

Willoughby Parking District Feasibility Study April 15, 2010 Meeting Summary

**Submittal Date
May 19, 2010**

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Willoughby District Parking Meeting

April 15, 2010

MEETING SUMMARY

Executive Summary

On April 15, 2010 the City and Borough of Juneau (CBJ) hosted a meeting to bring representatives from the City and Borough of Juneau (CBJ), the CBJ Northwind Architect consultant team, State of Alaska Libraries, Archives and Museum (SLAM) personnel and its design team, and the Alaska Mental Health Trust Land Office (TLO) together to:

- Discuss development projects and associated parking needs in the Willoughby District, and
- Evaluate four potential sites for a 500-space parking garage.

The immediate need for parking in the area is due to two major development proposals; the SLAM expansion proposed by the State of Alaska and a new State office building in the Subport area between the US Coast Guard Offices and Egan Expressway on TLO land. In addition, Juneau anticipates future expansion of its Centennial Hall Convention and Juneau Arts and Cultural Center facilities, additional development in the Subport area, and mixed-use development by private developers in the area. All of these projects will also need either new or reconfigured and shared parking.

The CBJ goal is to encourage area landowners and building developers to find ways to share parking so that it is efficient and there is not an oversupply, to ensure that the location of Willoughby District surface parking and parking structures is well thought-out and located to so that it does not preclude future private or public opportunity and if possible, assists with urban development goals. The CBJ, State of Alaska Department of Transportation and Public Facilities (ADOT&PF), and TLO have signed a Memorandum of Agreement to work together on area parking.

Preparation for this meeting included distribution of a packet (Attachment One) with an agenda, four possible parking garage sites on an aerial photograph and the CBJ Street Atlas, information on existing area parking, zoning and other regulatory codes, walking distances between garage sites and proposed new buildings, and excerpts from adopted city plans for the area. The four possible sites that were previously identified for a new or expanded parking garage are the Public Safety Building on Whittier St., the existing parking garage north of the State Office Building (SOB), the State Archives Building south of the SOB and at the current Museum/new SLAM site (Figure 1).

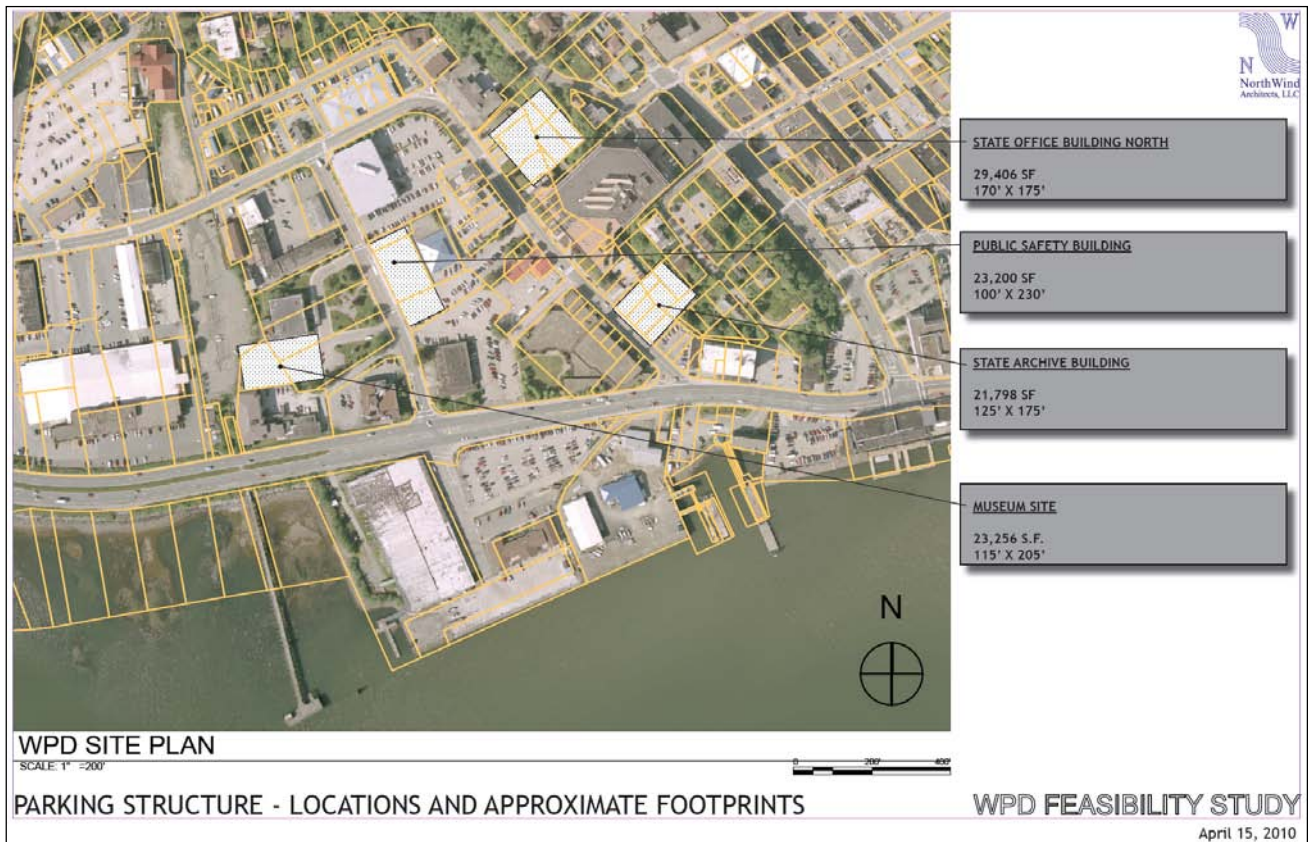
Key points during the meeting were:

- The need for a 500-space parking garage is no longer urgent because the SLAM parking needs have the potential to be met onsite and the construction of a state office building on TLO

property in the Subport vicinity is on hold because financing necessary for construction was not approved during the State Legislative session.

- It became clear that due to each of the possible site's size limitations a 8 to 10 story garage would be needed to accommodate 500 vehicles. This is out of scale with area buildings and would be inconvenient for users. All agreed that it was therefore not desirable or practical to accommodate all anticipated district parking needs in one large structure.
- In the Willoughby District, the best location for parking garages is where traffic can be split between two incoming directions to prevent on-street queuing, which disrupts traffic flow.
- Pedestrian connections and public spaces need to be improved to draw visitors to this district's civic destinations and further its development as Juneau's civic, cultural and arts center.
- Pedestrian routes from downtown to this area, and between the public buildings in this area, need to be better defined and safer.

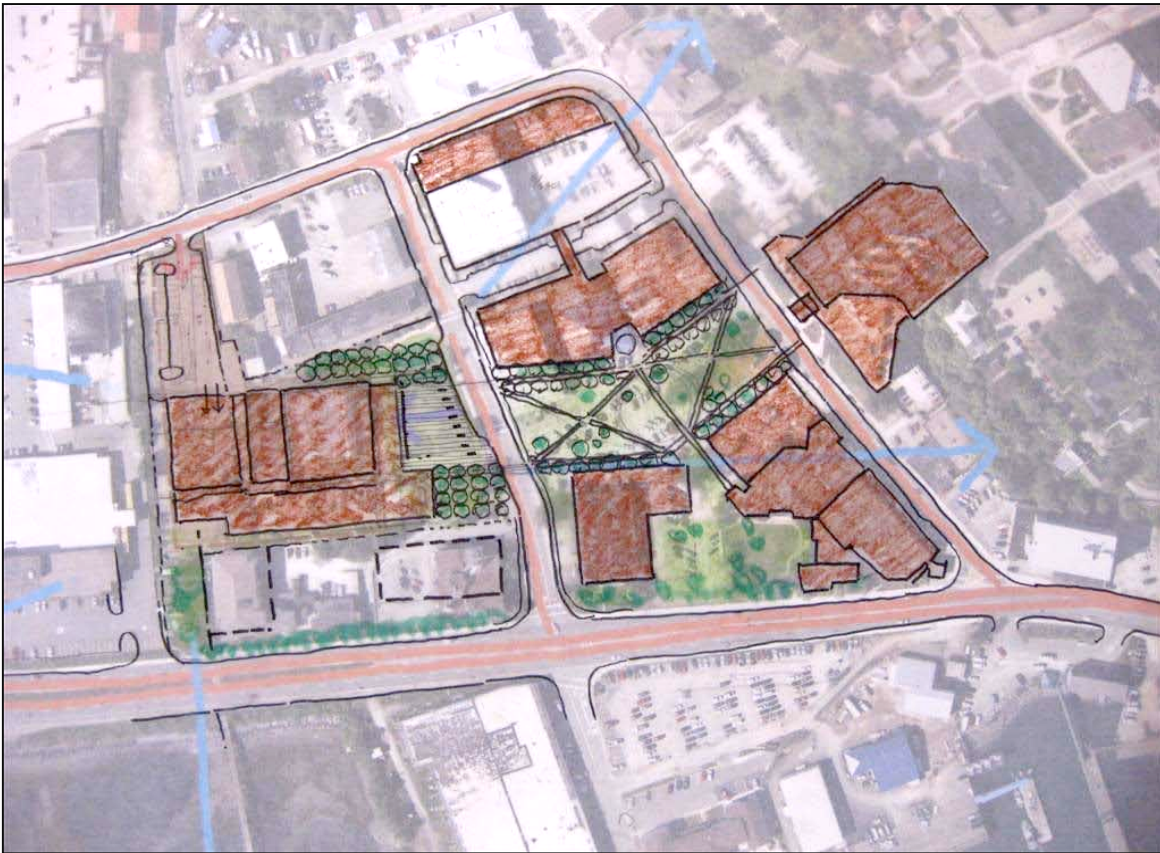
Figure 1



Opportunities to address all these points coalesced around the SLAM design team's sketch of a central pedestrian mall in the area that strongly linked all civic and public uses and state offices (Figure 2). This sketch is quite reminiscent of 1960's era planning and design documents for the area. The pedestrian mall would run from Whittier Street to Willoughby Avenue in front of the Zach Gordon Youth Center. It would strengthen visual connections between civic buildings, clarify pedestrian routes, and create

improved public space, all furthering community urban development goals. This concept would require that much of the existing interior parking be moved, preferably to several smaller parking structures on the periphery of the district. This idea was supported by all parties and the second half of the meeting discussion focused on the possibilities associated with, and potential impacts of, this concept.

Figure 2



Concept sketch from ECI/Hyer & THA Architects April 15, 2010 Presentation

Optional next steps to address parking and further Willoughby District development include:

- Develop a concept/master plan for the Willoughby District furthering the pedestrian mall and public space concepts; enhanced access to and from the district on foot and by car and transit; and identify parking options among other matters.
- Take advantage of Whittier Street improvements to add crosswalks, widen sidewalks, link with future pedestrian mall.
- Consider expanding the CBJ Parking District 1 or Parking District 2 to include the Willoughby District.

- Continue to emphasize parking demand management. Encourage employee incentives that reduce parking demand and CBJ policies that encourage carpooling, transit use and non-motorized transportation¹.
- Community needs to keep working on implementing existing plans – Non-Motorized, Subport, Capital Transit, etc.
- Funding Sources: Cruise Passenger Head Tax to fund improvements to public space/pedestrian connections; 2010 State budget (if not vetoed) includes \$5 million for the planning and design of a new Juneau state office building.
- Consider other parking location options such as the current DEC corner lot located across Willoughby avenue from the State Office Building North site.
- Consider a parking garage location option under a proposed Central Pedestrian Mall between Willoughby Avenue and Wittier Street adjacent to Centennial Hall and the Zach Gordon Youth Center.

Willoughby District Context and Proposed Development

A summary of the discussion that occurred during the April 15, 2010, City and Borough of Juneau (CBJ) hosted meeting on Willoughby District development and related parking needs is now presented.

Attendees

Those attending included:

1. Heather Marlow, CBJ *Lands and Resources Manager*
2. Kimberly Mahoney, Project Manager, Alaska Department of Transportation and Public Facilities
3. Linda Thibodeau, *Libraries, Archives and Museums, Director*; Alaska Department of Education and Early Development
4. Tim Spernak, Trust Resource Manager, Alaska Trust Land Office
5. Bob Banghart, *Alaska State Museum, Chief Curator*
6. Rorie Watt, CBJ *Engineering Director*
7. Marc Matsil, CBJ *Parks and Recreation Director*
8. Dale Pernula, CBJ *Community Development Director*
9. James Bibb, *Northwind Architects*
10. Gerald Gotschall, *Northwind Architects*
11. Don Beard, *Tetrattech*
12. Barbara Sheinberg, *Sheinberg Associates*
13. Zoë Morrison, *Sheinberg Associates*
14. David Koski, *Walker Parking*
15. Steve Noble, *DOWL HKM*
16. Brian Meissner, *ECI/Hyer Inc*

¹ A place in the Mendenhall Valley to park and ride (coupled with non-stop frequent rush hour buses) has been mentioned by several.

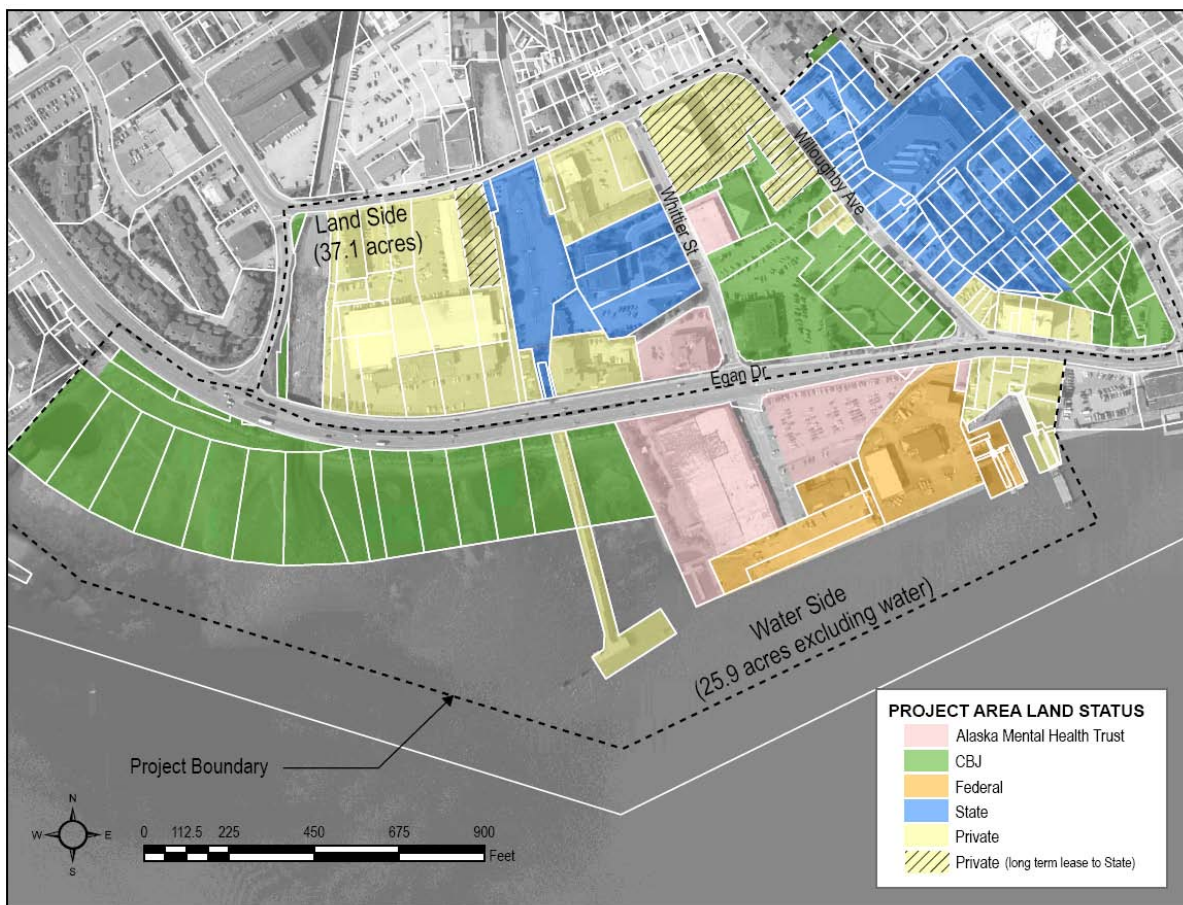
- 17. Greg Froseberg, *ECI/Hyer Inc*
- 18. Steven Simpson, *THA Architects*

Community Goals

Goals for development in this area have been established in the CBJ Comprehensive Plan (2008), Waterfront Plan (2004), Support Vicinity Revitalization Plan (2003), and Non-Motorized Transportation Plan (2009):

- This area increasingly becomes Juneau’s civic, cultural and arts center.
- Improve pedestrian routes, visibility and signage throughout this area, from this area across the street to the Support Waterfront, and between the cruise ship docks and the public attractions and businesses in this area.
- The CBJ, federal and state governments need to work together on area parking. New parking structures in the area are anticipated. Shared parking is needed.

Figure 3



- Ensure the parking needs of the area's public attractions, government offices, and businesses are met as efficiently as possible.
- Foster mixed-use development in this area.
- Provide a variety of public space in the area that compliment and enhance the value of the area's private and public buildings and uses.

Alaska Mental Health Trust Property

The Alaska Mental Health Trust owns several properties in this area (pink colored property, Figure 3). A four story state office building with bottom floor retail has been designed and funding sought for the last two years. The building was to be completed in 2012 to coincide with the expiration of current leases. However, financing necessary for development was not approved in the 2009-2010 State legislative session and the construction plans are now on hold.

The proposed 147,000 square-foot building would require approximately 350 parking spaces; some of these would be located onsite and most would be offsite in a shared parking facility. The area is slated for multiple mixed-use buildings, a variety of integrated public spaces and continuation of the CBJ Seawalk. As this area develops it will increase pedestrian activity, and improvements to public spaces, pedestrian routes and Egan Drive crosswalks will benefit this project.

State Museum Property

Design is underway at the current Alaska State Museum for a new state Library-Museum and Archives (SLAM) building that will house the Museum and Library, State offices, and controlled climate storage. A master plan will be completed by the end of August 2010 and pending funding, construction could begin by 2012. The current plan is to expand the existing building to a total of 120,000 square-feet over two-plus stories. It is important to improve the visual draw to the site and strengthen pedestrian connection to the State Office Building, Centennial Hall and the Juneau Arts and Culture Center, downtown, the cruise ship docks and the visitor center. Much of the museum's current front lawn will be maintained and can be integrated into the overall plans for public space.

According to the current CBJ zoning, a building this size will need approximately 240 spaces. However, the SLAM design team estimates that the actual parking needed will be 50 spaces for staff and 70 spaces for visitors. These 120 spaces can be accommodated on the museum property with a small amount of surface parking in front and the rest in an underground lot accessible from Willoughby Street. There will be no room on this site to host additional parking required for other buildings. CBJ has two reduced parking districts, PD1 which allows a reduction of 60% and PD2 which allow for a reduction of 30%. If the PD1 is extended to include the SLAM property, the parking requirements can be met.

City and Borough of Juneau Civic Facilities

City and Borough of Juneau (CBJ) property in the area includes the Centennial Hall Convention Center, the Juneau Arts and Culture Center (JACC), and the Zach Gordon Youth Center. Parking between these

buildings is also owned by CBJ and currently leased on an annual basis to the State for employee parking. Future plans include expanding both Centennial Hall and the JACC; better public space for the area's many employees, tourists and event attendees; and supporting housing development among other uses. As development occurs, the parking leases will expire and parking will need to be found elsewhere. The CBJ does not plan to build additional parking structures for these expanded civic uses as the associated parking demand in generally evening and weekends and the area's employee parking is used mainly on weekdays and can be shared.

Zach Gordon Youth Center provides a range of programs and services for underserved youth and enjoys 25,000-35,000 youth visits/year. Basketball courts, a weight room, racquetball, a climbing wall, young parents program, tutoring services and are available on a drop-in basis. Special events and classes for youth are also available. Youth come from all neighborhoods and many use public transit to get to the center. A \$1,000,000 Rasmussen Foundation grant is currently being used to construct a new covered basketball court, a fire pit and courtyard area and landscaping. Zach Gordon has been in the downtown area since the 1940's. Originally it was a United Service Organization club for servicemen in World War II that was converted by Zach Gordon into a club for teenagers. Today there are still times set aside for the Coast Guard and visiting military ships to use the exercise equipment and showers when they are in port. The Zach Gordon building is owned and run by a 501c3 nonprofit.

Building a large parking garage on the adjacent property will dwarf and cast shadows on the one-story building and new outdoor area. Developing a pedestrian mall, improving public spaces and expanding cultural venues at this location could enhance Zach Gordon's outdoor space and add programming options. Another option is to relocate the youth center; possible locations discussed included on the TLO Subport property, on CBJ property at the base of the Juneau-Douglas Bridge, a location fronting directly onto Willoughby Street or integrated into a new parking garage either at the current Public Safety or the State Archives Buildings. Development in this area must carefully consider the Zach Gordon facility, its mission and the need to serve area teenagers.

Willoughby District Parking and Traffic Considerations

The Willoughby District is an area that is expected to see a significant amount of redevelopment in the future. Mixed-use development on the Subport and Foodland properties, the SLAM expansion now being designed and future expansion of Centennial Hall and the JACC all have the potential to increase local parking needs. Also, CBJ and State employees currently park at the Subport, in the Museum lot, and throughout the central lot between Willoughby and Whittier Streets, all of which will be displaced as these sites are developed. If parking needs cannot be met in the immediate area, remote parking areas and a transit loop could be developed.

Successful development in this district depends on having the correct amount of parking in the right location. Estimating the actual parking demand associated with future development is difficult and changes in transit use, walking and biking and the implementation of other demand management strategies will also decrease parking needs.

A parking garage is not itself a traffic generator, but should be located as close as possible to the district's key traffic generators like office buildings and cultural venues. Approximately 70% of traffic will arrive and depart from garage at peak hours. For a parking garage with 500 spaces, this will mean 350 trips during each peak period, which can have a significant impact on local traffic patterns. Many of the employees of the SLAM and proposed Support office building are already working in the district, and will not result in new trips into the area.

In this district, the best location for a parking garage is in a site that allows traffic to be split between two incoming directions to prevent on-street queuing and disruption to traffic flow – particularly on Egan Drive. The Public Safety Site and the SLAM site can be accessed from two routes either from Willoughby Street or Egan Drive. The parking area adjacent to the State Office Building and the State Archives Building are accessible only from Willoughby Street by traffic heading into Downtown, which could result in on-street queuing making these sites less suitable from a traffic standpoint.

Parking Garage Sites and Design

A Preliminary Suitability Analysis for four previously identified possible parking garage sites (Figure 1) was distributed at the meeting that listed the dimensions, zoning, geology and soils, availability, customer convenience, traffic impacts, traffic design considerations and relationship to community goals for each site. The full package of material distributed at the meeting can be found in Attachment One. The attributes of each site as listed on the Suitability Analysis are not reviewed below; the narrative following highlights points discussed during the meeting.

1 - State Archives Building (south of State Office Building)

- Could provide pedestrian connection between Willoughby District and the new Downtown Transit Center via a pedestrian pathway and new park on top of Telephone Hill. Also supports Telephone Hill Capitol complex.
- Sections of the current building are sinking at differential rates; but building may still be needed for storage.
- Blasting could provide more space.
- Limited impact on views, however height should not exceed Dixon Street behind building.
- Consider integrating with an expansion to the immediately adjacent state office building parking garage.
- Focus additional traffic accessing this garage onto Willoughby Avenue that has a lower capacity intersection with Egan Drive and no likelihood of Signalization.

2 – Current Parking Garage north of State Office Building

- Parking at this site could be either to the north or south of the building.
- Blasting could provide more space.
- Garage could be structured to provide improved pedestrian connection between downtown and the Willoughby District.
- Likely that existing structure cannot be expanded, new structure on top of, or entirely new structure likely would be required.
- Limited impact on views. Height not to exceed Calhoun Avenue. Integrate a pedestrian plaza off of Calhoun Street with top floor of parking garage.

Sites 1 & 2 (above)

- If additional parking garage levels at both sites were stepped into the hillsides, beginning at level 3, and heights of structures were limited to no higher than Calhoun Street (north) and Dixon Street (south), the combined net additional parking would be between 300-350 vehicles.

3 - Public Safety Building

- Possible expansion of the site to include adjacent property to the north, east or south would make a parking garage at this site more feasible.
- Parking garage at this site would need to address impact on Zach Gordon Youth Center.
- Garage on site must not obscure views to Museum, need to move to garage to north end of site.
- Current building is at the end of its usable life.
- Vehicle access to site is possible from two directions.
- TLO may be willing to trade land with the CBJ for the Public Safety Building site
- Property boundaries are very close to or at building on some sides.
- Garage on this site would need to be 10 stories to accommodate 500 vehicles.
- Distributes traffic accessing the site to multiple intersections and to higher capacity intersections.

4 - SLAM Property

- According to initial building concept, there is space on the site only for parking required for the SLAM project and not for additional parking.
- A change to the parking requirements for site may be needed.
- The SLAM design team will be considering adjacent sites, for future expansion, beyond the scope of the current project.
- Whittier St. will be reconstructed once the SLAM project is completed.
- Vehicle access to site from several directions.
- Improved visual connections, pedestrian routes and signage is a goal of this project.

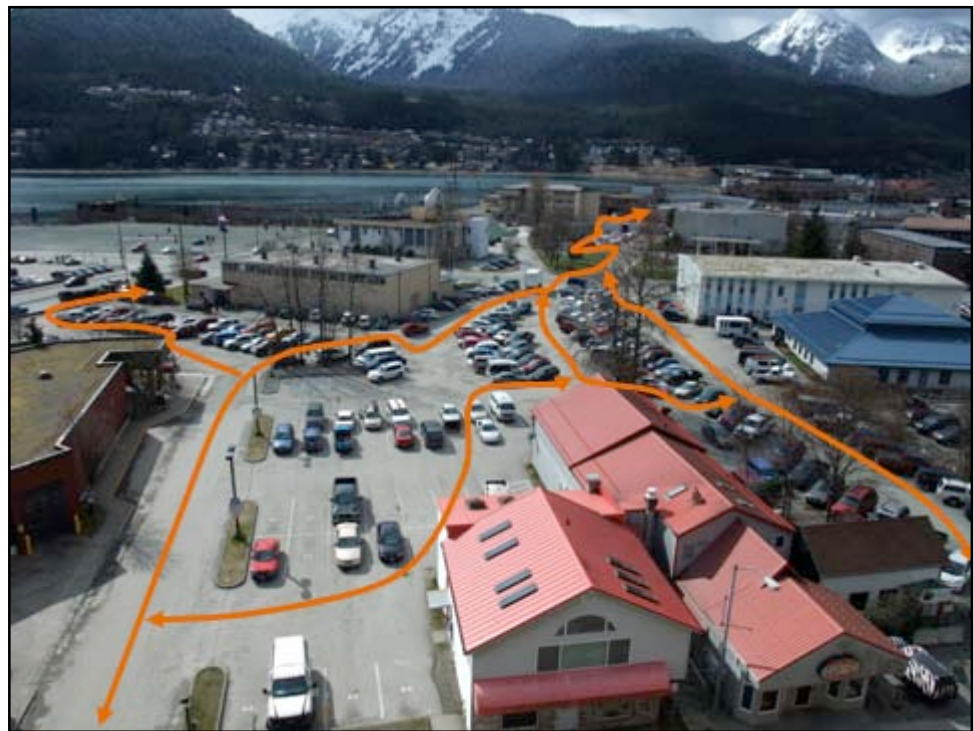
A well-designed parking garage must be sized to accommodate local parking needs, must be located near destinations, must fit the scale and style of the surrounding buildings, should be well lit and safe, and ideally has retail and community oriented uses on the first floor to enhance the urban edge. This project's original concept was to identify a site for a 500-space parking garage. However, the proposed sites are all small and a garage for this many vehicles would need to be between eight and ten stories. This is out of scale with area buildings and would be inconvenient for users. All agreed that it was therefore not desirable or practical to accommodate all anticipated district parking needs in one large structure. Dispersing parking in smaller structures would be a better fit aesthetically and more convenient for users. Phased parking development in smaller separate facilities also provides the opportunity to match parking supply to growth in parking demand within the district. On the other hand, some of the Juneau public has been critical of City-built parking garages downtown and two

separate garages may be more difficult for residents to accept. It will be important to explain the rationale for multiple, versus one garage, well.

Pedestrian Use

Pedestrian routes through this district are informal and unclear (see photo next page). Visitors have difficulty locating the State Museum and moving through the area on foot. There is limited outdoor public space for office workers to enjoy. As the civic and community-oriented uses and facilities in the area expand there will be increasing numbers of pedestrians walking between the Subport, Downtown, and the Willoughby District. Finally, a pedestrian-oriented public space for events that ‘spill-out’ of adjacent civic, convention and arts and cultural facilities, that provides space for office workers to eat lunch and enjoy some fresh air will enhance both private and public uses in the District. All agree that orienting this space to enhance the connection between the Capitol, supporting State offices, and area civic and cultural uses would be beneficial. Finally, design and orientation of public space should enhance visual cues from downtown and the cruise ships docks about the opportunities to be found in the Willoughby District. The pedestrian mall illustrated in the concept sketch shared at the meeting by the SLAM design team from ECI/Hyer and THA Architects (Figure 2) captured these ideas and helped reframe meeting discussion.

Ideas for specific improvements are covered walkways, public art, safe crosswalks, signage and outdoor programming spaces for Zach Gordon, Centennial Hall, the JACC and the Museum. This space could also be used for eating outdoors when the weather is nice, festivals, tents and music. It would be protected from winds off Gastineau Channel. Discussion included the concept of the pedestrian mall having buildings along one edge to create a more urban



Informal and frequently used walking routes through area.

space and to provide canopies. There was some discussion about the best width for the pedestrian mall. A narrow mall would improve pedestrian routes and would have a more urban feel; a wider mall would be more park-like, would have more usable space and more programming flexibility. The mall could be as narrow as 50 feet at the beginning and expanded in the future.

Issues to address to move the concept forward are how to integrate the Zach Gordon Youth Center and identifying more specifically where future surface and structured parking should be located. Surface parking will need to be moved from the area between Centennial Hall, the JACC and the Zach Gordon Youth Center to develop a pedestrian mall. The best solution will involve several small nodes on the perimeter of the district, leaving the center open for public space. Possible locations include:

- The Public Safety Building if the building is designed at the proper scale and does not overwhelm Zach Gordon;
- The privately owned surface parking lot adjacent to the Alaska DEC Building on Willoughby Street. A design with retail or other active uses on the ground floor would work well.
- The TLO lot where the KTOO building is currently located was discussed but a garage here could block the view of the Museum from Egan Expressway and could be disruptive to existing traffic patterns. Both the State Archives site and the State Office Building site would work well with the pedestrian mall plan.

Next Steps

Some next steps discussed at the April 15, 2010, meeting to further Willoughby District development include:

- Develop a concept/master plan for the Willoughby District furthering the pedestrian mall and public space concepts; enhanced access to and from the district on foot and by car and transit; and identify parking options among other matters.
- Take advantage of Whittier Street improvements to add crosswalks, widen sidewalks, link with future pedestrian mall.
- Consider expanding the CBJ Parking District 1 or Parking District 2 to include the Willoughby District.
- Continue to emphasize parking demand management. Encourage employee incentives that reduce parking demand and CBJ policies that encourage carpooling, transit use and non-motorized transportation.
- Community needs to keep working on implementing existing plans – Non-Motorized, Subport, Capital Transit, etc.
- Funding Sources: Cruise Passenger Head Tax to fund improvements to public space/pedestrian connections; 2010 State budget (if not vetoed) includes \$5 million for the planning and design of a new Juneau state office building.

ATTACHEMENTS:

Attachment 1:

Willoughby District Garage - Planning Level Suitability Analysis - FOR GROUP DISCUSSION APRIL 15, 2010

		Museum Site	Public Safety Bldg	State Office Bldg North	Archives Bldg
Site Characteristics	Site dimensions	158,720 sf	17,830 sf	35,855 sf	13,580 sf
	Comprehensive Plan Designation	1 Institutional & Public Use; 2 Downtown Mixed Use/ High Density Residential	Institutional & Public Use	Institutional & Public Use	Institutional & Public Use
	Zoning & Dimensional standards	Mixed Use 2 (MU2)	Mixed Use 2 (MU2)	Mixed Use (MU)	Mixed Use (MU)
		Frnt-5' Side-5' Back-5' Max lot cover: 80% Max height: 35'	Frnt-5' Side-5' Back-5' Max lot cover: 80% Max height: 35'	Frnt-0' Side-0' Back -0' Max lot cover: none Max height: none	Frnt -0' Side- 0' Back -0' Max lot cover: none Max height: none
	Geology and soils/foundation	AJ Fill, pile foundation for multi-story structure	AJ Fill, pile foundation for multi-story structure	Existing foundation on bedrock, expansion may require piles to bedrock	Bedrock, blasting required to develop site
	Timing of site availability	now	Employees must be relocated first (after state office built?)	now	Employees must be relocated first (after SLAM built?)
Customer Convenience	Walking distance from SLAM	75'	300'	710' (2 min/30 sec)	990' or 1110' thru Cent Hall (4 min/15 sec)
	Walking distance from TLO sites	535' (2 min)	405'	830'-950' (3 min/50 sec)	805' (3 min/15 sec)
Community / Urban Goals	Juneau's civic-cultural-arts center.				
	Better defined walking environment. Link destinations, public spaces.				
	Foster/leverage mixed-use development.				
	Adjacent properties/uses	N: hotel/restaur. 1 S: parking, hotel/restaur. 2 W: open space/parking E: open space, Whittier St.	N: teen rec center S: Whittier St. W: Whittier St E: parking	N: vegetated hillside S: Willoughby St W: Apt Bldg, Will-by St. E: State Office Bldg	N: vegetated hillside S: Willoughby St W: parking, Will-by St. E: parking, hotel 3
Views, Light, Adjacent Use Issues	<ul style="list-style-type: none"> Don't block visual cues to Museum for walking visitors Impact on light/shadows on adjacent open space 	<ul style="list-style-type: none"> Shadow /canyon effect on Teen Center Walking up Whittier: impact on iconic view of Mnt Juneau Don't block visual cues to Museum for walking visitors 	<ul style="list-style-type: none"> Max ht: ridge/Calhoun Support future capitol complex 	<ul style="list-style-type: none"> Max ht: ridge/Calhoun From SOB 8th floor plaza-waterfront view partially obscured Support future capitol complex 	
Traffic	Ingress/egress. Traffic Impact			Impact on intersection with Egan?	Impact on intersection with Egan?
Parking Structure	Site opportunities & constraints	<ul style="list-style-type: none"> Level site. Need to coordinate w/ SLAM project. Interior block siting – may lack visibility. Direct access to Willoughby at back. 	<ul style="list-style-type: none"> Level site. Adjacent property constraints. Direct access to Whittier 	<ul style="list-style-type: none"> Site of existing garage. Unknown ability to expand existing garage. Functional capacity of existing garage. Adjacent properties/buildings 	<ul style="list-style-type: none"> Topography/excavation. Direct access to Willoughby.
	Feasibility for 500 space garage				
	Using site only, how many levels for 500 cars?	Unknown until SLAM project requirements are set.	10 levels	10 levels	8 levels
	No. levels & approx footprint of 500 car garage if limited to ~ 6 levels	8 levels Approx. 115' x 205'	8 levels Approx. 100' x 230'	6-7 levels Approx. 170' x 175'	6-7 levels Approx. 125' x 175'
	Relative cost factor	1	2	4	3
	Bldg Design opportunities & constraints				
Net parking increase					



Willoughby District Garage Meeting

April 15, 2010 Noon - 4:30 pm

Location: City and Borough of Juneau City Hall, 1st floor Assembly Chambers
155 S. Seward Street

Meeting Agenda

- Noon-12:30 pm **Light Lunch - Courtesy of City and Borough of Juneau**
Time to look at drawings and meet informally during lunch
Welcome
- 12:30-1:15 pm **Introductions**
- Introductions
 - Briefly review project purpose and meeting objectives (over)
 - Brief overview agenda/how meeting will run
 - Overview- Structured parking need and interests
- 1:15-1:30 pm **Criteria Review**
- Which criteria are most important to each stakeholder?
- 1:30-3:30 pm **Conduct Planning-Level Site Suitability Analysis**
- approx 15 min*
- Introduce each site, review site characteristics
- approx 20 min*
- Context: community /urban goals
- approx 10 min*
- Traffic
- approx 75 min*
- Parking structure & mulling it all over
- 3:30-4:00 pm **Summary - Sites That Seem Most and Least Suitable**
- 4:00-4:30 pm **Next Steps**

over

Project Purpose

The goal of this project is to determine a feasible location and concept for a new 500-space parking structure in the Willoughby District of downtown Juneau.

The need for parking in the area has evolved primarily as the result of two major development proposals, the State Libraries, Archives and Museum (SLAM) Project proposed by the State of Alaska and a new State Office Building between the US Coast Guard Offices and Egan Expressway proposed by the Trust Land Office. In addition to these near-term developments, Juneau anticipates future expansion of its Centennial Hall Convention Center and the Juneau Arts and Cultural Center facility, and a future facility where the Support Building was once located. Area private property owners have expressed interest in expanded commercial and housing growth as well and will need additional parking to accommodate these needs.

The City and Borough of Juneau (CBJ) goal with this project is to assist in the development of a parking plan that meets the needs of these facilities in a manner that best represents CBJ urban development goals and policies for the area.

Meeting Objectives, Together:

1. Analyze suitability of various sites for ±500 vehicle parking garage.
2. Identify site(s) that are most suitable, and why.
3. Identify site(s) that are less, or not at all suitable, and why.



AERIAL VIEW - DOWNTOWN JUNEAU

KEY

BUILDINGS

- A. CENTENNIAL HALL EXPANSION/
PERFORMING ARTS SPACE
- B. PUBLIC FACILITY: POSSIBLE VISITOR
CENTER, MUSEUM, OFFICES,
OR OTHER
- C. MIXED USE: OFFICES, COMMERCIAL
- D. MIXED USE: RETAIL/COMMERCIAL,
OFFICES, HOUSING, PARKING
- E. MIXED USE: RETAIL/COMMERCIAL,
OFFICES, HOUSING, PARKING
- F. MIXED USE: RETAIL/COMMERCIAL,
OFFICES, HOUSING, PARKING
- G. MIXED USE: RETAIL/COMMERCIAL,
OFFICES, HOUSING, PARKING
- H. NOAA/ADFG JOINT FACILITY
- I. COAST GUARD BOAT HOUSE ADDITIO
- J. CBJ TRANSIT CENTER
- K. COVERED SHELTER, OVERLOOK
- L. RECREATIONAL SHELTERS
- M. MARINA/TRANSIENT BOAT MOORAGE
- N. STATE MUSEUM, LIBRARY, AND
ARCHIVES EXPANSION
- O. POSSIBLE PARKING GARAGE
- P. GOLDBELT HOTEL ADDITION

SITE FEATURES

- Q. SKYWALKS
- R. SEAWALK EXTENSION
- S. POCKET PARK
- T. TRANIST STOP
- U. PUBLIC PLAZAS
- V. PUBLIC RESTROOMS
- W. PARK/GREEN SPACE
- X. PEDESTRIAN UNDERPASS

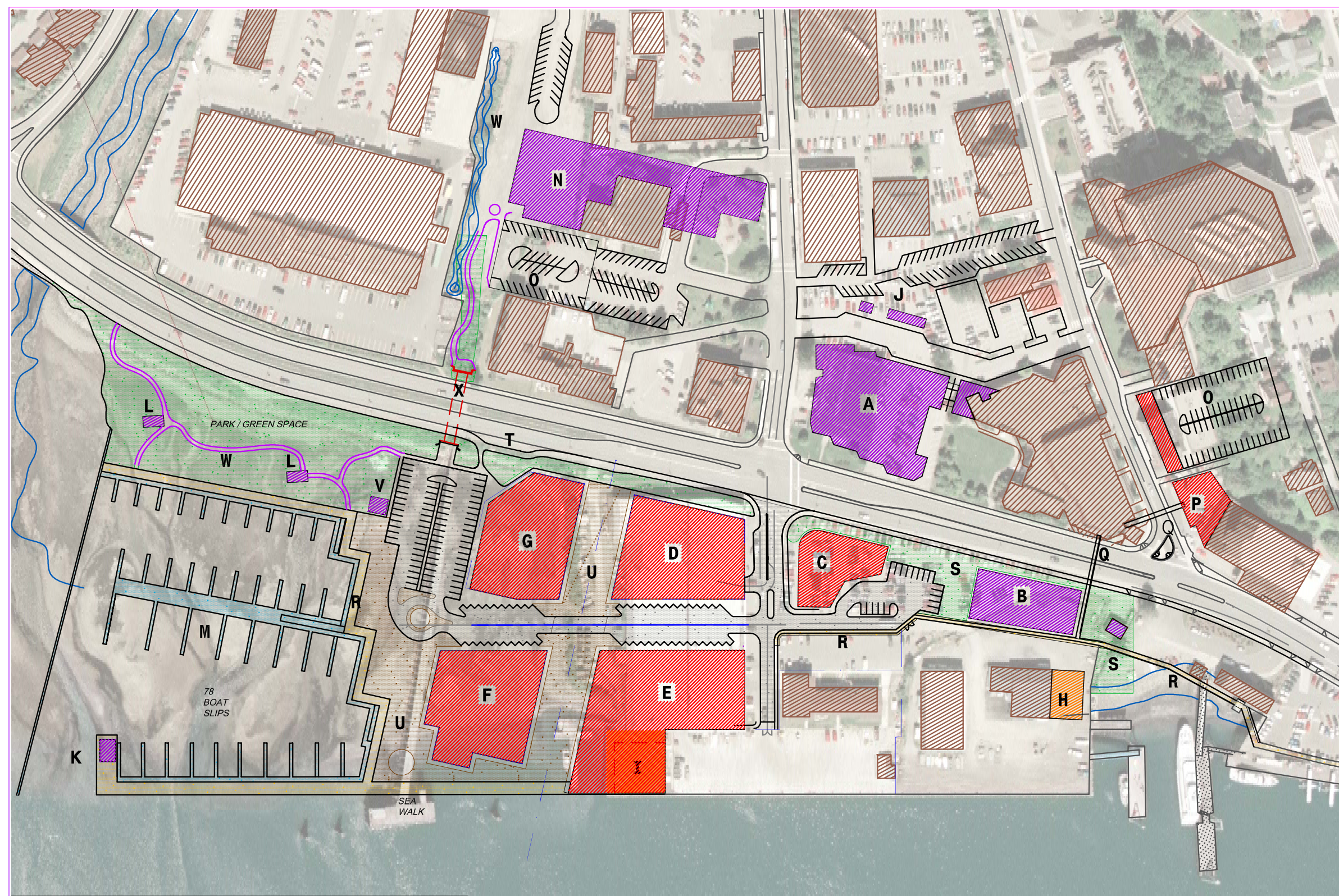
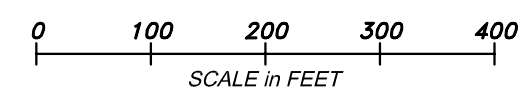


Figure 5
Subport Vicinity Revitalization Plan
Subport Vicinity Revitalization
Downtown Juneau, Alaska



Prepared by
Sheinberg Associates and MRV Architects
March 2003



EXISTING WILLOUGHBY PARKING DISTRICT

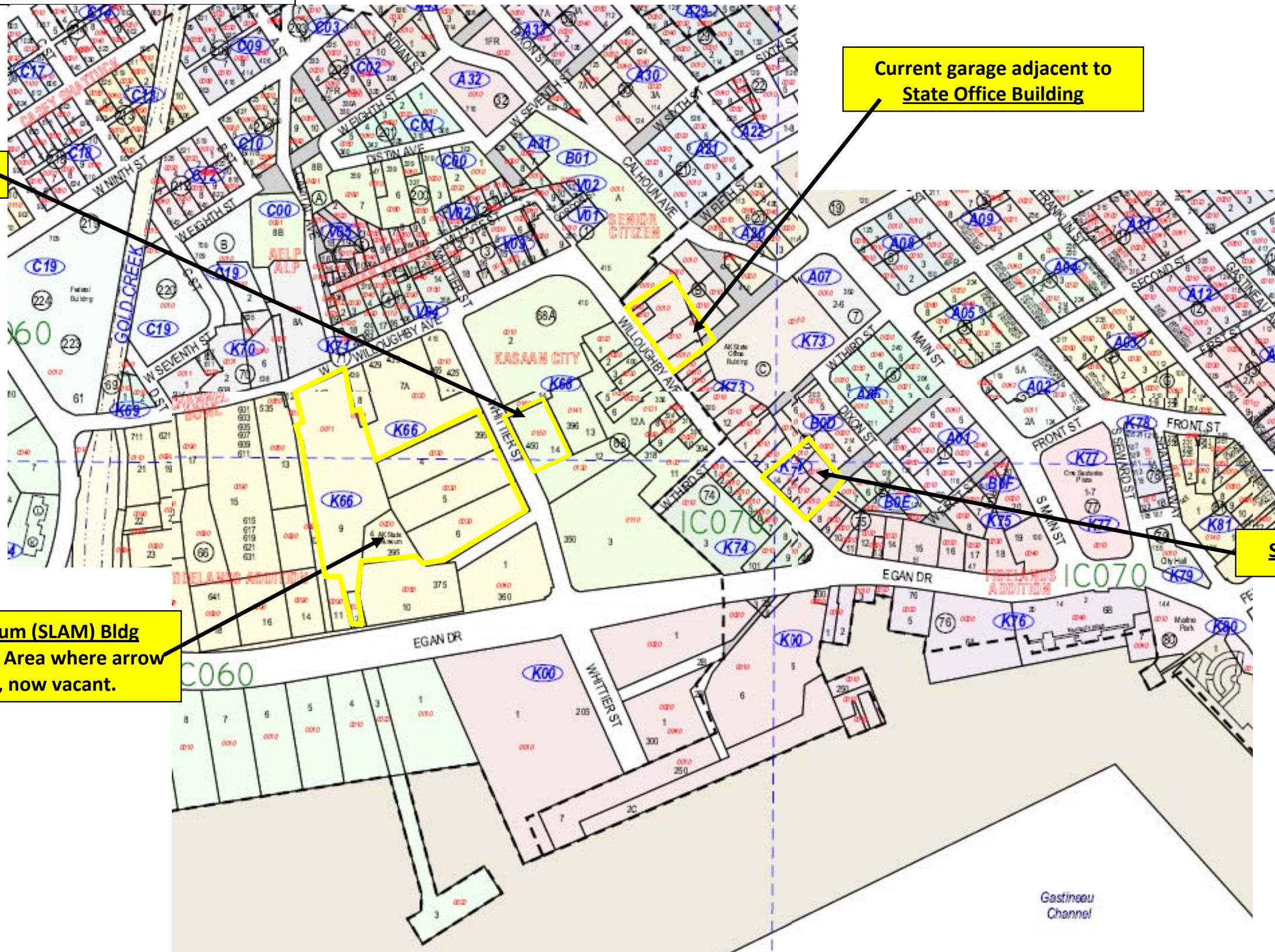
Street and Property Atlas with four possible parking garage sites shown in yellow

Current garage adjacent to State Office Building

Public Safety Building

State Archives Building

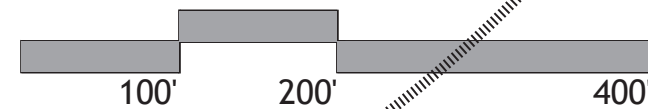
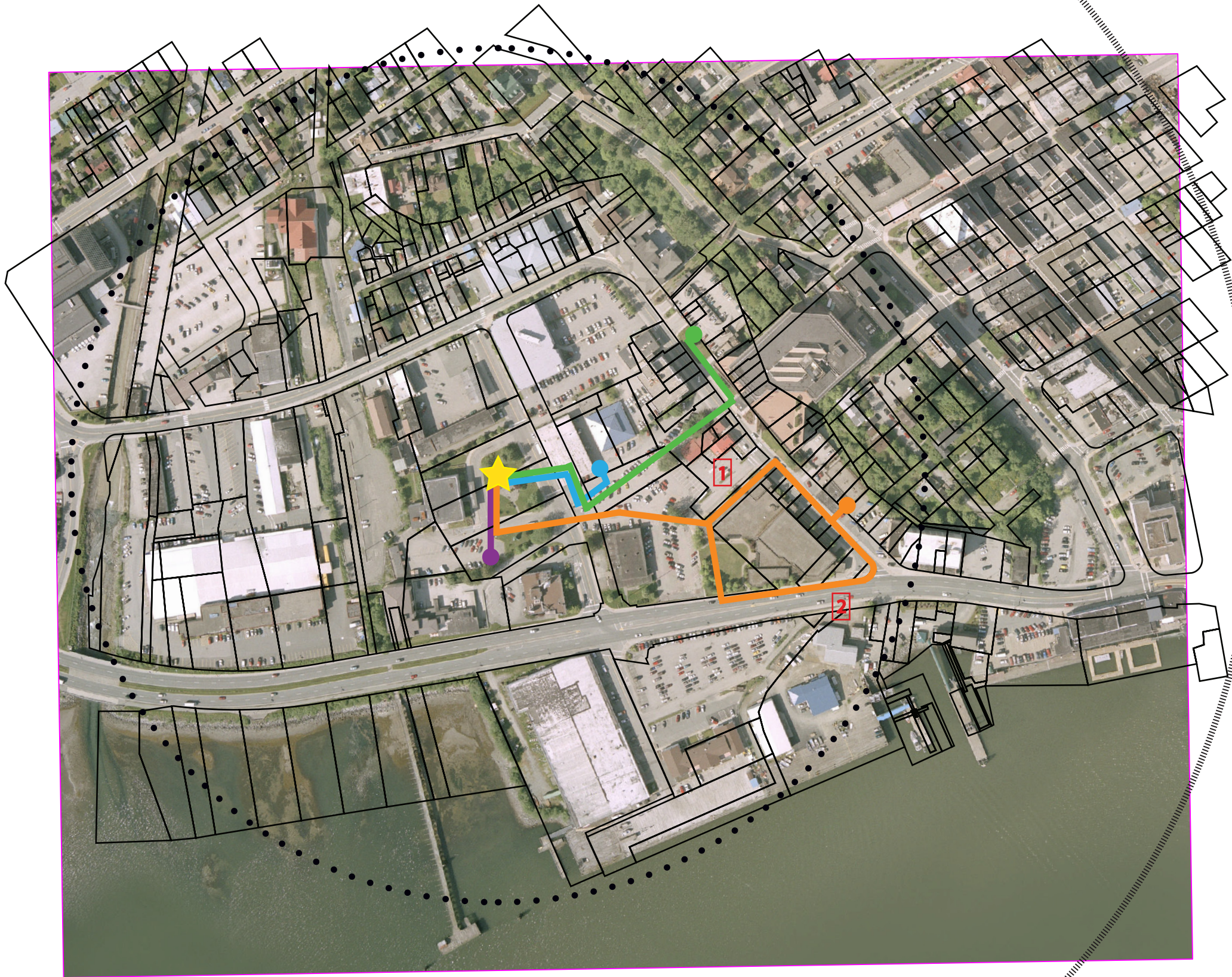
State Library-Archives –Museum (SLAM) Bldg Site. Current State Museum. Area where arrow pointing is 1st cut parking site, now vacant.



DISTANCES

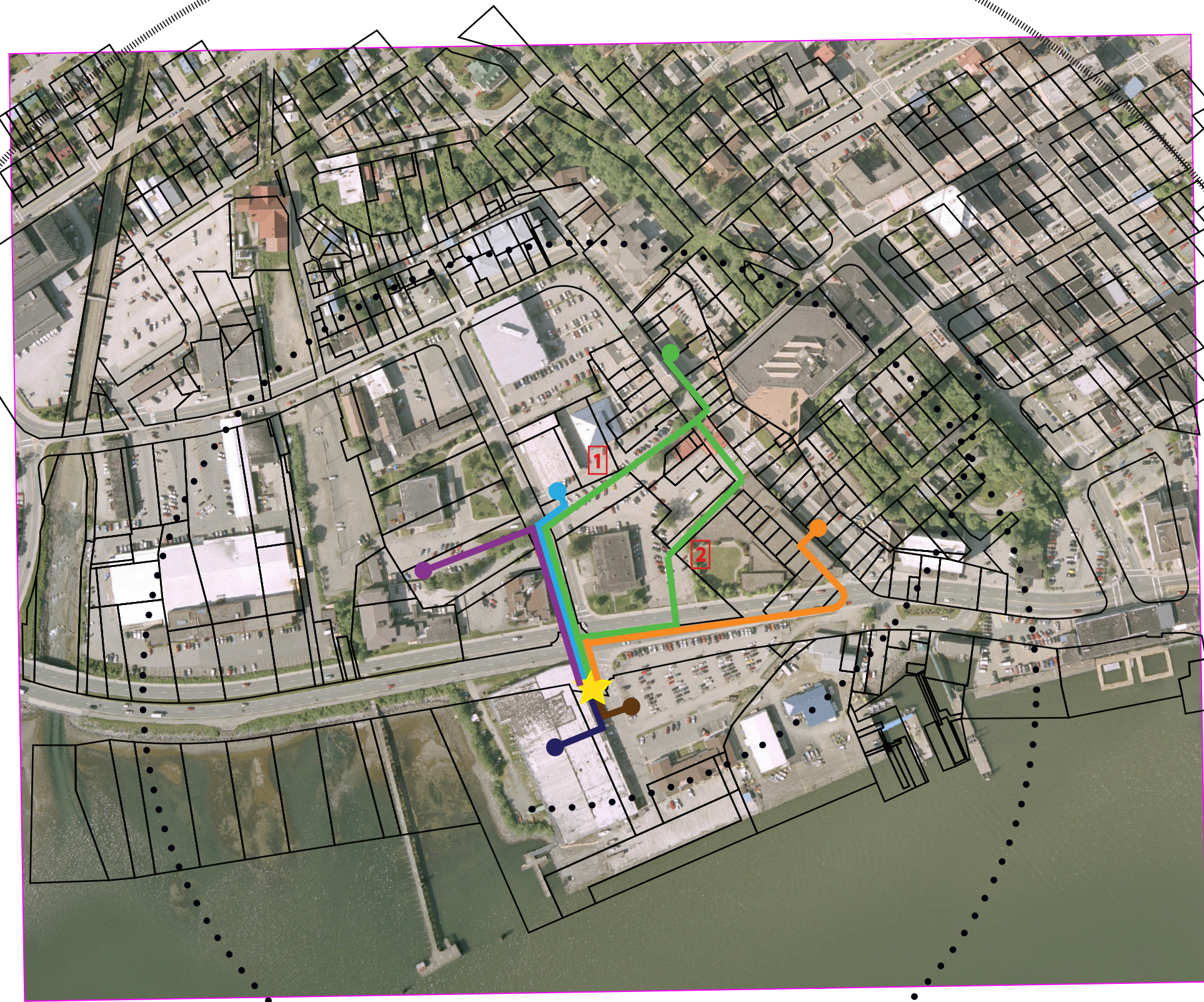
- ★ = SLAM
- = 74'
- = 290'
- = 708' (2 MIN & 30 SEC)
- ① = 989'
- ② = 1509' (4 MIN & 15 SEC)

- 750' DISTANCE
- ▬▬▬▬▬▬▬ 1350' DISTANCE

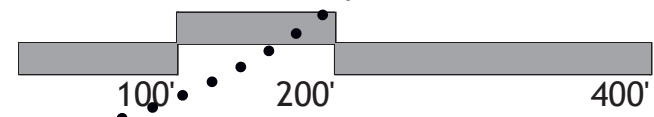


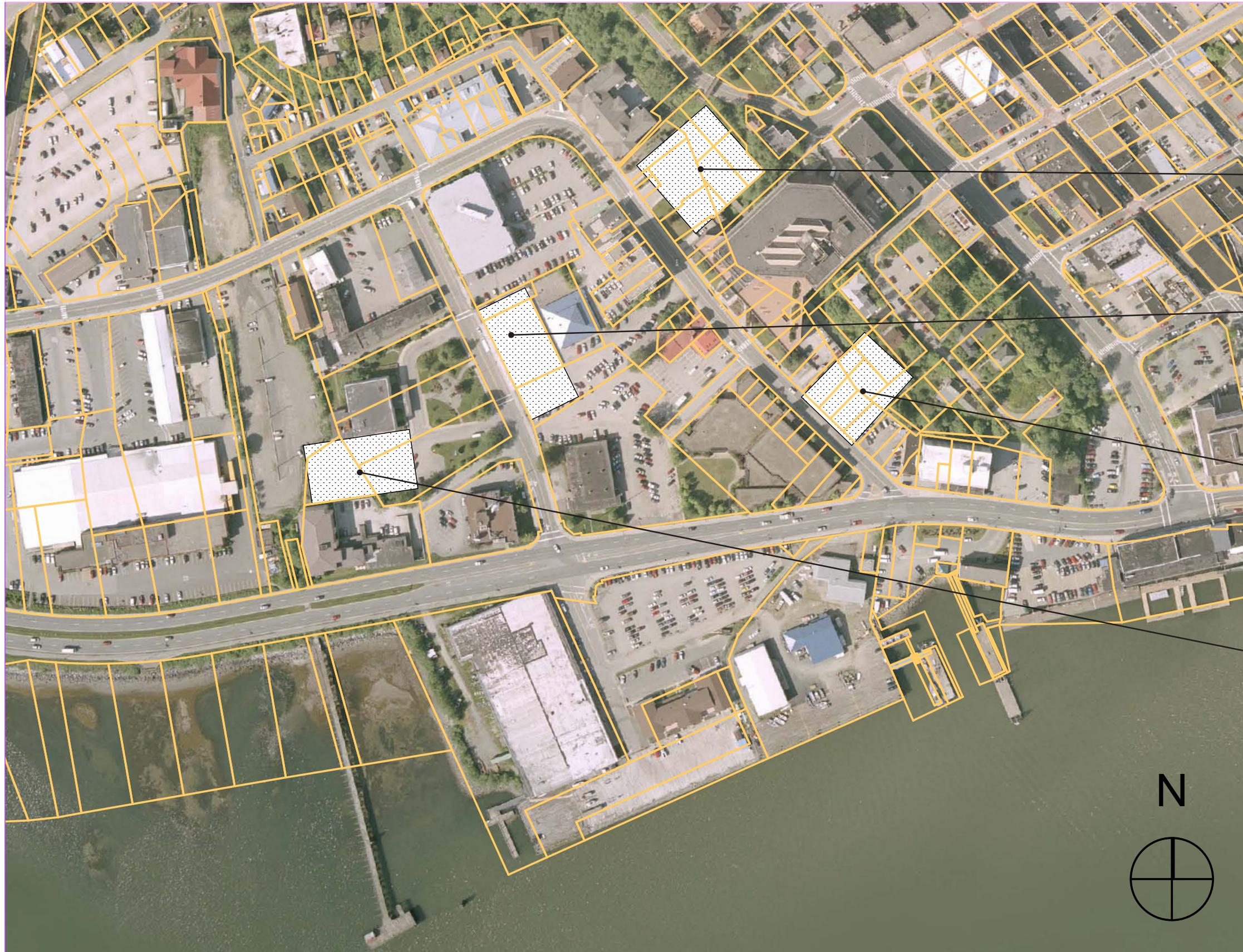
LEGEND

- ★ = TRUST LAND OFFICE
- = 532' (2 MIN)
- = 402'
- 1 = 828'
- 2 = 949' (3 MIN & 50 SEC)
- = 804' (3 MIN & 15 SEC)
- = 116'
- = 107'
- 750' DISTANCE
- 1350' DISTANCE



SCALE: 1"=200'





STATE OFFICE BUILDING NORTH
29,406 SF
170' X 175'

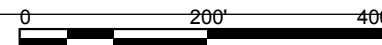
PUBLIC SAFETY BUILDING
23,200 SF
100' X 230'

STATE ARCHIVE BUILDING
21,798 SF
125' X 175'

MUSEUM SITE
23,256 S.F.
115' X 205'

WPD SITE PLAN

SCALE: 1" = 200'



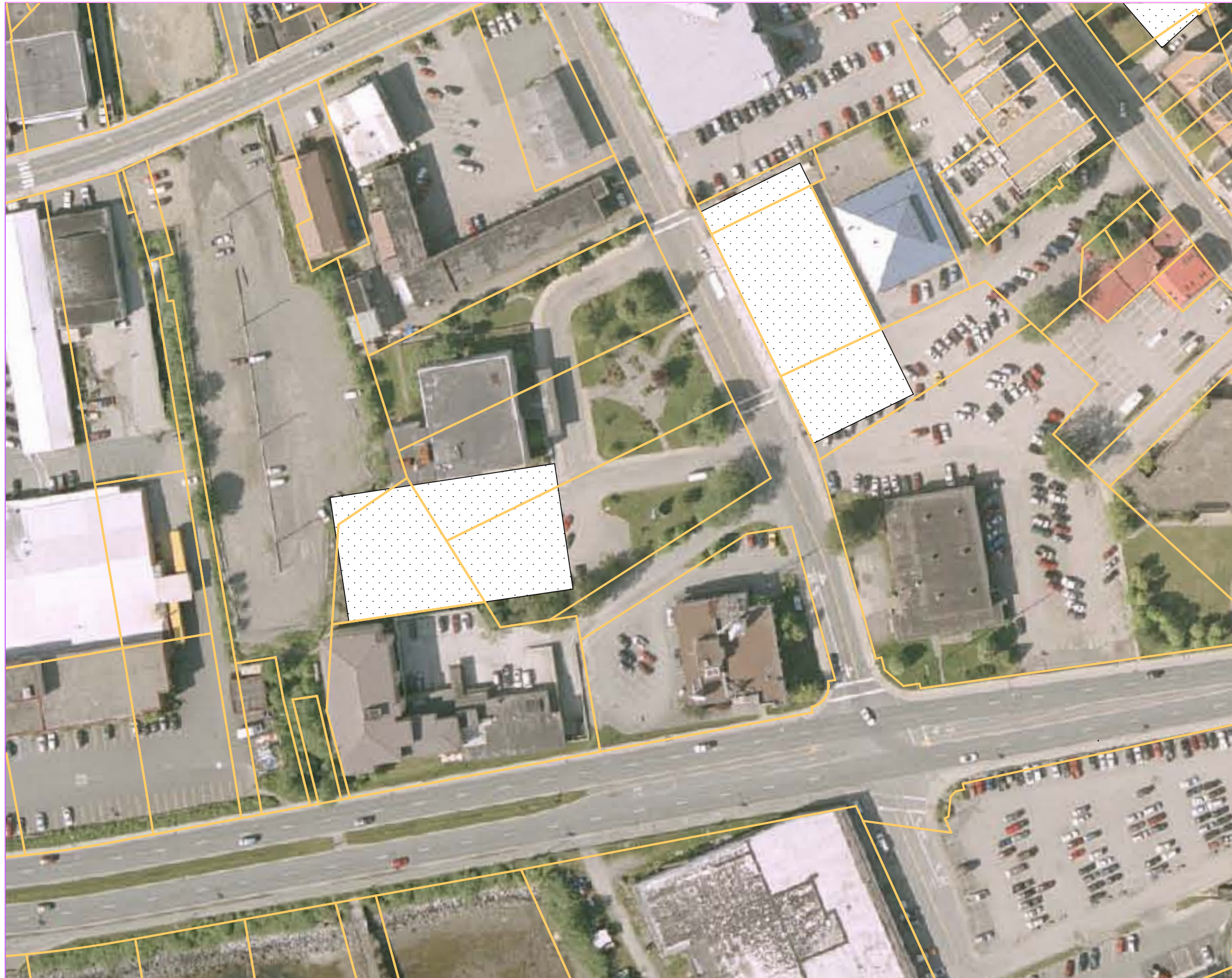
PARKING STRUCTURE - LOCATIONS AND APPROXIMATE FOOTPRINTS

WPD FEASIBILITY STUDY

April 15, 2010



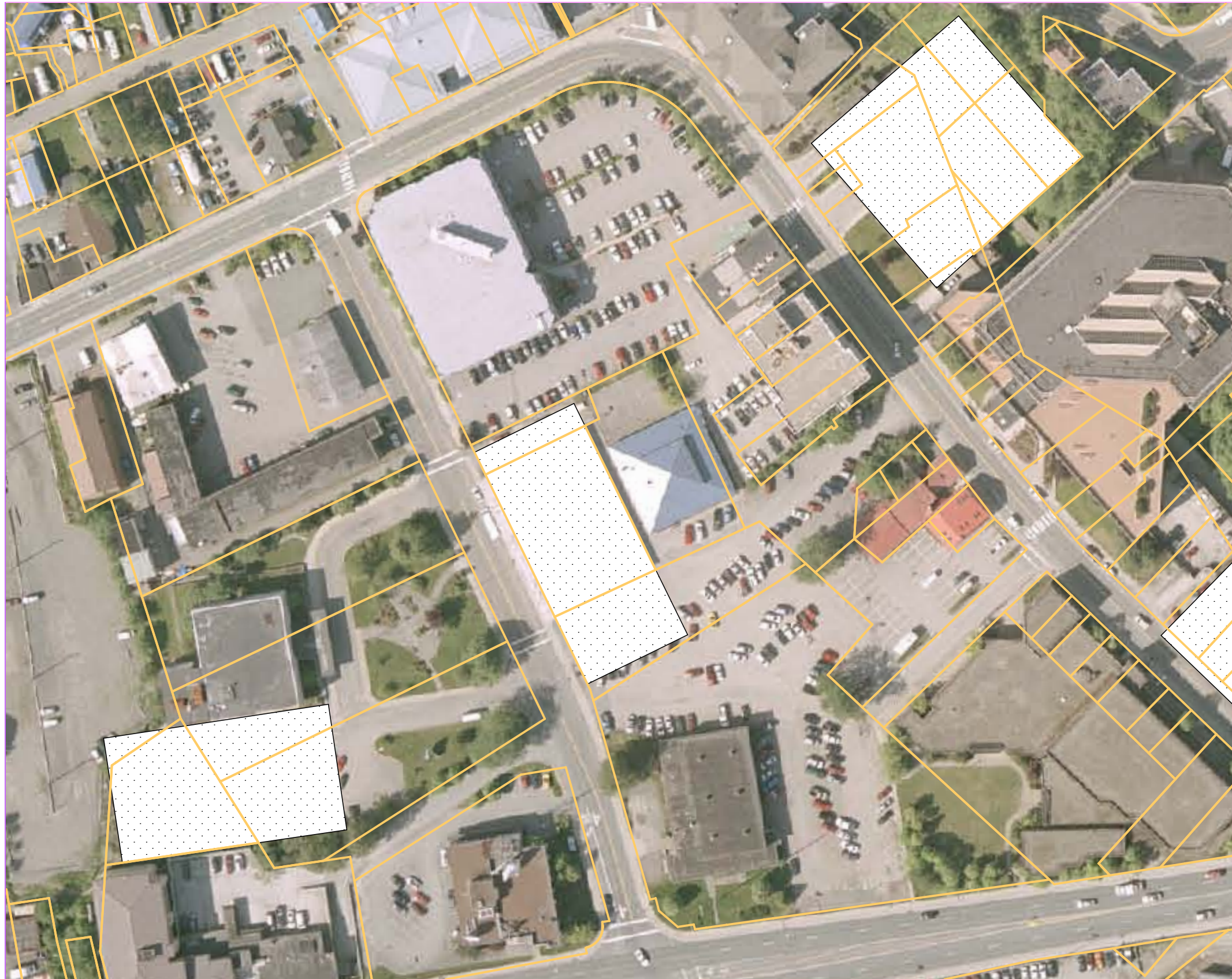
EXISTING PARKING LOCATION & NUMBERS



STATE MUSEUM SITE

SCALE: 1" = 100'

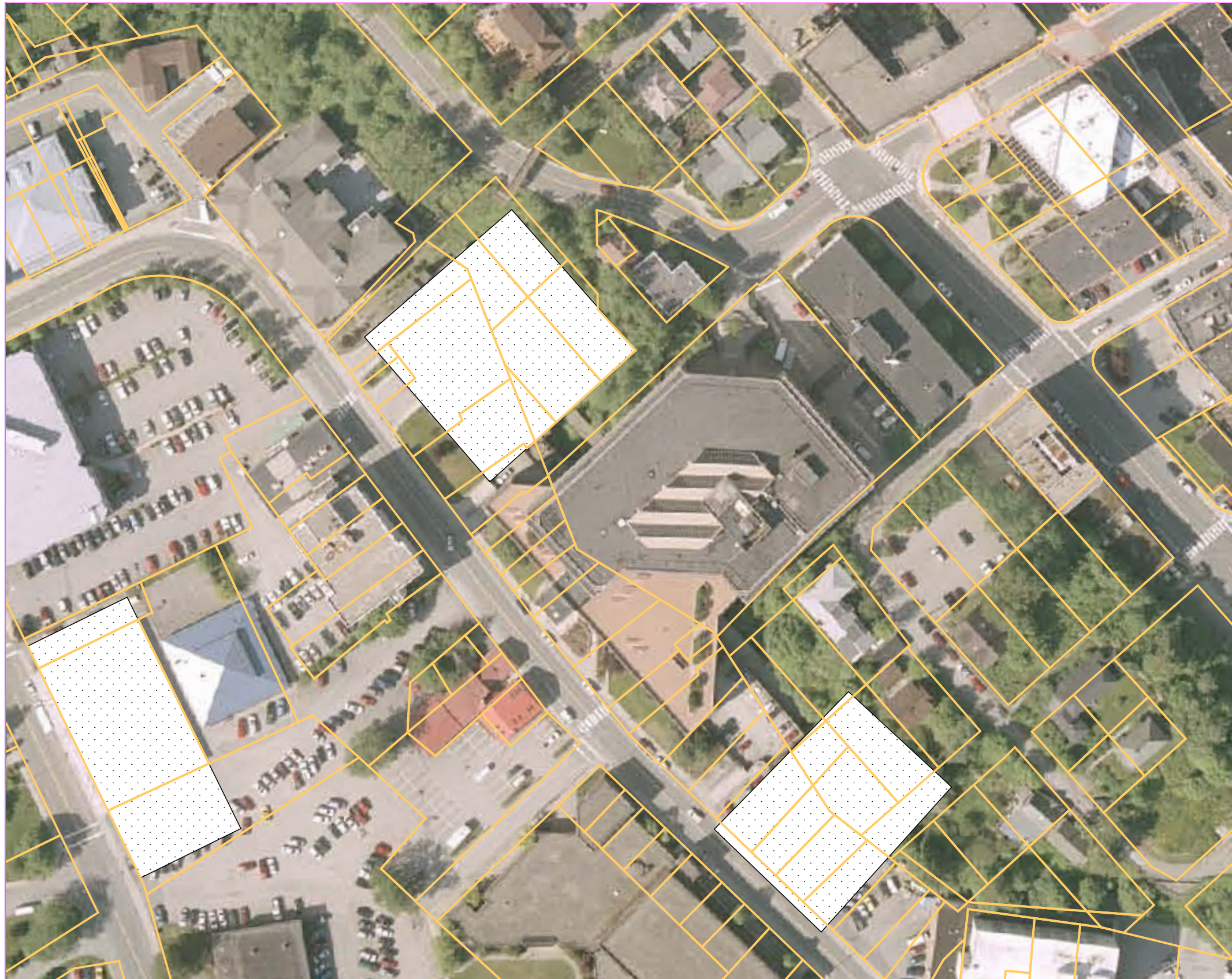
ENLARGED SITE PLANS



PUBLIC SAFETY BUILDING

SCALE: 1" =100'

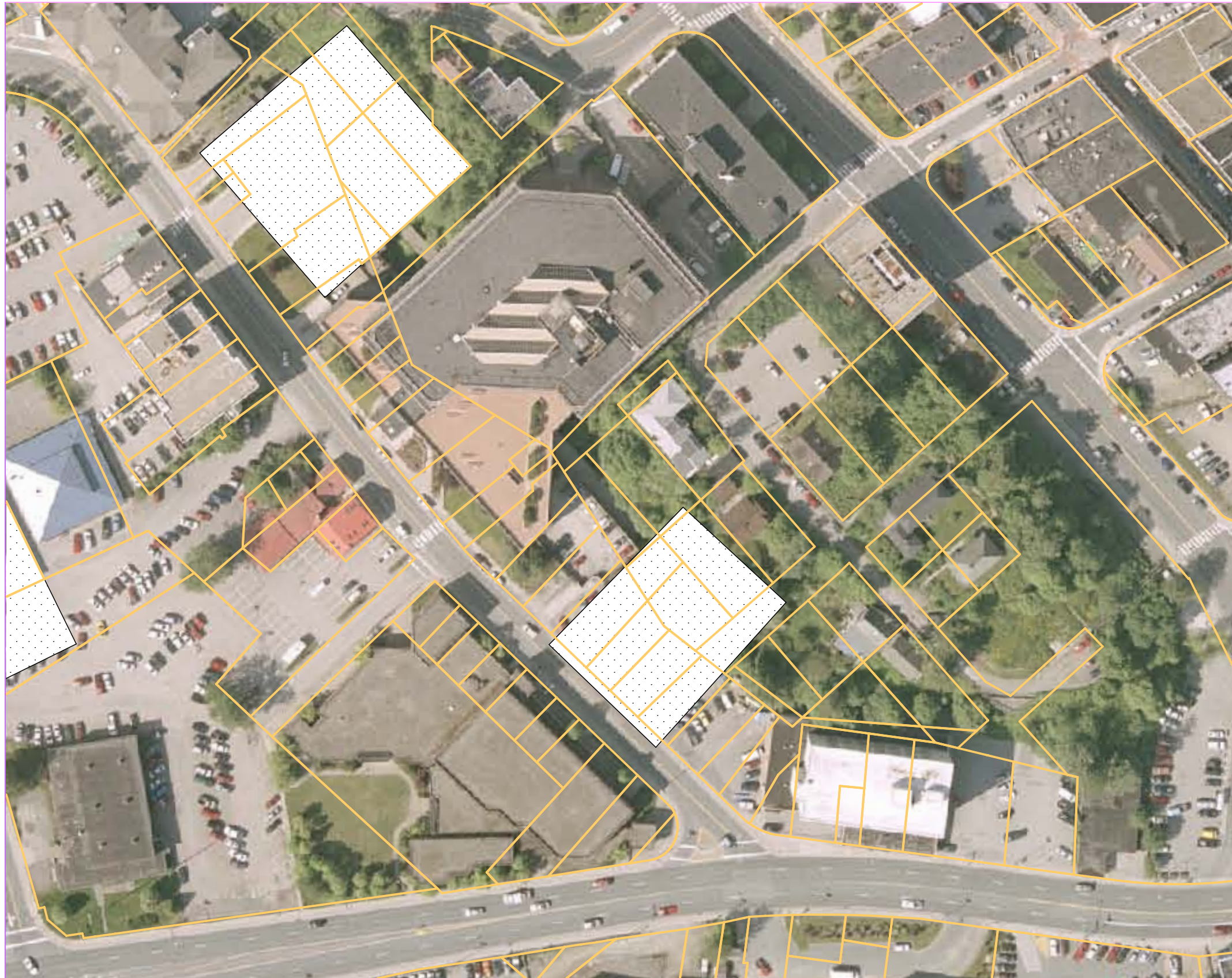
ENLARGED SITE PLANS



STATE OFFICE BUILDING NORTH

SCALE: 1" = 100'

ENLARGED SITE PLANS



STATE ARCHIVES BUILDING

SCALE: 1" = 100'

ENLARGED SITE PLANS