public accessible features included in all waterfront construction in core area.
- Yes – Keep construction (vertical growth) in check
- Yes - Waterfront views must be protected to maintain the beauty of Auke Bay
- Yes - Limit building and vegetation height on CBJ land to 24 inches above Glacier Highway
- Yes – Keep it small and intimate

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 3: Parking

On-Street Parking

On-Street parking provides convenient, short-term parking, acts as a traffic calming measure, and buffers pedestrians from vehicles on the street.

Item 1a: Parallel Parking

Benefits: Parallel parking uses less street width as compared to angled parking.

Detriments: This style of parking takes longer to maneuver vehicles into the space, it may also lead to double and/or inefficient parking, especially during snow events.

Where Appropriate: Parallel parking is appropriate in generally slow moving traffic areas.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 5 | 7 | 10 | 5 |

Public Comments:

- Partially – In business areas
- Yes – If you want to calm traffic there’s nothing like the car in front of you parallel parking
- No – Not along Glacier Highway until a bypass is built - Not a delightful buffer
- No – Not a good idea for Glacier Highway
- Partially – On-street parking isn’t necessarily great looking
- Partially – Only away from the main arterial and Back Loop so I can ride my bike safely through
- Yes – Restrict parking in congested center area
- No – Too dangerous on high traffic area
- No – Will cause more congestion and possibly more accidents for cars and pedestrians
- Partially – Not sure what all the parking is needed for? Harbor improvements will take care of Harbor parking. Why do we need a bunch of parking?
- Partially – No on-street parking

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 3: Parking

On-Street Parking

On-Street parking provides convenient, short-term parking, acts as a traffic calming measure, and buffers pedestrians from vehicles on the street.

Item 1b: Angled Parking

Benefits: Angled parking is generally easier and faster parking than parallel. It creates a larger pedestrian buffer from moving cars and makes for more efficient parking.

Detriments: Reversing into a driving lane can be dangerous unless the angled parking is back-in. Also, this requires a larger street width than parallel parking.

Where Appropriate: Angled parking is appropriate in generally very slow moving traffic areas.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 8 | 9 | 5 | 5 |

Public Comments:

- Partially – Ok for parking lots, not on streets
- No – Generally, traffic needs to be VERY slow, so maybe on residential streets?
- No – Not a good idea for Glacier Highway
- Yes – Angle parking accommodates more vehicles in an area than parallel parking
- No – Unless back-in angled parking
- Partially – In limited circumstances – It is often dangerous if not placed appropriately
- Partially – Only away from the main arterial and Back Loop so I can ride my bike safely through.
- Yes – Angled parking is most convenient and uses less space
- No – Too dangerous on high traffic area
- Partially – Prefer angled to parallel but not sure we need a bunch more parking
- Yes – Quite common in Seattle on some side streets – It was common, although illegal, in front of Squires Rest. If traffic held at a lower speed it should work.
- Yes – More angled parking

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 3: Parking

On-Site Parking

On-site parking offers long term parking for shoppers and overnight parking for residences. Parking areas should be located along the side of buildings or behind buildings. Vegetative buffers should be added between parking areas and the street.

Item 2a: Surface Parking Lots

Benefits: Surface parking lots are easy and inexpensive to build and can be used for event spaces like a weekend market.

Detriments: Uses more land than parking garage or underground parking. Large parking lots can create large dark areas at night, causing safety concerns. Also increases snow plowing maintenance.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 10 | 3 | 10 | 4 |

Public Comments:

- Yes – Where?
- Partially – No more public buildings without parking! No vegetative buffer – Parking needs to be obvious so customers know where to turn
- We are not going to escape the economics of parking. Most amenities cost money and development must be economic or it won't happen
- Yes – Make small unobtrusive lot areas connected by trails
- Partially – If built, no vegetative buffers as can hamper view of drivers entering and exiting
- Yes – There is a shortage of parking, but a parking garage??
- Partially – Centralized lot away from core - less than 5 minute walk and shared with UAS, Harbor, and Transit. Design community so eyes are on street and people care instead of fostering fear.
- Partially – Limited surface parking – dual use of new Harbor Parking Lot
- No – Unless it's up the hill
- Yes – Upland parking growth preference
- No – Require developers to purchase parking spaces in common lot / garage
- Partially – More appealing than a parking garage but parking garage would provide shelter from weather
- Partially – No parking garages please! New parking garage downtown is 100% paid parking and not used for hourly parking. So afraid same would happen here. But again, how much parking do we really need?
- Partially – Combination of surface lots and parking decks / garages

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 3: Parking

On-Site Parking

On-site parking offers long term parking for shoppers and overnight parking for residences. Parking areas should be located along the side of buildings or behind buildings. Vegetative buffers should be added between parking areas and the street.

Item 2b: Parking Decks / Garages

Benefits: Parking decks and garages, whether stand alone or located underground below a building, use less land than a surface parking lot. Architectural features of the structure can make it look less like a parking garage if designed well. They also decrease the need for snow plowing maintenance.

Detriments: They are more expensive than surface parking lots and if poorly lit, can be a safety issue.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 5 | 11 | 5 | 6 |

Public Comments:

- Yes – If well designed
- No – If building needs this let owner plan it
- Partially – MUCH more expensive than parking lots but great where you can afford it – To what extent is “fee in lieu of parking” available?
- No – Crime attractants – Not highest use of land or building height
- No – Not desirable and waste of space that could be used for other things – Would they be for tourists or locals?
- Partially - For now emphasize ways to reduce parking needs with transit and walkability. Invest in better transit over more parking. Optimize all parking so maximum utilization 24/7 instead of closed to other uses.
- Partially - Parking structures should not be on the waterfront. Parking garages should be located in uplands.
- Yes - Parking garage with a park atop. Park & Ride.
- Yes – Construct low rise parking facilities
- Yes – Second deck on Harbor Parking would provide parking for all
- No – Yuk
- Partially – Where? Why was Auke Bay School parking configured so inconveniently? Only to discourage car and boat trailers? Lot should accommodate public when school is not in session.
- Partially – Combination of surface lots and parking decks / garages
- No – Too expensive

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 4: Recreation & Community Amenities

Item 1: Preserve Nature

Preserve nature to retain the Alaskan setting of Auke Bay.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 17 | 2 | 7 | 1 |

Public Comments:

- Partially – Try not to decimate but not at the sake of development
- Partially – Too open ended
- Partially – What do you mean by “nature”? Native vegetation? (I have a lot to say on this) Sidewalk trees? Unless you plant spruce or alder these have little to do with Auke Bay. We would have preserved a great deal of nature if CBJ Harbors had not been permitted to fill tidelands. If you really want a “town center” you need to roll the dock back 50 years.
- No – Access to nature will impact it. This is an area where people should have access.
- Partially – Do not allow overgrowth to get out of hand in CBJ public places. Private property owners shall deal with this in their own way
- Non-Vote – How will nature be preserved?
- Partially – Nature accessible from established trails – Auke Lake Trail, UAS paths, Seawalk – Some development okay on current open lots
- Partially – With mixed use development with design standards
- Yes – Auke Bay is a coastal community
- Yes – Preserve trees where possible, preserve stream corridors – bridges instead of culverts
- Yes – Water quality of Auke Bay and streams that lead into and runoff improvements
- Yes – Take no proposal to diminish animal and plant existence
- Yes – Protect streams and fisheries – Keep trees when at all possible and landscape with indigenous plants
- No – Lets preserve nature in the Tongass, not downtown Auke Bay
- Yes – Preserve the seal habitat; preserve the woods and natural undergrowth around Auke Bay school and UAS (berries and trees) – Preserve the fishing creek habitat
- Yes – Would someone really answer “no” to this?
- Yes – How do we define this? We began to compromise when we (white folks) began to show up

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 4: Recreation & Community Amenities

Item 2: Sense of Place (Local Character)

Enrich local culture, preserve the marine setting, and foster a town center that retains the overall Auke Bay character.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 19 | 1 | 5 | 2 |

Public Comments:

- Yes – Place making – Distinctive to Auke Bay
- Partially - Depends on who determines what the character of Auke Bay is
- Yes – Be very careful in deciding what “sense of place” and “local character” are because people will not agree and if the designers get their way we will have Disneyland.
- Non-Vote – “Enrich local culture” sounds like social engineering – Highlight? – Feature? What is the local culture?
- Partially – Auke Bay is already unique and has local character. Frills and frosting projects would probably change the character and cause more development and increased property values which might price those living now out
- Non-Vote – How will this be accomplished?
- Yes – Images should reflect the college town and marine life
- Yes – Auke Bay character is one of nature, connectedness of people of natural and Auke cultural environment
- Yes – Incorporate Auke Tribal references where possible and appropriate
- Yes – Marine connections most important and I love the idea of improving the town center
- Yes – It is a working and recreational Harbor
- Yes – Highlighting the native culture and fisheries / cannery history
- Yes – Preserve marine settings – lots of seals, eagles, bird and duck life
- Partially – Not really sure what Auke Bay character means... a harbor, retail, schools, fire station... not really a cohesive character
- Partially – Retain overall Auke Bay character? Too vague...

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 4: Recreation & Community Amenities

Item 3: Small Parks

Promote and build small parks as places to rest, dine, play, or dog walk. Accommodate playgrounds and areas for outdoor exercise, concerts, and markets. Parks can add value to commercial and residential developments.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 16 | 7 | 4 | 0 |

Public Comments:

- Yes – Helps sense of place – Seawalk with connections to uphill trails – Small park system
- No – Rotary shelter was a disaster, too many homeless people move in and no one maintains
- No - If we have a seawalk, Auke Bay is not large enough to need much in terms of additional parks. Remember, Auke Bay is tiny, it's not urban. If you force an urban template on it you will lose authenticity and end up with Disneyland.
- No – How much to maintain? I'd prefer a more compact "light urban" approach that supports port activity
- Partially – Within reason for cost and using private property. Also, how will we police parks?
- No – Small parks will probably be a magnet for homeless and transient people to congregate
- Yes – Small Park on Back Loop near current pull off overlooking lake wetlands. This is a natural and needed point of rest for pedestrians walking around the lake using Lake Trail and Back Loop Road
- Yes – Fully support
- Yes – If there is room for all this stuff
- Yes – Many small accommodations, no large park(s)
- Yes – Available land is limited – small, low maintenance gather areas, covered areas to be used year-round in rain, snow, or sun
- Yes – Use areas on steep slopes not suitable to other developments
- Yes – Would bring more community sense and safety to residential areas; give more areas for dog walks instead of side of road
- Yes – Parks are always a good thing
- Partially – Small but not encroaching on parking space
- Partially – Concerts require large areas, not small parks – Perhaps in the new area of the boat harbor (waterside) – Sure hope no marijuana shops will be allowed
- Partially – Don't get too carried away using up space

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 4: Recreation & Community Amenities

Item 4: Art & Culture

Through local art and culture in parks, signage, pathways, seawalks, gateways, events, and more, Auke Bay can preserve its heritage.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 11 | 3 | 10 | 3 |

Public Comments:

- Partially – The “heritage” of Auke Bay is not an artistic heritage. Physical art is nice and relatively cheap but has to be maintained or replaced. Cultural events are nice, but difficult to mandate
- Non-Vote – That is an awfully huge burden for street art. I like the idea of common items made beautiful
- Partially – I like Auke Bay to focus on marine setting in fishing, water view, boating
- Partially – Interpretation signs at the Port and Auke Lake only
- Partially – So much more potential to update
- Yes – Community notice boards too
- Partially – I would be concerned about the sensitive cultural areas such as petroglyphs that may be disturbed in the Fritz Cove Auke Bay area
- Yes – As much as possible through community design establish locations for Arts and Cultural Events
- Yes – As long as the art / culture is appropriate to the pace and its history
- Partially – Not as important but nice
- Yes – Commercial, cultural life emphasized in signage paths
- Yes – Thematic and representative of native and fisheries / cannery. Tasteful and not overpowering the natural setting and beauty
- Yes – Difficult to decide on what heritage
- No – Would rather have focus on the other amenities – Auke Bay is art and we don’t need to add anything
- Partially – Cost effective
- Partially – Art and culture added to small packet parks and new Harbor area
-

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 4: Recreation & Community Amenities

Item 5: Gateways

By using gateways along the edges of the future Town Center, traffic speeds will decrease, a sense of place will be defined, and the area will strengthen in value.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 15 | 5 | 4 | 3 |

Public Comments:

- Non-Vote – Eh
- No – What do you mean by “gateway”? Is it an arch over the road? A view down or from a road? A speed limit sign? A zoning boundary? A “welcome to...” sign? If you don’t define “gateway” or describe what it would be the question is meaningless
- Yes – I like a strong gateway presence more than multiple small parks
- As long as it says this place is unique and should remain as such. They should not be billboards for business
- Yes – Critically important
- Partially – This must not be done cheaply – High quality design or none
- Partially – As long as investments here don’t detract from investments in the core – This should be a lower priority but still important to “set the stage”
- Yes – Signage emphasized
- Yes – Very important asset to support an inviting center for non-motorized activity
- No – Not necessary, should be a gradual approach... not a defined line... it’s not Yellowstone
- Yes – Kids need to be able to walk to school from the neighboring housing developments
-

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 5: Built Form

Item 1: Hide / Bury Utilities

Hiding utility boxes, HVAC equipment, and other unsightly structures will preserve the buildings and street aesthetics, making the area more inviting.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 20 | 2 | 5 | 0 |

Public Comments:

- Partially – It must be functional
- Yes – But at what cost? Does paint / art (which is very high maintenance) count as “hide”? Who is going to pay to bury utilities (very expensive)? How do you decide what needs to be hidden? What about HVAC equipment on roof that obscures less of the view if it is not enclosed? Does planting count as hiding? If so, how do you enforce maintenance?
- No – Costly and not necessary – Very few power outages in the area caused by existing trees, etc.
- Partially – Ok but not a super high priority
- Yes – As much as possible
- Yes – For the core area
- Partially – Goal good... troublesome in implementation
- Yes – With future growth we do not need more visible utilities and power lines obstructing views – Understand there is an increased cost to underground utilities... perhaps eliminate them in the town center
- Yes – When economical
- Partially – Ok but still needs to be reasonable that utility companies can still get access – Don’t really see it as a huge priority

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 5: Built Form

Item 2: Mixed Use

Mixed-Use development can add flexibility in tenant spaces, increase the customer base for area retail and commercial establishments, utilize land more efficiently by stacking uses, and increasing the economic property value.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 18 | 3 | 3 | 3 |

Public Comments:

- Yes – Along Glacier Highway should be initial target area
- Yes – It already is for those who have never been there
- Yes – Keeps people in the area all day and aids in preventing crime
- Partially – Increasing property values for those proposed places will increase appraisals for existing home owners
- Non-Vote – More information needed – How many different zones are we talking about?
- Yes – Especially student friendly housing and retail
- Yes – Well done mixed use can improve vitality of a small town environment
- Yes – Strongly
- Yes – Smaller, more affordable living spaces are in demand – Combination of street level businesses and living spaces above
- No – Don't want a flurry of apartment buildings cropping up
- No – Not sure we should significantly increasing commercial use
- Yes – If done with sensitivity – Needs a good forward looking plan to accomplish well

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 5: Built Form

Item 3: Canopies

Canopies provide rain and snow cover for pedestrians. They increase pedestrian safety by preventing snow build-up on sidewalks and creates an element that defines the area as pedestrian friendly.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 12 | 8 | 5 | 2 |

Public Comments:

- Partially - If building owner decides
- No – Not as a requirement and not in open areas – Unlike downtown, it’s not a “business suite” area – ok to get a little wet
- Partially – Canopies should be the property owners option – not regulated by the government
- Non-Vote – How far will these canopies extend? Need more information...
- Yes – Complete coverage – No drip line on sidewalk
- Yes – Canopies make an Alaskan urban environment more livable
- Yes – Hard Construction – Uniform Designs – Not Canvas
- Yes – When possible, this is very important in the Juneau climate to make walking and shopping an enjoyable activity – Uniform with guidelines
- Partially/No – Causes more work for maintenance for safety in maintaining the structures
- No – It’s Juneau... Really? Not a priority
- Partially – Owners decision – Don’t force it on them

Auke Bay Design Charrette Part 2
Voting Exercise Results and Comments
Image 5: Built Form

Item 4: Small Signage

Small signage reduces the “litter” of signage while preserving the aesthetics of the community. It can also add to the character of the community if the design is in line with the established “sense of place”.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 22 | 2 | 2 | 1 |

Public Comments:

- No – City has sign ordinance – Signs guide you to a business and with highway speed fast signage is important
- Yes – How small is small? What about multiple small signs? How does size relate to viewing distance? Eliminate the governmental exemption in the local sign ordinance – In some locations it is hazardous and the exemption is generally non egalitarian
- No – Large signs and numerous signs are different problems. Establish reasonable sign codes – Directional signs for visitors cannot be too small
- Partially – If on building large signs ok
- Yes – Restrict large commercial signs – Cultural Signage
- Yes – A cohesive system and design basis to set standards for all signage

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 5: Built Form

Item 5: Good Lighting

Proper lighting increases pedestrian safety and activity along shopping areas.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 22 | 1 | 4 | 0 |

Public Comments:

- Partially – Low light height – LED – So we can still see Northern Lights
- Yes – How much light constitutes good lighting? “Quiet dark”? Enough light that it doesn’t feel dark? Where is the lighting? On buildings? On poles? On bollards? Don’t let people put up light in the ground or at ground level as it’s wasted when covered by snow.
- Yes – This was a big issue downtown, I suspect will be a big issue here. Limit light pollution with low fixtures, bollard lighting, and creative lighting approaches.
- Partially – How will you ask private property owners to do this or will this be provided by the City?
- Yes – Glacier Highway project will / should require better lighting
- Partially – Discreet to protect dark skies
- Yes – I think the lighting is very dangerous especially in winter months. As a UAS student, it was really not safe to walk along the roadway without proper lighting. It was very hard to see pedestrians.
- Yes – Multiple small fixtures rather than a few larger ones
- Yes – For safety sake
- Yes – With consideration to residential spaces in the area
- Partially – Pedestrian scale lighting – Not highway lighting
- Yes – Safety and Aesthetics
- Yes – With consideration of “light noise” for Auke Bay residents

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 5: Built Form

Item 6: Architectural Standards

Architectural standards increase the building aesthetics, creating a sense of place while using agreed upon design elements. It also adds economic value to the buildings and the neighborhood when there is a level of architectural harmony. Local heritage can be preserved through this tool.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 14 | 6 | 5 | 2 |

Public Comments:

- Non-Vote – Want an aesthetically pleasing Auke Bay but don't want to be regulated
- No – Property owner should decide
- No – Do we want Disneyland? Fake historicism? Authenticity? You won't get authenticity with design standards. Local heritage is best preserved by requiring maintenance and requiring maintenance is somewhere between hard and impossible
- Partially – Downtown Historic Standards have posed challenges for renovation and updates
- No – This would probably increase a buildings cost and force existing property owners to sell
- Yes – These standards should be developed by the community and these standards should be supported
- Partially – Desirable, yet restrictive and theme-producing – Can be dull
- Yes – Tasteful and not to look like a theme park
- Yes – Only spruce green and grey colors
- Yes – Should be some basic guidelines for design standards of the area
- Yes – For future town center – Have codes to regulate design by owners / builders

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 5: Built Form

Item 7: Variety of Building Heights

A variety of heights decreases the monotony of building design. It adds interesting diversity and provides flexibility.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 14 | 4 | 6 | 3 |

Public Comments:

- Yes – Proponent of owners’ rights and should not be infringed
- Partially – Varieties of building heights tend to obscure views. The London urbanity of uniform height and design row houses works remarkably well. There is so much natural diversity in Auke Bay that architectural uniformity might be a better fail to nature.
- Non-Vote – Indifferent
- Yes – Variety sounds good
- Partially – There is already a building height restriction – Private property owners can deal with that with existing building permit entities
- Yes/Partially – Restrict waterfront heights
- Yes – Two story limit to waterside construction
- Yes – While protecting view sheds
- Partially – Only if it can reduce building height
- No – Not really seeing as a deliberate necessity. Let the building forms take shape themselves
- Partially - Retain view of Bay
- No – Feel building heights are at max now – Concern 1: Views to water – Impossible to take photos now between Allen Marina and fish processing plant – Fences are everywhere and walkways to board ferries – The whole area has been cut off for the water sights – Concern 2: Light pollution is becoming overdone – what a shame to put light poles in such a way that once again views are inhibited and obstructed – Concern 3: Transit to ferry terminal – public? - Concern 4: Traffic Speed

Auke Bay Design Charrette Part 2

Voting Exercise Results and Comments

Image 5: Built Form

Item 8: Large Building Setbacks

Buildings that are “set back” from busy roads will increase safety and lesson the noise impact on the businesses. Businesses may also use the additional space created for outdoor dining, seating areas, or landscaping.

| Is This What You Desire For Auke Bay? | | | |
|---------------------------------------|----|-----------|----------|
| Yes | No | Partially | Non-Vote |
| 12 | 6 | 6 | 3 |

Public Comments:

- No – The language above sounds to me more like small or no set backs
- Yes – Again, property owners decision – Front parking is also more convenient to customer
- Partially – The operable question is how scary are the roads? How much are adjoining uses affected by the road noise? Sometimes changing uses goes a long way towards curing this.
- No – Close buildings create a feel that pedestrians are a part of what’s going on and maximizes land use. Make it a walkable community.
- Yes – I like large building setbacks – This will provide more flexibility for larger roads in the future or safer walkways
- No – With the proposed expansion of Glacier Highway it will be hard to improve parking and setbacks for existing buildings
- Partially – Large setbacks are good where retail uses are – Doesn’t have to be large setbacks everywhere
- Yes – So long as there’s no parking in the front... as illustrated – Yes!
- Non-Vote – This should be looked at on site specific basis
- Yes – Strongly support sidewalk dining
- Yes – Be flexible in zoning for setback restrictions
- Partially – When possible – Purpose driven – Keeping in mind the limited building sites available
- Partially – If adequate sidewalk and plaza areas I think this may not be regulated