

MEMORANDUM

CITY/BOROUGH OF JUNEAU

155 South Seward Street, Juneau, Alaska 99801

TO: Members of the Public
CBJ Docks & Harbors Board
CBJ Parks & Recreation Advisory Committee

DATE: January 21, 2005

FROM: Rorie Watt, Chief CIP Engineer
CBJ Engineering Department

RE: Seawalk CIP Update

The recently adopted Long Range Waterfront Plan (LRWP) for the City & Borough of Juneau highlights the desire for the construction of a publicly accessible Seawalk. Over the past month, CBJ staff has held preliminary discussion with the Assembly Waterfront Planning Development Committee to refine the concept.

Attached to this memorandum are various documents regarding the Seawalk. Included are Project Objectives, Design Principles, excerpts from the LRWP and other background information. Additionally attached is a broad list of possible Seawalk projects, and proposed project selection criteria.

Your comments and opinions are critical to the success of this project. Please return your comments by March 1, 2005. As planning and design move forward there will be additional opportunities to comment on the Seawalk projects. Please either mail (using the attached comment sheet) or e-mail your comments to:

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Seawalk Objectives

- Extends from Bridge to Rock Dump, Linking Waterfront to commercial areas
- Continuous and Unobstructed Public Access. Contingency plans/access for security purposes
- Continuity of design elements
- Incorporate open space/parks and access to the water where opportunity exists

Design Principles

- Specific Design elements should include the following:
 - Width (goal min. 16')
 - Amenities designed into Seawalk (Garbage cans, benches, landscaping)
 - Lighting
 - Bullrail
 - View areas
 - ADA Compliant
 - Wayfinding maps & interpretative signage
 - Public art incorporated
- Construct similar to regional docks (heavy timber construction), use indigenous/native materials
- Celebrate the unique characteristics of sub areas and Acknowledge the cultural and historic heritage of the waterfront
- Provide a variety of public spaces at the Channel's edge
- Consider upland construction for portions of Seawalk
- Consider floating dock for sections of Seawalk
- Public Design Review for Private Seawalk Development Proposals

Seawalk Projects:

A: New Seawalks

1. Bridge Park – Constructs walk from Harris Harbor to Egan Drive
2. Support Walk – Constructs walk through support properties
3. Taku Smokeries to South Franklin Dock – Builds walk from Fisherman’s Memorial to Miner’s Cove
4. Rock Dump Walk – Builds walk from South Franklin Dock to AJ Dock

B: Refurbish/Improve Existing Seawalks

1. Egan Drive – Builds Seawalk spacially and/or visually separated from Egan drive
 2. Wharf Walk – Walkway behind Wharf building
 3. Marine Park – Improves walkway constrictions through Park
 4. Steamship Wharf Upgrades – Improves section from Marine Park to North Ferry Dock
 5. North Ferry Dock – Improves connection from North Ferry Dock to Tram Plaza
- * Yacht Club to Bridge – Improves walkways through Aurora and Harris Harbors
(Technically outside of Waterfront Plan)

C: Docking Improvements

1. ADA Gangway/Harbor Equipment
2. Dock Security Measures
3. Marine Park Lightering Float

Seawalk Project Selection Criteria:

- 1) Creates continuous route from the Bridge to the Rock Dump
- 2) Demonstration Project for Waterfront Plan
- 3) Time sensitive – Coordinates with Concurrent Development
- 4) Willing Property Owners - Public & Private
- 5) Public and/or Industry Support
- 6) Relieves congestion
- 7) Improves safety/ security
- 8) Links waterfront to commercial areas

INITIATIVES

JUNEAU'S DOWNTOWN WATERFRONT 2025 CONCEPT PLAN

The plan call for a series of initiatives in which a number of individual developments are coordinated with public improvements to create complete environments that extend the public spaces of downtown.

Harbor Walk Extension

A AREA A: JUNEAU-DOUGLASS BRIDGE TO GOLD CREEK

New developments will be coordinated with a mix of renovated and new structures from Egan Drive extending back to the former City Maintenance Shop to reinforce this mixed-use area with office, residential and small community services. New streetscapes will extend throughout the district, creating an appropriate character for area streets and walking areas.

A1. Creation of a gateway/entry feature into Downtown linked to landscape and traffic calming improvements along Egan Drive.

A2. Mixed-use district.

A3. New park and commencement of Juneau's Downtown seawalk.

A4. Tidelands and Gold Creek Protection Zone enhancements.

B AREA B: SUPPORT

New hotel, mixed-use, office and retail development punctuate this area, transforming the Support into a lively urban district linked to adjacent cultural and recreational venues and the downtown proper.

B1. Gold Creek Waterfront Park.

B2. Gold Creek Marina.

B3. Mixed-use district.

B4. Preservation of U.S. Coast Guard and NOAA facilities.

B5. State Museum expansion.

B6. Centennial Hall expansion.

Wharf Walk/Marine Park Extension

Enhance Seawalk

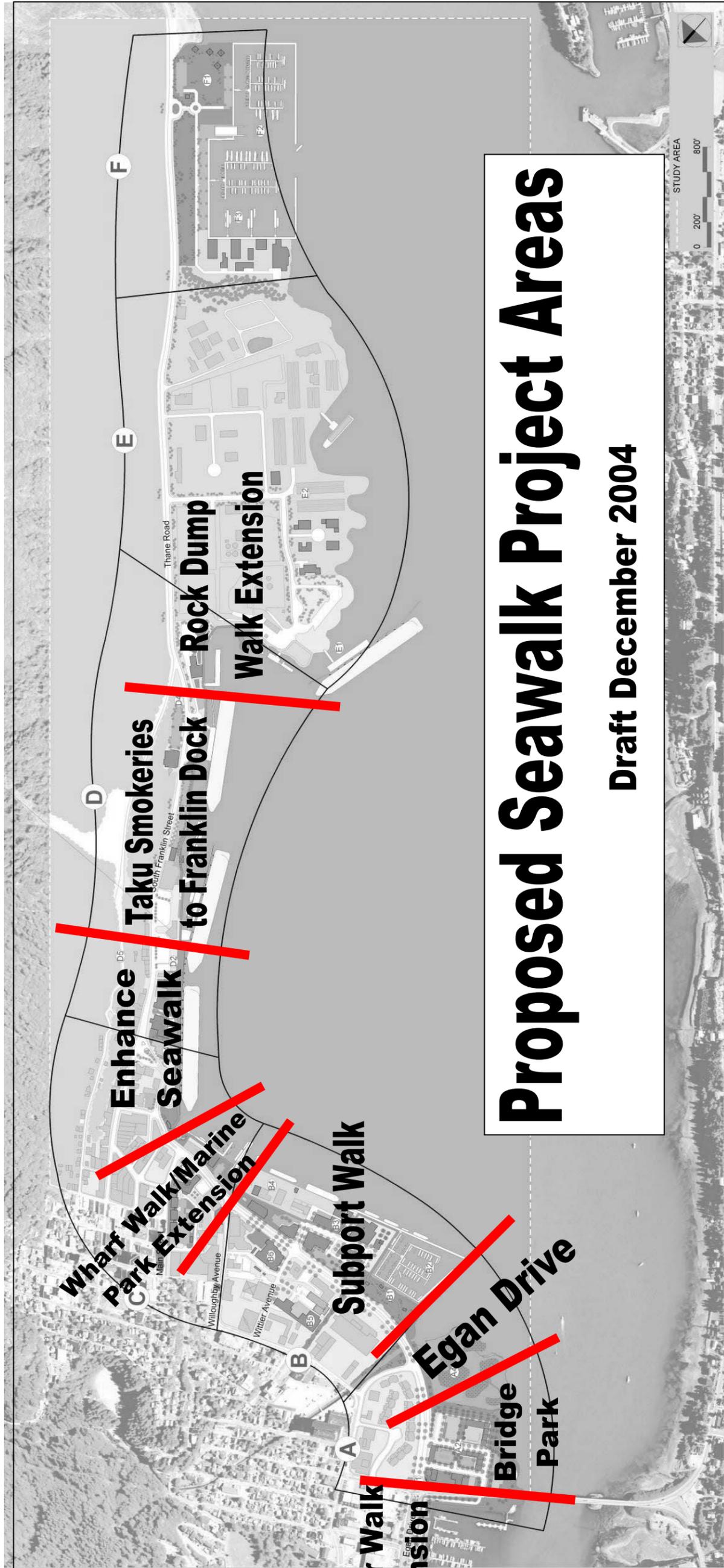
Taku Smokeries to Franklin Dock

Rock Dump Walk Extension

Support Walk

Egan Drive Bridge Park

Proposed Seawalk Project Areas
Draft December 2004



C AREA C: DOWNTOWN

Downtown's central waterfront looks both forward and back by preserving important artifacts while invigorating public spaces and civic buildings. This area marks the center of Juneau's waterfront and a showcase for the life and activity of residents and visitors.

C1. Retention of Merchants Wharf and creation of a new Aviation and Waterfront History Center.

D AREA D: FRANKLIN STREET CORRIDOR

The Franklin Street corridor continues to support tourism and other functions by enhancing vehicular and pedestrian circulation systems, guiding private development parcels, and allowing marine facilities to meet future market conditions.

D1. North Franklin Corridor development.
 D2. Cruise Ship Terminal and Upland improvements

E AREA E: AJ ROCK DUMP

With its present high-level of investment in industrial, public works and marine facilities, the AJ Rock Dump area continues in its role as a key industrial and maritime commerce zone.

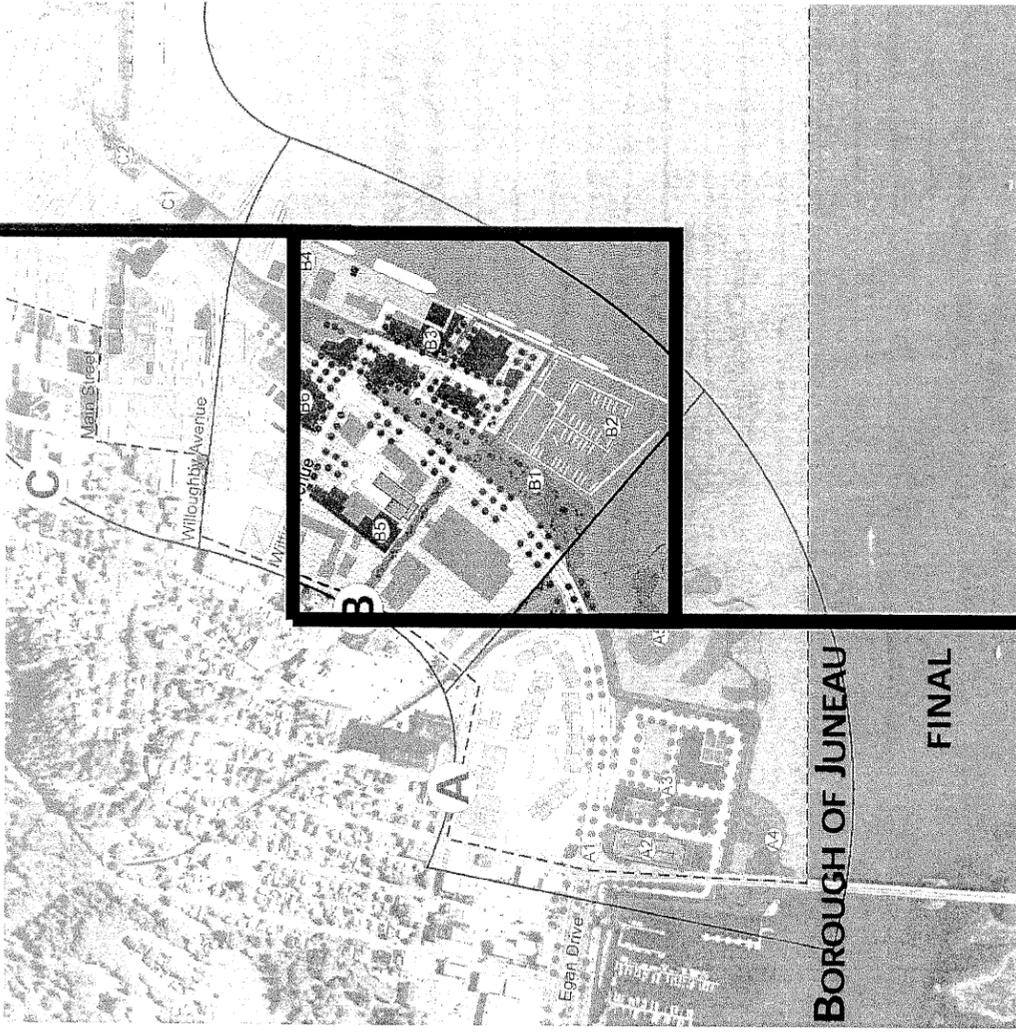
E1. AJ Dock.
 E2. Additional industrial properties.

F AREA F: THE LITTLE ROCK DUMP

The Little Rock Dump is remade as an important new recreational and working waterfront area for Juneau, providing marine and park areas for the enjoyment of area residents and visitors.

F1. Little Rock Park.
 F2. Little Rock Marina.
 F3. Working waterfront area.

MASTER PLAN



LONG RANGE WATERFRONT PLAN FOR THE CITY AND BOROUGH OF JUNEAU

FINAL

November 22, 2004



BERMELLO, AJAMIL & PARTNERS, INC.

with
AURORA CONSULTING
MCDOWELL GROUP
PERATROVICH, NOTTINGHAM & DRACE, INC.

3.8 UNIFYING PROJECTS: THE SEAWALK AND WATER TAXI/SHUTTLE SYSTEM

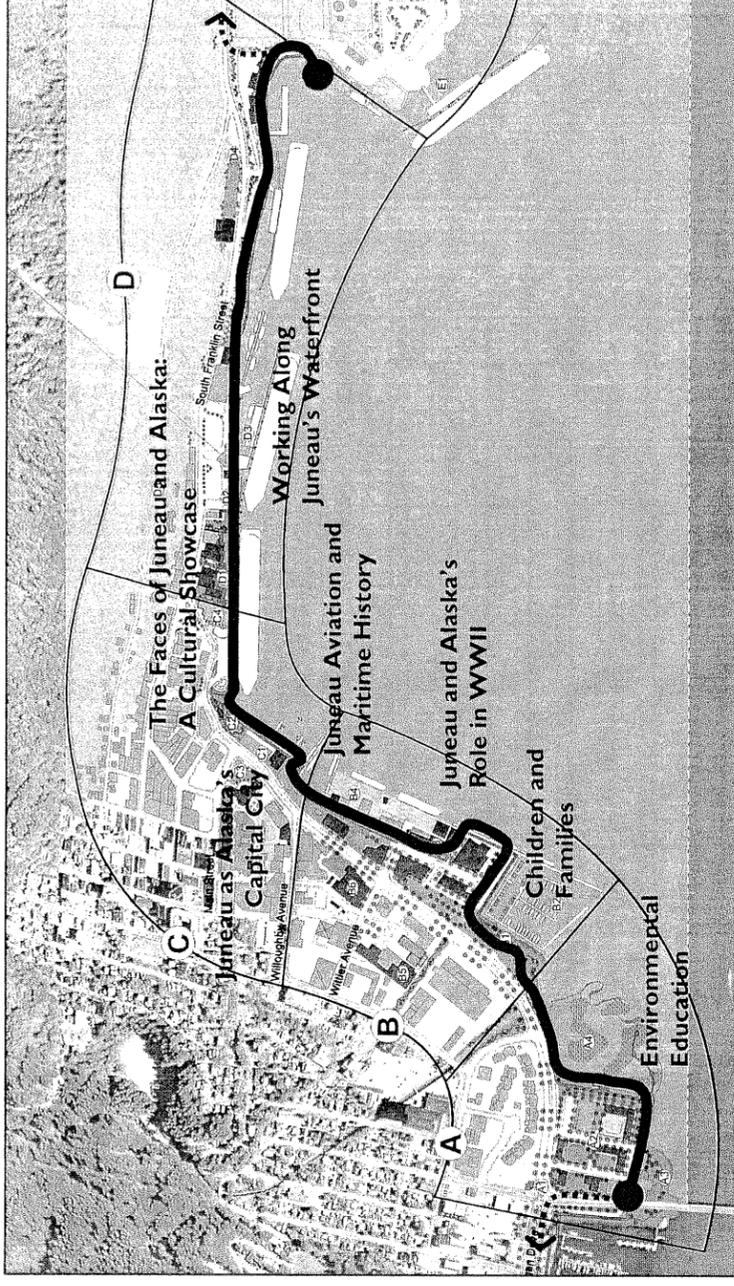
Seawalk

The seawalk is possibly the most important project contemplated under the Waterfront Master Plan and one that was consistently viewed by community participants during the outreach effort as a top priority. As envisioned, the seawalk will unify the waterfront and its various diverse uses, creating a tremendously useful recreation, mobility, and social feature for residents and visitors (see Figures 28 and 43). While a number of pedestrian, street and view corridors will link the surrounding urban fabric to the waterfront, the seawalk will serve as the defining linkage connecting all activities along the waterfront. Its presence, while not generating a direct revenue to the CBJ and private property users, will undoubtedly increase property values along the waterfront by becoming a new pedestrian thoroughfare and in many cases a “must use” venue by area residents and visitors.

The basic design components for the seawalk should be straightforward. The width of the seawalk should be a minimum of 16 feet to provide ample areas for pedestrians (both in motion and gathering to enjoy the surrounding environment), bicyclists, street furniture (benches, weather protection, signage, lighting, trash receptacles), public art, monuments, and small points of interest and activity (see Figure 44). In some cases, width may need to be reduced to 12 feet, but this reduction should be infrequent. Views should be maximized by designating the walkway to be barrier-free, limiting fences only for security and/or safety reasons, and creating structures and shelters which are transparent and screen-like. Materials and finishes should have a maritime and/or natural theme to form the base palette for all designs and street furniture. The entirety of the seawalk should be ADA accessible. Where necessary, security features should be built into the seawalk to ensure that users are separated from ship’s lines, heavy equipment, and gangway systems; if portions of the seawalk need to be closed due to an elevated level on the Homeland Security Advisory System, gates and other barriers should easily be placed and a viable alternate route offered (see Area D discussion for additional details). Security barriers when not needed should be as transparent as possible. At each of the ends of the seawalk—the Juneau-Douglas Bridge and the South Franklin Street Dock—a smooth transition into a continuing recreation corridor should occur.

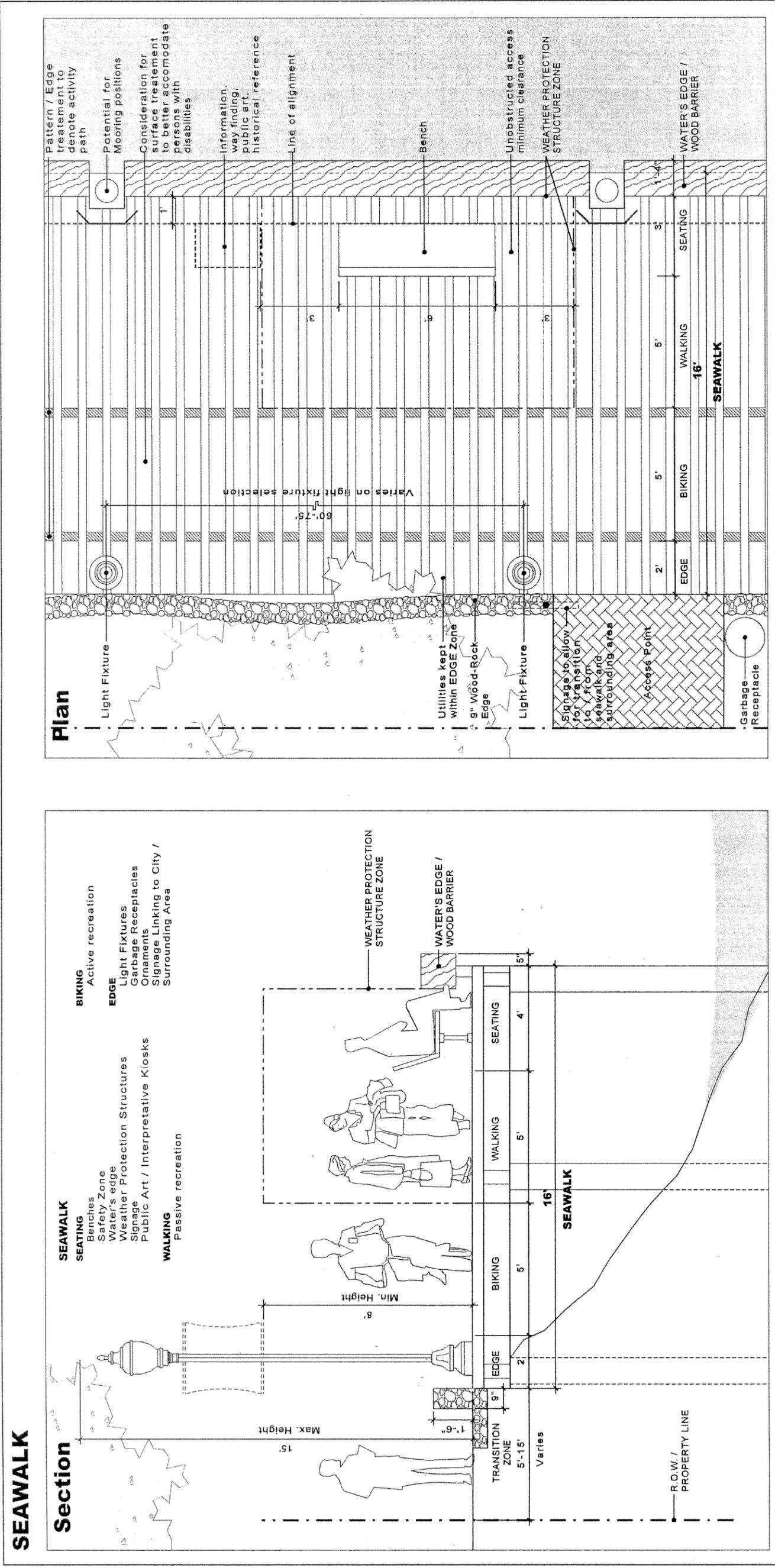
Beyond these basic parameters, the CBJ should take some exciting liberties with the seawalk to truly make it a reflection of the community and to offer various programmed elements and feeling along the waterfront. A suggested approach for creating themed zones is presented as Figure 38. Segments should encourage diversity and creativity. Special architectural features could include: a seaside pavilion; a tidal pool formed by a ring of meter-wide rocks; canopied seating areas; extensive landscaping wildlife enhancement along the Gold Creek Protection Zone; and dramatic high-tide features such as sections of the seawalk that flood at the yearly highest tides encouraging interaction between people and the sea. Public art installations should also be an important component of the seawalk. Dramatic lighting can also become an artistic component of the waterfront, creating a lit ribbon along water’s edge during the longer winter nights.

Figure 44: Suggested Seawalk Route and Themed Zones



The seawalk should emerge as the area’s primary wayfinding device, moving residents and visitors along the waterfront and back into the Downtown proper.

Figure 45: Suggested Design Criteria for the Seawalk



MEMORANDUM

CITY/BOROUGH OF JUNEAU

155 South Seward Street, Juneau, Alaska 99801

TO: Stan Ridgeway, Chair
Waterfront Development Planning Committee

DATE: January 3, 2005

FROM: Rorie Watt, Chief CIP Engineer
CBJ Engineering Department

RE: Seawalk CIP Update

Attached to this memorandum are the Seawalk Objectives and Design Principles as discussed at a previous Waterfront Development Planning Committee meeting.

Additionally attached is a broad list of possible Seawalk projects, and project selection criteria for your review and approval. Generally, we recommend that funds be spent constructing new Seawalks prior to using expenditures to upgrade existing walks. Also, while docking improvements could improve constrictions or conflicts between Seawalk users and cruise ship activities, we recommend that those projects be pursued separately, likely with different funding sources.

These selection criteria illuminate two projects that would build Seawalk from the Fisherman's Memorial to the AJ Dock.

If the Committee concurs with the selection criteria, and the importance of these two projects, City staff will contact property owners about proposed access and easements, and prepare preliminary design and cost estimates. Additionally, City Staff will schedule Seawalk information, review and comment sessions for the Harbor Board, the Parks & Recreation Advisory Committee, and the public.

When the information is available (likely less than two months) staff will report back to the Committee on public/City Board & Committee comment. Additionally, preliminary cost estimates and updated information on the availability of easements through private lands will be presented.



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MEMORANDUM

CITY/BOROUGH OF JUNEAU

155 South Seward Street, Juneau, Alaska 99801

TO: Stan Ridgeway, Chair
Waterfront Development Planning Committee

DATE: December 13, 2004

FROM: Rorie Watt, Chief CIP Engineer
CBJ Engineering Department

RE: Seawalk CIP Update

This item is on today's agenda so that the Committee can become sufficiently informed to provide direction for the Seawalk Capitol Improvement Project. It is our intent to return to the Committee with regular project updates.

The seawalk is a highlight of the recently adopted Long Range Waterfront Plan. From the plan:

"The seawalk is possibly the most important project contemplated under the Waterfront Master Plan, and one that was consistently viewed by community participants during the outreach effort as a top priority.....The CBJ should take some exciting liberties with the seawalk to truly make it a reflection of the community and to offer various programmed elements and feeling along the waterfront."

Towards this end the Assembly appropriated \$184,000 of FY05 Marine Passenger Fees into a Seawalk project.

Attached to this memorandum are proposed Seawalk Objectives and Design Principles for your review and comment. Additionally, we have a few slides of portions of the LRWP and of the construction of a portion of seawalk at the new Miner's Cove Building (under construction).

Staff has prepared an RFP for professional services that will be issued soon. Those services will include surveying and cost estimating for possible projects. That information, as well as information from easement inquiries will be the basis for a subsequent update to the WDPC.



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