6) The lives of persons significant in Áak’w Kwáan history; and,

7) Information important in prehistory or history of the Tlingit people.

The Sealaska Heritage Institute, with support from the Áak’w Kwáan community, the Douglas Indian Association, Central Council of Tlingit and Haida Indian Tribes of Alaska, Alaska Native Brotherhood, Alaska Native Sisterhood, Sealaska Corporation, Goldbelt Inc., City and Borough of Juneau, and the Alaska State Historic Preservation Office, has nominated Indian Point (Auke Cape) to the National Register of Historic Places, an important step in protecting this area. Designation of this area, and any other important sites, as locally-recognized historic resources would also provide a level of protection from encroaching development, such as destruction of archaeological sites and fill on private tidelands that destroys herring rearing areas or canoe runs which are located throughout Auke Bay.

Guideline and Consideration 13 for Subarea 3 in the 2013 Comprehensive Plan seems inconsistent with Alaska Native concerns, as the development of this area as a cultural park would be culturally insensitive, and such development is opposed by the people it was intended to honor.

It should also be deemed beneficial that the Indian Point/Auke Cape properties subject to ordinance 69-3 be re-zoned from D3(T)D5 to RR (or an equivalent restrictive zoning district) and should be protected through recording of development restrictions such as a no-disturbance public access easement.

Title 49, the City and Borough of Juneau’s Land Use Code, could be amended to include a review for historic sites and structures during the permitting process. Currently, such a review process does not exist.

The City and Borough of Juneau has a draft Historic Preservation Plan. If this plan is formally adopted, it will give it official status and thus help provide a clear direction for historic preservation borough-wide through the identified goals.

Interested parties such as the Áak’w Kwáan, Douglas Indian Association, and Sealaska Heritage should be invited to provide the CBJ Community Development Department with a listing of sites which should be protected, or at least which should require notification to those agencies when development proposals are made for those properties. Such information would have to be maintained in confidentiality by the CBJ. This would help ensure that important sites would not be negatively impacted or destroyed through carelessness and a lack of information. The proposed goals and policies seek to address the historical and cultural issues and opportunities that have been identified in the Auke Bay area.

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3 1996 Draft Preservation Plan can be found at www.juneau.org/history
Goals & Policies

Goal 1  Identify Auke Bay’s historical sites and structures.

Policies
1.1   Conduct a detailed, historic survey of the Auke Bay plan area to identify cultural and historic sites and structures.

Goal 2  Preserve and protect Auke Bay’s history.

Policies
2.1   Preserve Indian Point by rezoning the property to its original designation to limit activities allowed on the site, and amend the CBJ Parks and Recreation Comprehensive Plan to further limit activity at Indian Point.
2.2   Seek National Register recognition for significant sites.

Goal 3  Promote Auke Bay’s rich culture and history.

Policies
3.1   Include culturally compatible elements into Auke Bay’s gateway design.
3.2   Consider bilingual signage in the Auke Bay plan area.
3.3   Include interpretive signage along the Seawalk that details Auke Bay’s history and sites.
3.4   If an Auke Bay neighborhood committee, group or association is formed, include a cultural representative.
3.5   Consider the development of a cultural center at Auke Bay to promote the protection of Auke Bay’s rich culture and history, including its relationship to fisheries and sea life in Auke Bay and resource management.
**Existing Conditions**

A wealth of water-dependent and land-dependent recreational opportunity exists in and around Auke Bay. The 2013 *Comprehensive Plan*, Chapter 9, calls for providing public open space and habitat protection to support these recreational uses.

At the center of Auke Bay, Statter Harbor offers water access for sport fishing, whale watching and kayaking. Trails surrounding UAS connect students and residents to the surrounding area. The Auk Nu and Spaulding Meadows trails offer hiking, biking, and cross-country skiing opportunities. The surrounding plan boundary includes popular motorized and non-motorized recreational uses at Auke Lake. Beach access and camping facilities are provided at the Auke Recreation Area, a short distance from the Auke Bay Hub.

The City and Borough of Juneau Parks & Recreation Department manages nine sites in the Auke Bay area, including Spaulding Meadows Trail. Most of the land managed by CBJ Parks and Recreation in the Auke Bay area surrounds Auke Lake. In 2004, CBJ Parks and Recreation, UAS, and Trail Mix identified the improvement and expansion of the Auke Lake trail with connections to the University as a priority. The proximity of Auke Lake to UAS and Auke Bay Center provides a seamless recreational area for many residents. According to the (not yet adopted) *Auke Lake Management Plan*, the completion of the Auke Lake trail has increased area usage by as much as sixty-eight (68) people per day. With the *Auke Lake Management Plan*, CBJ Parks &

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1 See Boundary Map in Appendix C for reference points.
2 See Hub Overview Map in Appendix C for reference points.
3 Data taken from the 2013 Auke Lake Management Plan, Section 2.7 Social and Demographic Usage.
Recreation would like to actively manage motorized watercraft on Auke Lake to reduce the user conflicts associated with this increase in use.

Vision
Auke Bay should remain a place to live, work, learn and play. Chapter 8 of the Parks & Recreation Comprehensive Plan places Auke Bay in planning Subarea 2. Five goals were identified for the Auke Bay area:

1. Development of an Auke Lake Master Plan;
2. Trail connections between Auke Lake and the Mendenhall Greenbelt;
3. Partner with UAS to connect the trail around Auke Lake to the campus;
4. Develop a trail from the Auke Bay Elementary School to Spaulding Meadows trail; and,
5. Establish safe access to Rotary Park and shelter along the bay.

It should be noted that this park will be removed as part of the Statter Harbor expansion project. With the loss of this park, additional open space will need to be provided for Auke Bay residents and visitors to replace this recreational amenity.

6. Establish new community parks (one being in the Center planning area) that accommodates local events and activities; provides a safe, enjoyable place for children to play; and are places that are comfortable during all seasons of the year.

While not considered part of planning Subarea 2, the Parks & Recreation Comprehensive Plan calls for a cultural park at Indian Point that would include trails and shelters. As discussed in more detail in the Cultural and Historical Significance and Resources chapter of this plan, development of park infrastructure such as trails and shelters would be considered disrespectful by the Áak’w Kwáan (Small Lake Tribe) and other Tlingit peoples whom the park is intended to honor. Accordingly, this project should be removed from the Parks & Recreation Comprehensive Plan and from the 2013 Comprehensive Plan, or modified to specify that the area
should remain in its natural state and not be developed with “campgrounds, picnic areas, trails or other improvements”.  

The *Juneau Trails Plan* calls for increased access and trail improvements for cross-country skiing. No new access points to the Spaulding Meadows area are proposed at this time, but the Forest Service continues to make improvements to the Auk Nu trail by replacing bridges and installing graveled turnpikes.

![Sign in Auke Bay](image)

Above is an example of a bilingual wayfinding sign in Auke Bay. The English and Tlingit words for bear are depicted on the sign. Photo courtesy of CBJ’s Community Development.

Wayfinding signage for residents, students and visitors has been identified as an important asset to the Auke Bay Area and is highly encouraged. Making navigation easier will be

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4 Greater Juneau Borough Ordinance Serial No. 69-3
Goals and Policies

Pedestrian Access

Goal 1 Seek opportunities to connect hiking and biking trails to provide for longer, interconnected loop systems that include connections to Auke Lake and beyond.

Policies
1.1 Provide direct and visible pedestrian connections at trailheads and street crossings.
1.2 Provide signage for pedestrian routes.
1.3 Seek pathways in the Auke Bay area to be ADA accessible during all seasons and properly maintained.
1.4 Develop a seawalk that connects Statter Harbor’s Seawalk system to Auke Creek.
1.5 Ensure that future development enhances pedestrian access.
1.6 Inventory the paths, trails, and sidewalk connections within the subarea periodically (at least every six years), by CBJ. Gaps in the system will be assigned a priority and reported to the Planning Commission and Assembly as a part of the annual Capital Improvement Program (CIP).

Public Recreational Areas

Goal 2 Develop a park and trail network.

Policies
2.1 Implement the goals of the Juneau Parks and Recreation Comprehensive Plan, which include additional access from behind the Auke Bay Elementary School to Spaulding Meadows.
2.2 Create space for programmable events and group use (such as those that exist in Savikko Park).
2.3 Provide an open space amenity (park) within the Auke Bay center that can be reached by all modes of transport.
2.4 Encourage the adoption of the Juneau Parks and Recreation Auke Lake Management Plan.
Wayfinding Signage

Goal 3  Develop a recreational wayfinding signage system for residents, students and visitors that will make navigation and access easier to the recreational areas of Auke Bay.

Policies

3.1  Ensure uniform typology among recreational wayfinding systems.

3.2  Encourage motorized traffic to acknowledge recreational use of the area through “Share the Road” signs and similar verbiage where appropriate.

3.3  Include a bilingual message celebrating Auke Bay’s culture significance on wayfinding to cultural resources, where possible.

Entry Gateways to Auke Bay

Goal 4  Develop gateways within the Auke Bay Area Plan at the three entrance points; from the north and south on Glacier Highway and from Back loop Road.

Public Art Displays

Goal 5  Promote public art displays.

Policies

5.1  Establish a community art plan with specific locations for art within parks, along trails, and on the Seawalk and public facilities.

5.2  Incentivize private sector development to provide art within the Auke Bay area.

Viewpoints

Goal 6  Preserve, develop and enhance viewpoints within the Auke Bay Area Plan.5

Policies

6.1  Preserve and minimize impacts to the view of Mendenhall Towers from the shores of Auke Lake.

6.2  Preserve and minimize impacts to the view of Auke Bay from Back Loop Road, Glacier Highway and the future seawalk.

6.3  Seek design solutions for future private projects that would directly alter, diminish or otherwise reduce the public’s enjoyment of a publicly identified and mapped vista.

6.4  Manage vegetation so the views specifically in Appendix C are maintained.

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5 Refer to Auke Bay Viewpoints Map in Appendix C.
The extent that an area’s transportation infrastructure is able to serve its transportation needs, in terms of movement of people and goods, has a substantial impact on its livability and economic vitality. A successful transportation infrastructure design allows safe and efficient movement of both vehicles and pedestrians in an attractive setting. When all three features are present, it encourages people to visit and utilize the area rather than simply view it as part of route to somewhere else. If Auke Bay is to retain and develop its identity as a community hub, transportation has to be a key consideration.

**Existing Conditions**
This Plan comes at a time of change in the transportation infrastructure within the Auke Bay area. There are marine and upland transportation facilities planned for, or in the process of being, substantially redesigned and reconstructed. Projects underway at the time of the planning effort include the Alaska Department of Transportation and Public Facilities (DOT&PF) *Glacier Highway and Back Loop Road Intersection Safety Improvement* (i.e. Round-a-bout), the *Glacier Highway Reconstruction – Fritz Cove Road to Seaview Avenue reconstruction*, and the CBJ’s *Statter Harbor Improvements*.

Other projects scheduled in the short-term include the reconstruction of Fritz Cove Road, the paving of the Auke Lake parking lot, construction of a ten-foot-wide separated path on the north side of Glacier Highway from the Mendenhall River to the Auke Lake parking lot, and improvements at the Auke Bay terminal of the Alaska Marine Highway System.
launching of boats from the harbor much easier. It will also allow those businesses that operate out of Don D. Statter Harbor Facility to have increased customer parking; therefore, attracting more customers. Additionally, the improvements will most certainly lessen parking demands elsewhere in the area.

Other parking issues relate to commercial tourist operations. The Auke Bay area serves a number of tourist boat operators whose customers are transported to Statter Harbor by bus. This may cause issues in terms of larger vehicles circulating the currently parked cars and also with staging locations when waiting to collect returning tours. Popular staging areas include the Auke Lake parking area and the UAS Recreation Facility.

Auke Bay serves as a traffic through route for access between the areas North and the rest of Juneau. There are also a number of destinations within the area, in particular, UAS facilities, Statter Harbor, Fishermen’s Bend Harbor and shops/businesses lining Glacier Highway. There is a significant variation in seasonal traffic flows and vehicle types both to and through the area due to the number of commercial tourist operations and commercial and private boat-related activities during the summer. Over the past decade, traffic on the roads approaching Auke Bay is estimated to have increased between 28% and 43%, dependent upon the section.

Residential, recreational, commercial and employment uses continue to expand north of the Auke Bay Plan Boundary. Therefore, traffic is expected to continue to increase through the Auke Bay Plan Boundary unless alternative routes are provided or significant changes to travel patterns occur. DOT&PF are currently examining options on the Juneau to Haines and Skagway link. Their preferred option would see the current ferry service replaced with a road to North to a
new ferry terminal wear the Katzehin River delta which then connects to a new day ferry service. In the **2014 Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement**, DOT&PF have forecast that their preferred route option will add over 1100 Average Daily Traffic (ADT)\(^1\) in the summer of 2020 (expected year of opening). It is likely a significant portion of these vehicles will move through Auke Bay.

One of the fundamental realities of the vehicular transportation network in Auke Bay is that there is no network; that is, there are no alternative routes to, through, or around the area to Glacier Highway and its single intersection with the Mendenhall (Back) Loop Road. This means that all vehicular traffic, including passenger vehicles, heavy trucks, buses, bicyclists, pedestrians, and personal trucks with boat trailers must use the same roads, regardless of whether the vehicles are simply passing through the area, or beginning or ending their trip in the area. The increase in traffic and the resulting congestion poses a threat to many of the aspirations of the *Plan* by discouraging the easy movement of pedestrians and cyclists to the waterfront – a key amenity.

In recognition of the need to improve traffic safety and ultimately remove through traffic from Auke Bay, DOT&PF produced **Auke Bay Corridor Study**, prepared in 2004 by USKH, Inc. The “Near-Term” goals suggested the current improvements to Glacier Highway currently underway or recently completed. The study also outlines “Long-Term” goals for the area by completing a bypass of the Auke Bay community that would start at Industrial Bvd., follow the east side of Hill 560, cross Mendenhall Loop Road (Back Loop Road) at Goat Hill and continue behind the community of Auke Bay and connect to Glacier Highway near Auke Nu Creek.

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A connection would also be added, through a roundabout, from the proposed bypass to Back Loop Road at the North University of Alaska Southeast access. Sidewalks are proposed for both sides of the bypass connector from Back Loop Road to the UAS/National Guard Joint Use facility.

The Pederson Hill Access Study³ was prepared in 2010 for the City and Borough of Juneau to evaluate potential residential development areas and densities, as well as transportation access for future development of that area in both, the University of Alaska Southeast and the CBJ owned land on Pederson Hill. Potential routes identified in the study for an alternate Auke Bay corridor access include on top of Pederson Hill and along the north side of it, potentially connecting from Glacier Highway to Goat Hill Road. Development constraints, such as wetlands and existing steep topography, make the construction problematic. However, the study’s preliminary routing identified that by using a series of switchbacks, acceptable road grades (< 10%) are possible. However, this can make the road longer and more expensive to construct.

Transportation in and through the Auke Bay area is discussed in Chapter 8 of the 2013 Comprehensive Plan of the City and Borough of Juneau. In summary, the Comprehensive Plan calls for clustering residential density and destinations along transit routes, and for the provision of safe bicycle and pedestrian

³ The Pederson Hill Access Study can be found at http://www.juneau.org/clerk/ASC/LC/Hill%20560/PedersonHillAccessStudy.php

routes providing connections between transit and trip origins and destinations within the Urban Service Area Boundary. Auke Bay is identified for an “urban” treatment, with provision of safe bicycle and pedestrian facilities, including protected crossings of Glacier Highway, described as priorities in multiple locations in the plan.

The 2014 Transit Development Plan⁴ for Capital Transit calls for a complete restructuring of transit service north of the Nugget Mall. Budget constraints preclude full implementation of the recommended service scenario in that plan, but at the time that this small area plan was drafted, CBJ staff continued to work with Nelson\Nygaard Consulting Associates⁵ to develop interim changes to the system that can accomplish budgetary and service goals. Transit access to and from Auke Bay, especially to UAS, was recognized as an important service feature of the retained or strengthened. Transit service to the Alaska Marine Highway System ferry terminal in Auke Bay was listed by many community members

⁴ The Juneau Transit Development Plan - www.juneautransitplan.org
⁵ www.nelsonnygaard.com
and stakeholder groups as one of the most important destinations not currently served by Capital Transit, and it remains a high priority for future service additions. Preserving a high frequency bus link to Auke Bay is a desired outcome of both the 2014 Transit Plan as well as the earlier 2008 Transit Development Plan which additionally advocates a more significant service through Auke Bay to Lena Point.

Although UAS trails and non-motorized paths provide alternative routes for pedestrians and bicyclists, these routes are primarily designed and constructed to serve UAS students, faculty, and staff, and serve UAS destinations in particular. Other more informal (unpaved) trails exist between the Spaulding Meadows trail, Auke Bay Elementary School, and the Joint Use Facility. While the UAS trails are paved, plowed of snow, and have some lighting as well as emergency call boxes, the remainder of the Auke Bay trail network consists of dirt trails and boardwalks that do not meet the requirements of the Americans with Disabilities Act (ADA), which are not maintained in the winter, and which do not have lighting. The 2009 Non-Motorized Transportation Plan (NMTP) provides guidance on such topics as traffic calming and design standards for non-motorized transportation facilities, including particular improvements in the Auke Bay area. Specific improvements are included in Appendix D of the Non-Motorized Transportation Plan for areas of Auke Bay. Similar to the Comprehensive Plan, the NMTP calls for traffic calming, provision of improved pedestrian crossings of Glacier Highway in the Auke Bay area, and specific capital improvements that should be made to the area as funding becomes available.

Auke Bay Elementary School did not participate in the parent surveys used to collect information about other Juneau School District schools during the development of the 2012 Safe Routes to Schools Plan. Observations of student arrivals and dismissals conducted for that plan occurred on a winter day with poor walking conditions; no students were documented

6 http://www.juneau.org/capitaltransit/pdfs/adopted2.pdf
7 The Non-Motorized Transportation Plan - www.juneau.org/parkrec/PR-Plans
8 Recommended Non-Motorized Infrastructure Improvements, By Area; November 2009 Juneau Non-Motorized Transportation Plan
9 Safe Routes to Schools Plan - www.juneau.org/cddftp/JuneauSafeRoutestoSchoolPlan
walking to or from school on the day of observations. CBJ staff and volunteers conducting bicycle and pedestrian counts in the school area on other dates have, however, documented children walking and biking to and from the school. The current catchment area for the school covers a wider area than most Juneau Elementary schools, with many children living beyond a reasonable walking or cycling distance; increasing the housing in the area will likely result in an increased number of children walking and cycling to the school.

This Plan identifies similar safety concerns and infrastructure/design shortcomings to those identified in other plans; namely, inadequate safe crossing opportunities across Glacier Highway, high vehicle speeds, and inadequate sidewalk and other non-motorized transportation route connectivity. Survivability of pedestrians during an collision with automobiles is only 15% when traffic speeds are at 40 mph, 55% when traffic speeds are at 30 mph; and 95% when traffic speeds are at 20 mph, according to the US Federal Highway Administration.

Snow removal and maintenance of non-motorized transportation routes has consistently been identified in all of the above-mentioned plans as a priority improvement. Typically, both CBJ and DOT&PF maintenance crews plow snow from the roadway onto the adjacent sidewalk or shoulder for temporary storage (generally one to seven days). This results in a situation where pedestrians must walk in the street or “post-hole” through deep berms of snow. This situation not only discourages active transportation and use of transit, it may also result in keeping many elderly and mobility-impaired citizens in their homes during the winter months since sidewalks are unsafe.

Vision
The Vision describes what the community wants the Auke Bay Plan area to be. It captures how the housing, shops, businesses, recreation facilities and public amenities should be located in the area plus how they should be connected by physical infrastructure and transit services. The Vision was developed through a series of public meetings and brainstorming sessions with specific issues that should be incorporated in to the future Auke Bay design. The following are specific transportation-related features and aspirations identified in the Auke Bay Visioning exercise:

- Develop a transportation network sympathetic to the needs of all modes of transportation was raised repeatedly.
- New development should include new streets\(^\text{10}\) that provide a grid network of streets and sidewalks to the northeast of the intersection of Glacier Highway and Mendenhall Loop Road in the Auke Bay Center. Cul-de-sacs should be avoided except where topography or other features make through-streets impractical, and

\(^\text{10}\) See vision in Community Charrette Map in Appendix C
should be connected to adjacent streets, trails, and pathways with appropriate, non-motorized connections.

- Bicyclist and pedestrian safety in the Auke Bay area frequently surfaced as a primary goal. Bicyclist and pedestrian safety was voted as the most important aspect of an Auke Bay vision by the majority of survey respondents.11

- All trails and paths in the area should be connected to create a complete network which eliminates the need for walkers and bikers to travel within major roadway corridors for most trips.
- Wayfinding signage and pedestrian-scale lighting (fixtures generally 12-15 feet tall) should be included on non-motorized routes and at pedestrian connections within the Auke Bay Center; maintenance, especially snow plowing, of these facilities is critical to their continued use.
- A bypass highway should be constructed to remove through-traffic from the Auke Bay area. This was a frequent, community suggestion. It was recognized that increased traffic through the Auke Bay area resulting from developments north of the area could have detrimental effects on safety in the Auke Bay Center. Use of the route envisioned in the DOT&PF’s 2004 Auke Bay Corridor study was supported.
- Improve intersections with major Auke Bay roads including an additional intersection for Auke Bay Elementary School.
- Parking should cater for the needs of the expected growth of the Auke Bay area. Shared use of parking facilities by multiple organizations should be encouraged allowing space to be utilized by one activity when not used by another. These car parks should be linked to allow walking to the various organizations’ premises. A Park and Ride facility in conjunction with the transit system should be built for those living outside of the Auke Bay Center.
- Adapt parking requirements for new developments to encourage higher densities and to reflect closeness to Transit services.
- Transit service connections to the Auke Bay Ferry terminal should be established. A new transit hub will boost ridership (thereby reducing traffic) by improving the experience of those departing or arriving in Auke Bay via the Transit service.
- A seawalk providing for pedestrian movement through the Auke Bay Center12 and waterfront area, with

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11 “Safe for bicyclists and pedestrians”, selected by 58.3% of respondents, Auke Bay Vision Survey #1, Question 4.

12 See Auke Bay Hub Overview Map in Appendix C for Auke Bay Center Boundaries.
convenient and safe connections to and across Glacier Highway has been envisioned by many users of the area for some time. Although access across the United States Coast Guard’s new facility may pose security/access conflicts, a public access easement across the only privately-owned Alaska Tidelands Survey between the harbor and Auke Creek ensures that the seawalk route could be on public tidelands, within dedicated right-of-way, or within an access easement and be key feature of an Auke Bay redevelopment.

- Gateway signage will demonstrate that the Auke Bay area is a community with its own identity, not just a through route or a harbor.
- To reduce speeds in the Hub by transforming the character of the community to a safe, walkable Small Town Center.

During the visioning exercise a project prioritization list was generated to help achieve the overall Vision. Projects were ranked by individuals according to when they should take place:

- Short Term (within 5 years)
- Mid-Term (5-10 years)
- Long Term (10-20 years),
- Beyond the Plan Horizon (20+ years)
- Not a Priority.

Using a weighted score that assigned higher points for near term votes and negative points for Not a Priority votes, the entire list of projects was ranked in priority. The list ranks projects by their weighted score, with a timeline assigned by staff based on votes. Thus, some short-term projects are deemed lower priorities.

By mid-October, that project list had been refined to clarify evolving ideas and reflect the input from the public and the Auke Bay Steering Committee. These changes include breakthrough ideas from the Community Charrette, examples of these ideas include a grid network of streets and a seawalk interconnected to the sidewalk and trail system in the Auke Bay Center and Hub. The refined list of capital projects, grouped by type of project, is included as Appendix B:\textsuperscript{13}

The top ten project improvements are currently being addressed through DOT&PF improvements to Glacier Highway or CBJ improvements to Statter Harbor. The next highest priority projects belong to the core of the Auke Bay redevelopment and should be integrated in a timely manner as building developments occur.

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\textsuperscript{13} Community priority list of Auke Bay Area Plan Capital Improvement Projects – Appendix B
Recommended Tools
To implement the Vision the following funding avenues approaches should be pursued to be the tools to ensure the Vision becomes a reality.

Capital Improvements
The primary tools for improving transportation systems are the Capital Improvement Program (CIP) at the local level, and the Statewide Transportation Improvement Program (STIP) at the state level. Projects are nominated to these programs and constructed based on support in adopted plans, public need, available funding, and public/staff advocacy. Simply adopting a project into a Program is not, in and of itself, enough to ensure that the project will be funded and constructed. The community’s need for a project must be continually evaluated and promoted, sometimes for many years, before it may be funded. The capital projects listed within the plan are prioritized according to current conditions and perceptions, and can be expected to change as Auke Bay changes through both private and public investment.

Policies and Programs
The policies and programs identified below should be continuously pursued and updated at Auke Bay develops. There are some policies which should be at the forefront of development actions as they provide the infrastructure around which housing and commercial premises can be constructed.\(^\text{14}\)

Scenic Byways
DOT&PF’s Scenic Byways Program identifies access corridors that exhibit at least one of six qualities for Alaskan byways: scenic quality, natural quality, historic quality, cultural quality, archaeological quality, and recreational quality. The application process to nominate and adopt a byway into the State’s program requires work by the community, but the designation can help the adopted corridor receive additional monies for potential improvements as well as ensure that the goals for the area are followed. This designation could be sought for Auke Bay area roads as they appear to meet a number of the required intrinsic qualities for the State’s scenic byways.

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\(^\text{14}\) Goals and Policies section located at the end of the Transportation Chapter
Safe Routes to Schools
The Safe Routes to Schools\textsuperscript{15} program focuses on the “Five E’s”: Engineering, Encouragement, Education, Enforcement, and Evaluation. The Engineering component is covered under the capital projects discussed above; the other four E’s are policy or program components:

**Encouragement:** Support formal and grassroots campaigns that promote walking, bicycling, scooter-riding, skateboarding, and even skiing as fun and safe transportation choices to and from school.

**Education:** Develop materials and programs to educate parents, students, and the community about safe walking, cycling and driving practices and about the benefits of active transportation.

**Enforcement:** Increase enforcement of traffic laws around schools.

**Evaluation:** Monitor and document outcomes and trends through the collection of data.

The Safe Routes to Schools plan for Auke Bay Elementary School should be implemented. Some components, such as Education, Enforcement, and Evaluation can be implemented immediately, while it may be prudent to wait until the extensive roadway reconstruction projects currently underway have been completed and new infrastructure (Engineering) is in place before focusing on Encouragement.

Connectivity
The philosophy of connectivity should be engrained in all decisions to avoid a piecemeal application of the approach. As new development takes place in the Auke Bay Hub and Center, access roads should be designed to create a connected street, trail and path network including routes to the Transit stops. This theme of connectivity should be at the core of all development. The community vision for a connected street network is shown through their vision map for the Auke Bay, as the *Community Charrette Map*.\textsuperscript{16}

Maintenance
Maintenance of roadways, sidewalks, and separated paths is a critical issue in Juneau, and lack of maintenance has been cited as a barrier to access in many CBJ surveys.\textsuperscript{17} In the winter, snow removal is a particular concern. Streets and separated paths should be designed to facilitate maintenance and snow removal; however, the current practice of using roadway shoulders, bike lanes, and sidewalks for snow storage

\textsuperscript{15} 2012 Safe Routes to Schools Plan - www.juneau.org/cddftp/JuneauSafeRoutestoSchoolPlan

\textsuperscript{16} Auke Bay Community Charrette Map, Appendix C

\textsuperscript{17} Community Transportation Needs Assessment, November 25, 2013; 2013 ADA Accessibility Survey; 2014 Transit Development Plan
forces pedestrians and other non-motorized users to travel in the vehicular way, increasing their exposure to vehicle traffic. Alternative designs and maintenance practices, such as providing a vegetated buffer between the travel way and sidewalks, could provide snow storage capacity that does not interfere with non-motorized routes.
Goals and Policies

Bypass Route

Goal 1  Build the bypass. Construction of the bypass will help to ensure that traffic speed is reduced, and safety is ensured within the Auke Bay Center.

Policies

1.1  Preserve space for a future right-of-way for the DOT&PF bypass route north of the developed areas of Auke Bay.

1.2  As Auke Bay grows, ensure that development does not preclude DOT&PF’s ability to locate a future bypass route to the north.

1.3  Future route considerations should include an evaluation of the impact of the scenic nature, views and value of Auke Bay.

1.4  Future DOT&PF’s bypass routes shall preserve or accommodate existing trails and provide pedestrian crossing amenities.

Seawalk

Goal 2  Create an appropriately scaled seawalk along the waterfront, linking residential, commercial, and recreational uses to the Statter Harbor Facility.

Policies

2.1  Encourage public and private partnerships to accomplish an Auke Bay seawalk for the common enjoyment of the community.

2.2  Encourage marine education, safety, artistic and cultural exhibits along the seawalk whenever feasible.

2.3  Encourage properties fronting on the seawalk to connect to the seawalk and to provide connections from seawalk to public rights-of-ways for pedestrian cross circulation.

2.4  The seawalk design should encourage and celebrate the bay’s role in education, creativity, cultural heritage, and industry in the region.
Safe Routes and Crossings throughout Auke Bay

Goal 3 Promote safe connections, at intervals, throughout Auke Bay consistent with both State and Federal standards.

Auke Bay will be a comfortable, inviting and safe place to walk and bicycle for everyone, including children, elderly, and school groups.

Policies

3.1 Safe highway crossings throughout Auke Bay should serve the community’s interests:

3.1a Encourage safe routes between businesses, recreation, scenic viewpoints, residential neighborhoods and public or private schools.

3.1b Promote walkability to businesses from both sides of Glacier Highway.

3.1c Promote walkability between major employers including the University, Coast Guard and the Alaska Marine Highway port.

3.1d Be consistent with DOT&PF design standards that meet the needs of the pedestrian, bicyclists, and recreationalists.

3.2 Promote additional bicycle and pedestrian connections throughout the Auke Bay area and that provide connections between commercial and residential areas, scenic vistas and recreational pursuits.

3.3 Encourage, fund and develop pedestrian connections as identified in the Auke Bay Area Plan and other adopted plans.

3.4 Create a walkable community by encouraging, promoting, and investing in street furniture and safe lighting in higher density areas of the Plan.

3.6 Work closely with both public and private institutions and not-for-profit groups to develop a partnership to plan, construct, and where appropriate, maintain trail connections across City, State and Federal properties.

3.7 Create and adopt a way-finding and signage policy for the Plan area.
Parking
Goal 4 Promote the development of adequate parking to meet the needs of the growing community.

Policies
4.1 Promote an integrated parking management plan. This plan will encourage walking between the University, schools, and private and public sector parking areas. This plan will address season demands.

4.2 Create parking in conjunction with a transit hub.

Auke Bay Intersections
Goal 5 Address intersection improvements in a prioritized fashion within the Auke Bay Area Plan.

Policies
5.1 Lighting and multi-modal safety issues should be inventoried.

5.2 Design aspects of each intersection in Auke Bay Area Plan shall be inventoried and reviewed periodically. This should include review for ADA accessibility, walkability, and safety.

Auke Bay Elementary School
Goal 6 Improve the intersection at the entrance of Auke Bay Elementary School and Glacier Highway.

Policies
6.1 Create a secondary access point for Auke Bay Elementary School that will help to promote better traffic flow entering and exiting Auke Bay Elementary School.

6.2 Work with School District to improve safe routes to school.

Grid Street Network
Goal 8 Develop a grid street network in the Auke Bay hub, as outlined in the Community Charrette Map\(^{18}\), which facilitates growth and improves circulation for both vehicles and pedestrians.

Policies
8.1 Encourage new development to dedicate grid street right-of-way consistent with the Auke Bay Area Plan.

\(^{18}\) Auke Bay Community Charrette Map – Appendix C
8.2 Pedestrian-oriented designs shall be used to capitalize on the opportunities presented at grid street corners.

**Transit System Improvements**

**Goal 9** Encourage public transit connections from Auke Bay to other areas of Juneau.

**Policies**

9.1 Connect public transit with parking areas throughout the Auke Bay area.

9.2 Developing transit options within Auke Bay.

9.3 Develop a shuttle service from the Auke Bay core to the ferry terminal.

**Goal 10** Auke Bay will be a comfortable, inviting and safe place to walk and bicycle for everyone, including children, elderly, and school groups.

**Policies**

10.1 Implement traffic calming measures to reduce traffic speeds.

10.2 Work with the DOT&PF to reduce the speed to a maximum of 30 mph in the Hub.

10.3 Until the bypass is built, encourage ways to reduce vehicular speed.

**Goal 11** Explore the designation of Auke Bay area roads as Scenic Byways.

**Goal 12** Snow removal will keep both non-motorized routes and motorized routes open during the winter.

**Policy**

12.1 Auke Bay community/CBJ/State will together design and implement a plan for snow removal in the Auke Bay community that will provide safe travel for both motorized and non-motorized users.
Draft Auke Bay Area Plan
Implementation

Recommendations for Auke Bay Area Plan’s Implementation and Governance
Staff and the Steering Committee recommend that a committee, group or association be formed to build on the work that has been completed to date in the plan.

- The meetings would be quarterly and consist of a core group carrying the accumulated local planning knowledge forward. The Community is actively engaged and committed to moving the plan forward in the future.
- Agencies and groups including the University of Alaska Southeast, CBJ Dock and Harbors, State of Alaska Department of Transportation and Public Facilities, Áak’w Kwáan Tribe, Douglas Indian Association, area neighborhood associations, area condominium associations, area land owners and area businesses owners will be the key to the long term implementation of the elements of the plan.
- This proposed committee, group or association would provide a convening point for community dialogue and discussion to the implementation of the plan.

CIP/STIP Review and Input Opportunities
The City & Borough of Juneau would update the organized committee, group or association of annual CIP/STIP list in an effort to implement the Auke Bay Area Plan in the following ways.

- Coordinate with the organized committee, group or organization so they may comment upon both annual CIP and STIP processes as well as any other relevant processes that may involve key action relative to implementation.
- Notify said group of any development within the planning area and seek comments to be brought before the Planning Commission.

Annual Plan Coordination and Information
Coordinating between multiple providers of infrastructure improvements requires the use of a convener role in Auke Bay on a quarterly or annual basis.

- Project Based Development – Neighborhood meetings would be called only as needed. It is the intent of this Plan to ensure that improved access to information is encouraged.
- Annual Coordination and Implementation – Project sharing meetings would be called to update the community on all public party implementation projects. Public parties include Community Development, State of Alaska Department of Transportation and Public Facilities, Transit, Engineering, Lands & Resources, Docks and Harbors, Juneau School District, University of Alaska Southeast, etc. It is the intent for this sort of information sharing to lead to greater coordination and stronger public-private partnership that enhance opportunities for coordination of infrastructure financing.
- Maintain a web page for Auke Bay Plan Implementation.
Continue Monitoring and Collecting Relevant Data

Project implementation is a shared responsibility. Currently, CDD collects relevant transportation, parking, pedestrian and bicycle data community wide, including Auke Bay. With the adoption of the Plan, data is a key part of project implementation.

Several years’ worth of coordination projects are in the works at the present time, including potential private projects, CBJ projects, University projects, and DOT&PF projects. Monitoring data as to annual parking patterns, parking needs, pedestrian use, and bicycle use is important to coordinate. Data collection through coordinated voluntary efforts from the Steering Committee would assist the Department in the Auke Bay implementation efforts.

Collected permit data relating to housing and sewer/water hook ups within the Auke Bay area will be reported back to the organized group annually. This data will be shared with other departments and institutions to enhance project coordination.

Coordinating improvements in Demand Management (Access to transit, future park-and-ride, and coordinated parking strategies) is an important part of the Plan. Transportation and land use are closely tied together within the Auke Bay Planning Area, Hub, and Center. With improved regular service from Auke Bay to Downtown, future growth can be accommodated in a more efficient manner. Coordinating the location of this infrastructure with the expected growth patterns in Auke Bay, Out the Road, and at the University of Alaska Southeast is essential to maintaining the character of Auke Bay.

Coordinate with state and federal agencies in regard to environmental issues to ensure that negative impacts are mitigated when new development and uses are proposed. The health of the Auke Bay community is largely dependent on ensuring the water, air, and natural habitat is vibrant and thriving.

Regulatory Changes

The Plan is largely aspirational in its approach to land use.

- The Steering Committee will play a role in the implementation of the necessary Title 49 Amendments to carry out master planning and/or zoning components and incentives.
- Master Planning: Additional detailed master planning standards can aide in improving design and sense of place. The Master Planning will provide additional opportunities and incentives as well as collaborative public-private site development, or development agreements. This information will also improve our knowledge of Auke Bay with regards to building orientation to the streets, the bay, surrounding mountains, existing views and other buildings.
- Signage Improvements: Way-finding signage and three identified gateways identified in the Plan may require amendments to existing City Codes. These improvements include ways to address culturally sensitive signage, an example of which would be including Tlingit text on signage.

Public / Private Partnerships

Accomplishing the vision of the Auke Bay Plan will depend on partnerships between the public and private sector. The most common partnerships are the informal ones that exist because of the level of communication regarding the goals of the Plan and current regulations.

---

1 Title 49 Land Use Code – www.municode.com
## Tools for Implementation

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description/Lead Agency</th>
<th>Coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Coordination</td>
<td>Establish a neighborhood committee, group or organization/coordinate with CDD/others as identified.</td>
<td>Quarterly and annual meetings.</td>
</tr>
<tr>
<td>Infrastructure Coordination</td>
<td>Work with CIP/STIP and other agencies on annual basis for strategic plan implementation.</td>
<td>Steering Committee implementation list.</td>
</tr>
<tr>
<td>Infrastructure Coordination</td>
<td>CDD to convene multi-agency meetings annually to coordinate Auke Bay infrastructure opportunities.</td>
<td>CDD with all participating agencies.</td>
</tr>
<tr>
<td>Data Collection</td>
<td>CDD working in coordination with the Steering Committee and any neighborhood group volunteers to continue collecting relevant neighborhood data.</td>
<td>Annually or as-needed, depending on identified information needs.</td>
</tr>
<tr>
<td>Regulatory Implementation</td>
<td>Short duration consisting of the existing Steering Committee for the next three to five months to continue working on the Plan implementation through guidelines and zone changes.</td>
<td>CDD and Steering Committee in coordination with interested agencies, property owners, investors and others.</td>
</tr>
<tr>
<td>Auke Bay Way Finding</td>
<td>CDD to convene multi-agency reviews as opportunities for new way-finding signage are presented.</td>
<td>CDD and community group coordination on way-finding projects, including communication standards.</td>
</tr>
<tr>
<td>Communication</td>
<td>CDD will update an Auke Bay Implementation web page. Official documents on data collection, CIP’s and any relevant reports would be found here.</td>
<td>CDD coordination with the community.</td>
</tr>
<tr>
<td>All Other Projects</td>
<td>A number of other projects were identified in the Plan. Once these projects are moved from the 20 year plan into the six year CIP, a greater level of coordination could be expected through the capital planning process</td>
<td>CDD/Engineering/Coordination</td>
</tr>
</tbody>
</table>
## Draft Auke Bay Area Plan: Appendix A
### Referenced Published Plans and Studies

<table>
<thead>
<tr>
<th>Year</th>
<th>Plan Description</th>
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</thead>
<tbody>
<tr>
<td>1984</td>
<td>Comprehensive Plan</td>
</tr>
<tr>
<td>1996</td>
<td>Draft Preservation Plan</td>
</tr>
<tr>
<td>2008</td>
<td>Juneau Wetlands Management Plan</td>
</tr>
<tr>
<td>2012</td>
<td>UAS Campus Master Plan</td>
</tr>
<tr>
<td>2013</td>
<td>Comprehensive Plan Update</td>
</tr>
<tr>
<td>2013</td>
<td>Flood Insurance Rate Map</td>
</tr>
<tr>
<td>2014</td>
<td>Southeast Alaska Sac Roe Herring Fishery Management Plan</td>
</tr>
<tr>
<td>ADF&amp;G</td>
<td>Juneau Herring Update #10</td>
</tr>
<tr>
<td>All-Hazards Mitigation Plan</td>
<td></td>
</tr>
<tr>
<td>Auke Bay Corridor Study</td>
<td></td>
</tr>
<tr>
<td>Auke Lake Management Plan</td>
<td></td>
</tr>
<tr>
<td>Auke Lake Watershed Action Plan</td>
<td></td>
</tr>
<tr>
<td>Capital Improvement Program</td>
<td></td>
</tr>
<tr>
<td>Channel Island State Marine Park Management Plan</td>
<td></td>
</tr>
<tr>
<td>Historic Preservation Plan</td>
<td></td>
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<tr>
<td>Juneau Trails Plan</td>
<td></td>
</tr>
<tr>
<td>Non-Motorized Transportation Plan</td>
<td></td>
</tr>
<tr>
<td>Parks and Recreation Comprehensive Plan</td>
<td></td>
</tr>
<tr>
<td>Pederson Hill Access Study</td>
<td></td>
</tr>
<tr>
<td>Safe Routes to Schools Plan</td>
<td></td>
</tr>
<tr>
<td>State Land Management Plan</td>
<td></td>
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<tr>
<td>Statewide Transportation Improvement Program</td>
<td></td>
</tr>
<tr>
<td>Statter Harbor Master Plan</td>
<td></td>
</tr>
<tr>
<td>Transit Development Plan</td>
<td></td>
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<tr>
<td>Willoughby District Land Use Plan</td>
<td></td>
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</tbody>
</table>
**Draft Auke Bay Area Plan: Appendix B**

**Capital Improvement List**

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

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

<table>
<thead>
<tr>
<th>Parking</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional off-street parking on city land.</td>
<td>Short Term</td>
</tr>
<tr>
<td>Additional off-street parking on city land.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Additional off-street parking on city land.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Additional parking at Auke Lake.</td>
<td>Short Term</td>
</tr>
<tr>
<td>Additional parking at Spaulding Meadows trail.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Additional parking at Spaulding Meadows trail on a grid street.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>On-street parking on Glacier Hwy. from Loop Rd. to Fisherman's Bend after construction of By-pass.</td>
<td>Long Term</td>
</tr>
<tr>
<td>Construction of Auke Bay Center parking structure.</td>
<td>Long Term</td>
</tr>
<tr>
<td>On-street parking on Loop Rd. from Glacier Hwy. to UAS.</td>
<td>Not a Priority</td>
</tr>
</tbody>
</table>
## Draft Auke Bay Area Plan: Appendix B

### Capital Improvement List

<table>
<thead>
<tr>
<th>Pedestrian/Trails</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian crossings to harbor.</td>
<td>Short Term</td>
</tr>
<tr>
<td>Bike paths and lanes.</td>
<td>Short Term</td>
</tr>
<tr>
<td>Sidewalks where they don’t exist or are not already planned.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Pedestrian crossings to seawalk extensions.</td>
<td>Long Term</td>
</tr>
<tr>
<td>UAS/Loop Road pedestrian crossing improvements.</td>
<td>Short Term</td>
</tr>
<tr>
<td>Glacier Highway crossing improvements for safety.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Improvements (signage, re-routing) on the Auke Bay Elementary/Joint Use Facility trail (coordinate with Auke Bay Elementary School)</td>
<td>Short Term</td>
</tr>
<tr>
<td>Overpass from UAS to the Anderson Building (former NOAA lab).</td>
<td>Long Term</td>
</tr>
<tr>
<td>Trail from joint use facility to Spaulding Meadows trail. (2,000 ft)</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Pedestrian activated beacon at elementary school and other crossing locations on Glacier Highway.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Path/trail around entire lake. (2,000 ft on east)</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Path/trail around entire lake. (1,000 ft by road)</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Separated path to Alaska Marine Highway System ferry terminal (.89 mi)</td>
<td>Long Term</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Waterfront/Harbor/Seawalk</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Separate commercial and recreational vessel traffic.</td>
<td>Long Term</td>
</tr>
<tr>
<td>Seawalk: Fisherman’s Bend to Statter Harbor.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Seawalk: Fisherman’s Bend to Spaulding Meadows trailhead.</td>
<td>Long Term</td>
</tr>
<tr>
<td>Seawalk: Spaulding Meadows trailhead to the Alaska Marine Highway ferry terminal.</td>
<td>Long Term</td>
</tr>
<tr>
<td>Seawalk: Statter Harbor to Anderson Building (former NOAA Lab).</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Seawalk: Anderson Building (former NOAA Lab) to Fritz Cove Rd.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Seawalk: Fritz Cove Rd. to Statter Harbor.</td>
<td>Mid Term</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit service to the Alaska Marine Highway ferry terminal. (as consistent with Capital Transit plans)</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Pedestrian friendly lighting on sidewalks within the Auke Bay Center.</td>
<td>Short Term</td>
</tr>
<tr>
<td>Wayfinding signage (directional signs)</td>
<td>Short Term</td>
</tr>
<tr>
<td>Signage &amp; gateway treatment (Welcome to Auke Bay).</td>
<td>Short Term</td>
</tr>
<tr>
<td>Signage &amp; gateway treatment (Welcome to Auke Bay).</td>
<td>Short Term</td>
</tr>
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</table>
### Draft Auke Bay Area Plan: Appendix B

#### Capital Improvement List

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage &amp; gateway treatment (Welcome to Auke Bay).</td>
<td>Short Term</td>
</tr>
<tr>
<td>Street trees.</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Capital Transit projects (such as shelters adequately sized for demand).</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Land trade with UAS for water front property to reduce pedestrian crossing on Glacier Hwy. (if consistent with UAS Master Plan).</td>
<td>Long Term</td>
</tr>
<tr>
<td>Vehicle connection thru UAS (re-establish).</td>
<td>Not a Priority</td>
</tr>
<tr>
<td>New CBJ Capital Transit hub in Auke Bay (Scaled to serve existing/anticipated demands and as consistent with Capital Transit plans)</td>
<td>Long Term</td>
</tr>
<tr>
<td>Sewer system expansion/upgrade</td>
<td>Mid Term</td>
</tr>
</tbody>
</table>

#### Definition of Terms

- **Short Term** = 5 Years or Less
- **Mid Term** = 5 – 10 Years
- **Long Term** = 10 – 20 Years
Appendix C
Maps

Boundary Map
Community Charrette Map
Hub Overview Map
Maximum Allowable Height Map
Ownership Map
View Points Map
Comprehensive Plan Designation Map
Zoning Designation Map
Maximum Allowable Height Map

- **Height**
  - No limit
  - 35 ft
  - 45 ft
  - 55 ft

**Project source:** P:\quinn\Projects\CDD\Auke Bay Plan\auke_bay_plan_2014v3.mxd