

Chapter 2. Implementation

The vibrant downtown envisioned by this plan will not happen overnight. Bringing this vision to life will require a collaborative effort between the City, non-profits, businesses, and the broader community. Implementing this plan will require focused, aggressive efforts by the public and private sectors over the coming years. This plan contains a myriad of transformational ideas for the future. The actions identified here will help to provide the organizational and programmatic infrastructure that will lead to successful achievement of the Downtown vision.

The Implementation Chapter is located at the front of the plan because a plan is only beneficial when it is used. Emphasizing the importance of implementation and action at the beginning of the document is intended to make the plan useful and accessible. The implementation actions of this plan are designed to support and carry out the economic development, land use, transportation, urban design, and program strategy recommendations of the Blueprint Downtown Juneau Plan. Each chapter includes an implementation table specific to that topic. Many of the actions are repeated throughout the plan in multiple chapters. Each of the topics are interconnected and interrelated. Therefore, many of the actions will help achieve multiple goals of the plan. Existing plans serve as the foundation for Blueprint Downtown. The chapter specific implementation tables reference previous plans and studies that support the recommended action. Additionally, Appendix X lists recommendations from past plans and studies that related to the Blueprint Downtown Planning area.

The overall implementation plan presents: specific tasks (actions), the chapter(s) where it appears, the proposed implementing partner, timeframes for initiating the work, and potential funding sources or other associated information. The proposed implementer will take the lead, but involvement of landowners, businesses, residents, and interested community members will be important in moving the Blueprint Downtown Juneau Plan forward. This shared responsibility and accountability for the implementation of this plan is imperative to staying focused and making progress. This chapter provides both priority projects and a complete table showing all actions identified to achieve the goals and vision of Blueprint Downtown.

The following key ideas show the broad themes resulting from the planning process:

A downtown for everyone

Celebrate Juneau's diversity by offering services, activities, goods and amenities that appeal to all ages, backgrounds and incomes.

More housing of all types

Downtown is a great place to live with diverse housing options, services and amenities that will stimulate commerce and community, and create an 18/365 downtown.

A destination with a sense of place

Downtown is a vibrant, appealing place that generates excitement and interest with seating, lighting, activities, clear and logical connections with a range of mobility options, where amenities, destinations, housing, retail, offices, parks and natural resources are linked. Walking and bicycling are prioritized.

Safe and welcoming

The safety of downtown is improved by incentivizing housing of all types, reducing crime through environmental design, programming that draws people downtown and providing housing for vulnerable populations.

Economic Development

Year-round economic vitality is stimulated by more residents, diverse businesses, increased activity and programming, improved access, greater safety, and enhanced aesthetics. Private and public sector investment is coordinated and leveraged to catalyze desired development.

Manage and diversify tourism

Tourism continues to be managed to minimize impacts in a way that addresses concerns of residents and industry. Focused efforts to bring independent and business travelers to Juneau will diversify the sector and expand the season.

The actions are intended to guide municipal decision-making. While it is important to achieve all of the goals and strategies, and to implement all of the actions in the schedules below, they are not intended to be executed all at one time. This is a twenty-year plan. The purpose of the implementation chapter is to identify the actions, responsible parties, and general timeframes. Therefore, they are categorized as:

- Ongoing Actions that are currently underway and will continue over the next 20 years.
- Short-term actions of immediate concern, or items that need to be completed in advance of other actions. These short-term items are to be addressed in one to five years after adoption of the Blueprint Downtown Area Plan.
- Mid-term Items of importance, or items that need to wait for a short-term action before they can be addressed. These mid-term items are to be addressed six to 10 years after adoption of the Blueprint Downtown Area Plan.
- Long-term Items that need to be addressed but may require additional funding availability, organizational changes, or staff availability before they can be addressed. These long-term items are to be addressed in 10 years or more after adoption of the Blueprint Downtown Area Plan.

Top Ten

While all of the plan’s recommended action are important, and there is no silver bullet, the following actions are identified as priorities

- Downtown Coordinator
- Main street or similar program
- Housing

Cost Breakdown	\$ = < \$100,000	\$\$ = \$100,000 – \$500,000	\$\$\$ = > \$500,000
----------------	------------------	------------------------------	----------------------

	Action/Recommendation	Chapter(s)	Page(s)	Time Frame	Proposed Implementing Partner	Cost
				Ongoing/short term/mid term/long term		
1	Implement the 2019 Historic and Cultural Preservation Plan (JHCPP) including:					
2	<ul style="list-style-type: none"> • Encourage the expansion of the historic district or creation of new historic districts 	3, 5				
3	<ul style="list-style-type: none"> • Update the Downtown Historic District Design Standards and Guidelines through a public process to identify key site and architectural features that contribute that the area’s existing character <u>while allowing flexibility, architectural creativity and modern interpretations of historical features for new construction.</u> 	3				
4	Develop and advertise historic preservation opportunities, provide a variety of incentives to property owners, create a locally funded program to augment other programs and assist owners in obtaining funding for rehabilitation and restoration.	3, 5				

5	Promote the connections between historic preservation and sustainability.					
6	The benefits and costs for each proposal to preserve, modify or remove a historic resource should be evaluated with consideration of the long term goals and vision for the Blueprint Downtown study area.					
7	Use the established Main Street program structure to establish a dedicated, funded, entity to oversee downtown improvements. This entity may be housed solely within CBJ, within an existing organization, such as JEDC or the DBA, or may be a newly created organization, such as a Local Improvement District (LID) or Business Improvement District (BID). Whichever entity is established will, among many tasks:	3,4,5,6				
8a	<ul style="list-style-type: none"> Track downtown statistics. 	4,5,6				
8b	<ul style="list-style-type: none"> Develop strategies to address downtown issues. 	4,5,6				
8c	<ul style="list-style-type: none"> Develop and implement an image and branding campaign for Downtown. 	4,5,6				
8d	<ul style="list-style-type: none"> Market and promote downtown. 	4,5,6				
8f	<ul style="list-style-type: none"> Advocate for development and improvement strategies that strengthen downtown as Juneau's city center. 	4,5,6				
8g	<ul style="list-style-type: none"> Use regular gatherings of the Downtown business community to facilitate connections among business owners and coordinate open hours, special events and marketing efforts that build on the Downtown identity. 	4,5,6				

8h	<ul style="list-style-type: none"> Nurture preservation, restoration and revitalization of downtown. 	3, 4,5,6				
8i	<ul style="list-style-type: none"> Create a “Downtown Clean and Safe” program that focuses on the following services: regular sidewalk cleaning, additional trash pickup, graffiti removal, block watches, coordination and communication with local police officers and safety ambassadors. 	4,5,6				
8j	<ul style="list-style-type: none"> Support and expand events that bring visitors to the Downtown, 	4,5,6				
8k	<ul style="list-style-type: none"> Encourage residents and businesses, including the school district to “look local first” for purchases of goods and services using the downtown marketing program. 	4,5				
8l	<ul style="list-style-type: none"> Manage downtown street closures and parklet program 	4, 5,6, 8				
8m	<ul style="list-style-type: none"> Develop events and educational programming 	4, 5, 6, 7				
9	Adopt the new avalanche/landslide maps.					
10	Review and update Title 49, the Zoning Code, and building code regulations that address development, or prohibit development, in avalanche/landslide areas based on updated mapping and industry standards.					
11	Become a FEMA Certified (CRS) community to provide discounts to flood insurance rates.					
12	Work with the State of Alaska and Alaska Committee to keep State jobs in Juneau.					
13	Continue funding and otherwise supporting the Alaska Committee.					

14	Market downtown amenities including the advantages to telecommuters, to employers, both local and outside of Juneau					
15	Support and encourage 18/365 as one way of decreasing undesirable behavior.					
16	Provide options ranging from permanent closures to temporary permits for street closures for short periods/special events, and seasonal removal of small areas for parklets or restaurant seating. Develop a program and policies for these street closures, parklets and outdoor seating.					
17	CPTED					
17a	<ul style="list-style-type: none"> Implement all aspects of CPTED – clean, attractive, active, exterior windows, marketing and active programming. 	4				
17b	<ul style="list-style-type: none"> Encourage residents, businesses and developers to contact JPD for CPTED consultations. 	4				
17c	<ul style="list-style-type: none"> In the immediate term, new development proposals should be encouraged to use CPTED consultations at the planning stages of development. 	4				
17d	<ul style="list-style-type: none"> CPTED principles should be incorporated into to design guidelines for new development. 	4				
18	Provide an improved safe campground, which includes services and transportation for the homeless.	4				
19	Provide improved street lighting, stair and sidewalk lighting, parking lot lighting (use CPTED principles)	4, 5				
20	Develop more creative ideas/solutions for bear proof trash cans. Enforce the CBJ Litter regulations in regard to littering and trash removal. Work with business owners to develop more practical recycling and packaging					

	practices. (need to draft recommendation that incorporates discussion from 3/18 including Zero Waste)					
21	Enforce the CBJ Second Hand Smoke regulations in regard to public smoking.					
22	Develop stronger partnerships between government, non-profit and for profit developers. Examine road blocks to public/private partnerships and joint developments of housing, mixed use, parking structures, land leases and take steps to eliminate them.					
23	Facilitate the provision of an adequate supply of various housing types and sizes to accommodate present and future housing needs for all economic and age groups.					
24	Seek and assemble resources, including housing fund resources, to coordinate restoration for housing above the retail level within historic buildings.					
25	Provide incentives to encourage tourism related businesses to contribute to the housing needs for their workers.					
26	Implement a blighted properties ordinance to encourage owners to fix downtown buildings.					
27	Develop incentives and provide assistance to upgrade and permit existing illegal housing units.					
28	Seek creative ways to find business opportunities for seasonal businesses in all seasons and to manage impacts of businesses that are seasonally shuttered					
29	Seek ways to increase the number of independent travelers, including heritage and cultural tourism, and drawing conferences and conventions to Juneau.					
30	Support efforts to expand and promote Juneau as an arts community including support SHI in becoming the Northwest Coast arts center.					
31	Evaluate and implement mechanisms to require or incentivize mixed use development where appropriate, with the goal of becoming an 18/365 district.					

32	Seek creative ways to acknowledge and use Juneau's seasonal nature to strengthen and develop business and activity in support of an 18/365 downtown.					
33	Explore opportunities for incentivizing year-round businesses in support of an 18/365 downtown.					
34	Program areas where businesses are shuttered seasonally so the areas remain active in support of an 18/365 downtown.					
35	Undertake a market study to determine what types of businesses are needed downtown.					
36	Support and incentivize businesses offering goods and services to local residents.					
37	Explore and develop programs such as low interest loans, tax breaks, Tax Increment Financing, Community Reinvestment Area Program, and business plan development assistance, for small local businesses as well as preferential business loans for businesses that operate downtown.					
38	Monitor the success of the 12 year tax abatement program and expand or make adjustments if necessary.					
39	Encourage residents and businesses, including the school district to "look local first" for purchases of goods and services using the downtown marketing program.					
40	Explore and develop opportunities to use outside funding to support downtown investment.					
41	Continue coordinating street reconstruction and water/sewer replacements.					
42	Develop an EV parking permit program and incorporate EV charging infrastructure into street reconstruction where on street parking is available.					
43	Street reconstruction should include infrastructure to accommodate future district heating.					

44	Work with the state to improve the maintenance and appearance of state buildings.					
45	Work with businesses and organizations, such as Travel Juneau, to diversify the economy with more year round as well as more diverse tourism, including cultural and heritage tourism programs and increased independent and business travelers.					
46	Develop a "Food Security" initiative; explore opportunities for local growers and neighborhood gardens.					
47	Develop a recognition program that rewards businesses that participate in compost and recycling programs					
48	Relocate City Hall and redevelop the area as a connection between downtown and Marine Park					
49	Review and consider the design guidelines as recommended by the Long Range Waterfront Plan, the Historic District and the Aak'waan District. Adopted design guidelines should be coordinated to the maximum extent possible and should incorporate CPTED principles.					
50	Future development of the Subport should tie into and support the cultural campus in the Aak w Kwaan District					
51	Explore redevelopment opportunities for the AELP dock					
52	Implement year round programming at CBJ Archipelago site and encourage year round programming at the privately held Archipelago site.					
53	Preserve public access to the shoreline, provide for public access, open space/natural areas and water dependent/related uses via the Seawalk with connections to the existing pedestrian system.					
54	Development of the waterfront should not block views of the Historic District from the channel.					
55	Support development of a possible Ocean Center on the waterfront.					

56	Rename the area with consideration of potential marketing and future land uses, when industrial uses are relocated.					
57	Continue industrial uses without residential development until an alternative deep water port is developed.					
58	Remove tourism related land uses as a primary use in the land use code.					
59	When a new deep water port is established review and amend the comprehensive plan land use designations and zoning to support uses other than industrial.					
60	Develop the recreation corridor recommended in Long Range Waterfront Plan					
61	Support establishment and development of the Cultural Campus as envisioned in the 2011 Willoughby District Plan and the 2013 Comprehensive Plan.					
62	Facilitate the provision of an adequate supply of various housing types and sizes to accommodate present and future housing needs for all economic and age groups.					
63	Examine zoning districts with a goal of increasing density throughout the Blueprint Downtown planning area. Evaluate and implement changes to the zoning code to support incorporation of "Missing Middle" housing, including consideration of smaller lot sizes, increased density and reduced set-backs and minimum lot sizes for duplex, ADUs, and bungalow infill units. When the number of units per lot is increased design considerations should be required so that development reflects the existing neighborhood character.					
64	Implement the recommendations of the 2017 Downtown Harbors Uplands Management Plan					
65	Explore and implement policies that require development on CBJ owned lands to be mixed use as recommended by the Harbors plan.					

66	Partner with organizations such as the Juneau Watershed Partnership to restore and rehabilitate Gold Creek to a more natural condition. Walking and picnic areas should be incorporated into the restoration where appropriate and its historic significance should be explained with signage along Glacier Ave.					
67	Create incentive programs for adaptive reuse and modernization of underutilized downtown properties.					
68	Implement a blighted properties ordinance to encourage owners to fix downtown buildings.					
69	Evaluate and implement methods of managing or regulating short term rentals such as VBRO.					
70	Develop system to coordinate seasonal rentals to ensure seasonal employees are housed and units do not remain vacant.					
71	Provide incentives to encourage tourism related businesses to contribute to the housing needs for their workers.					
72	Support and encourage neighborhood associations as a way of fostering communication among residents, businesses and organizations, including the CBJ, encourage public involvement; provide recommendations to City agencies on topics that affect them such and a way to facilitate neighborhood specific placemaking.					
73	Develop the Cultural campus/district as envisioned by the 2011 Willoughby District Plan and 2103 Comprehensive Plan, including the JACC expansion.					
74	Support and collaborate with Sealaska Heritage Institute in becoming the Northwest Coast Art Capital.					
75	CBJ should adopt a mural ordinance that provides clarity and consistency in the review process without being onerous to the applicant.					

76	Use streetscape amenities such as benches, trash cans and signage to establish a unified image for Downtown and promote a sense of place.					
77	Implement the concept of the “power of ten”. Initially starting small and implement the “power of three, or five, or eight” and build on success, gradually achieving the “power of ten”.					
78	Encourage integrated art and cultural elements, including a significant Alaskan Native component. <i>(where? Public private both? New old?)</i>					
79	Provide seating throughout downtown for pedestrians to comfortably rest and take in the scene. <i>(do we want to work w/biz to have seating go in at closing? Do we want seating to be designed to discourage sleeping?) sidewalks are already near capacity in some places on a busy summer day. Should consider whether adding seating on sidewalks is prudent and would not suggest placing seating outside when closing for overnight use.</i>					
80	Continue to promote uses and facilities that enhance the public realm, such as ground floor retail, plazas and parks, landscaping and street trees.					
81	Develop cultural tourism and support SHI in becoming the Northwest Coast arts center.					
82	Explore feasibility of providing shore power to docked cruise ships, coordinating with electric companies to ensure adequate electrical capacity.					
83	Implement VITF recommendation of CBJ taking a leading role in TBMP stewardship.					
84	Centralize management of vendors and commercial tours at CBJ controlled facilities. Vendors should be managed to minimize their footprint.					

85	Implement VITF recommendations for Support development, specifically allowing construction on a single cruise ship berth subject to conditions.					
86	Scheduling of docks should stagger arrival and departure times to disperse impacts.					
87	Scheduling of ships should allow a maximum of five large ships in port at one time with no hot-berthing.					
88	Electrify tour buses to reduce fumes.					
89	Provide adequate, safe, clean and well identified public restrooms					
90	Complete Seawalk as envisioned in Long Range Waterfront Plan					
91	Improve park signage					
92	Support residents to add or increase community garden space in parks					
93	Increase ADA accessibility as CBJ replaces park/playground equipment					
94	Implement Parks & Recreation's Commercial Use Regulation to evaluate commercial use including permitting processes and which parks are permitted for commercial tour groups					
95	Bring aging parks up to standard and add more playground space downtown					
96	Development of the Marine Park Master Plan should incorporate CPTED, Placemaking and Power of Ten principles, Include space for public performances and free flow of people. The Master Plan should include recommendations for specific placemaking and steps to accomplish. If free Wi-Fi remains available it should be planned to dissuade clustering.					
97	Improve trail signage					
98	Identify and complete connections between existing trail networks					

99	Improve/update existing trails to create more ADA accessible paths					
100	Consider winter use when improving trails					
101	Work with user groups to fund trail development or improvement projects					
102	Implement Juneau Trails Master Plan					
103	Encourage public art, events, and placemaking opportunities at public parks					
104	Continually evaluate pool programming to determine how best to meet community need					
105	Work with community partners to evaluate off season programming opportunities					
106	Improve uplands facilities at downtown harbors including food service, marine service, and retail amenities					
107	<p>Undertake comprehensive multi-modal study of South Franklin St./Marine Way corridor to:</p> <ul style="list-style-type: none"> - Provide future vehicle and pedestrian increases - understand the extent of perceived pedestrian and vehicle congestion issues. - understand vehicle delay time at access points to bus staging areas, forecasts intersections at South Franklin/Marine Way and Marine Way/Main St, and pedestrian crossings - Assess cost-benefit of potential solutions including those suggested in past plans and studies. These include: <ul style="list-style-type: none"> ▪ options of right-way widening/removal of buildings to accommodate turn lanes, wider sidewalks, and cycle lanes, 					

	<ul style="list-style-type: none"> ▪ Gastineau Avenue By-pass concept between Marine Way and the Franklin Dock, ▪ controls on the pedestrian/road vehicle interactions (e.g. crossing locations, signals, more trained crossing guards, cues to encourage greater pedestrian use of seawalk). <p>Reduce surplus capacity on individual tour buses</p>					
108	Work with DOT&PF on developing implementation plan based on study results and recommendations					
109	Reduce demand from peak single occupancy vehicles through implementation of travel demand management program. Should be implemented first step before creating additional capacity through construction.					
110	As part of analysis of 2 nd crossing between mainland and Douglas Island, assess the benefits to 10 th Street intersection resulting from the new alternative link between the Valley and Douglas. This will help determine if and when the intersection needs to be upgraded.					
111	<p>Work with DOT&PF to examine options to improve operation of 10th Street/Egan intersection.</p> <ul style="list-style-type: none"> - Any reconstruction/redesign should provide for additional motor vehicle capacity to reflect potential increases in traffic from development on Douglas Island. Options to incorporate proposed harbor access roads and W.9th Streets should be considered in the design. - To avoid inducing more single occupancy trips travel demand management options to reduce peak single vehicle occupancy should be 					

	<p>implemented first step before creating additional capacity through construction.</p> <p>Ensure pedestrian and cyclists improvements for intersection in JNMTP are incorporated into design.</p>					
112	<p>Reconstruct Capital Avenue</p> <ul style="list-style-type: none"> - to provide a sidewalk or shared path on one side of the street. This will result in a one-way traffic lane unless additional right-of-way is acquired. <p>The intersection with Willoughby Avenue should remove the current pedestrian and vehicles conflict.</p>					
113	<p>Monitor speeds limits in study area and, where necessary, implement greater soft (e.g. speed check signs) and hard enforcement (ticketing)</p>					
114	<p>Examine and implement shared space concepts that blur the separation of pedestrians and vehicles on low speed pedestrian dominated streets. Heritage Square is a good example where this could work with little alteration of the existing design (i.e. use of porous pedestrian barriers).</p>					
115	<p>Traffic calming should be implemented at the following locations as part of scheduled reconstruction projects:</p> <ul style="list-style-type: none"> ▪ Willoughby Avenue particularly in vicinity of Foodland ▪ Calhoun Avenue – entire length ▪ Glacier Avenue – in particular around the schools ▪ Basin Road – the 5mph speed limit does not seem to be adhered to ▪ Egan Drive (between 10th Street and Norway Point) <p>Egan Drive (between 10th Street and Main Street) – appropriateness of speed limits following 2020 reconstruction should be monitored as pedestrian levels increase as a result of other developments.</p>					

116	Construct a harbor road or internal driveway which connects Harris and Aurora Harbors					
117	Redesign or remove access points onto Egan Drive to prevent unsafe merging maneuvers from vehicles exiting harbor areas.					
118	Redesign Egan Drive between 10th Street and Norway Point to encourage adherence to existing speed limit					
119	Provide crosswalks between harbors at W. 9th Street and Highland Drive. This should be done in conjunction with traffic calming through reconstruction of Egan Drive in on this section					
120	Implement actions identified in 2012 Safe Routes to School Plan for Harborview School					
121	Ensure speed limits are adhered to on Glacier Avenue and W.12th Street with appropriate street design cues and enforcement.					
123	New crossing on W.12th Street.					
124	Implement walking buses for downtown schools					
125	On-street parking space should be reallocated on Glacier Avenue for cycle lanes					
125	Create a gateway feature along Egan Drive after the Juneau Douglas Bridge to provide a sense of arrival into the downtown area. Project will require working with DOT&PF on location (particularly clearzone requirements), design permitting and construction.					
126	To reinforce different street context between the Egan Drive arterial and streets entering both Aak'w Kwaan Village District and Downtown Core, the intersections at					

	Glacier Avenue, Whittier Street, Willoughby Avenue should be treated with similar landscaping to that provided at currently provided at Main Street.					
127	Recognizing its contributions to traffic calming continue to provide maintained landscaping along Egan Drive median.					
128	Install 'missing' pedestrian crossing across Egan Drive between at Whittier Street/Egan Drive intersection.					
129	Implement the 2010 Downtown Juneau Parking Management Plan to address off-street and on-street parking and loading in downtown area. This should include metering (and supportive education program) and consistent enforcement.					
130	Allow use of space in CBJ tour bus staging areas for off-peak loading zones.					
131	Examine usefulness of PD-1, PD-2, and fee-in-lieu district as a tools to remove barriers to development.					
132	Construction of new parking structure in vicinity to allow removal of current surface parking in vicinity of Centennial Hall. Removal of this parking is the first step in breaking up the 'super blocks' in the area and create additional right-of-way frontages and pedestrian connections. Use results from existing studies to inform where this should be located					
133	Expand on-street parking as part of streetscape changes to encourage adherence to current 20 mph speed limits in the district.					
134	Expand management and enforcement of parking and loading provided in Downtown core to Aak'w Kwaan Village district.					

135	Restart parking survey monitoring of downtown parking in both commercial and residential areas to understand impacts of parking fees.					
136	Develop residential parking management program, if monitoring shows residential parking is not available in neighborhoods around Downtown Core and Aak'w Kwaan Village district.					
137	Study options to encourage reduction of land currently dedicated for private off-street surface parking. This would need to consider the impact on public parking.					
138	Study options to encourage reduction of land currently dedicated for private off-street surface parking. This would need to consider the impact on public parking.					
139	Implement an agreement for use of State parking facilities in evenings and weekends for use by events at Centennial Hall, The JACC, and visitors to downtown core and Aak'w Kwaan Village District.					
140	<p>Develop 'Complete Streets' design standards that addresses the requirements of all users. Standards should incorporate recommendations from existing plans on using streetscape design to reduce vehicle speeds where appropriate.</p> <ul style="list-style-type: none"> • The needs pedestrians and cyclists should be given a higher priority in the Downtown and Aak'w Kwaan Village/Glacier Avenue Districts. • The needs of pedestrians and cyclists are a priority on Willoughby Avenue while they would be secondary but still important users on Egan Drive • Ensure cycle lane design standards in JNMTP are incorporated into Complete Streets Design Guidelines. 					
141	As part of Borough-wide EV charging station plan, provide expanded EV charging facilities at CBJ facilities					

	and on-street locations in residential areas within study area					
142	Implement a travel demand management program to reduce parking demand of long-term parkers' in the Downtown Core and Aak'w Kwaan Village District and reduce single use vehicles demand at 10 th Street and Egan Drive. Many components of such a program are identified in the 2013 Comprehensive Plan (page ???) and Willoughby Plan. This relies on implementation of pedestrian, cycling and transit actions identified elsewhere.					
143	<p>Develop plan to provide canopies and covered walkways throughout downtown core and Aak'w Kwaan Village district. Implementation of the plan will improve the walking environment by improving, extending, and filling gaps existing canopy coverage between buildings and provide sidewalk coverage where no buildings exist adjacent to the sidewalk. Implementable actions of the plan could include:</p> <ul style="list-style-type: none"> ▪ Expansion of existing canopy requirements currently only applicable to the Historic District to entire MU and MU2 district. ▪ Reduce cost of exterior building work threshold that requires canopies to be added. ▪ Design standards for canopies incorporated into the Land Use Code that reflect adopted Historic District Standards and Building Code requirements. Standards should could address heights, extent of projection over sidewalk, use of drains to remove rain, lighting standards, ▪ Require all canopies to be brightly light - this may be above minimum lumens required by professional organizations (e.g Illuminating Engineering Society) 					

	Provide funding or tax breaks to property owners to provide financial support for additional or upgraded canopies.					
144	Continue to implement all pedestrian and cycling-related improvements in 2009 Non-motorized Transportation Plan. Update inventory of improvements to identify which have been completed.					
145	Rename the Rock Dump with consideration of potential marketing and future land uses, when industrial uses are relocated.					
146	Continue industrial uses without residential development until an alternative deep water port is developed.					
147	Remove tourism related land uses as a primary use in the land use code.					
148	Actively pursue deep water port alternatives to the Rock Dump.					
149	When new deep water port is established review and amend the comprehensive plan land use designations and zoning to support uses other than industrial.					
150	Develop the recreation corridor recommended in Long Range Waterfront Plan.					
151	Employ ladder style crossings where possible and lobby DOT&PF to amend Alaska Manual for Uniform Traffic Control Devices to allow ladder style crossings at intersections (See JMNTTP design improvement list)					
152	New developments at should contribute to necessary improvements at Whittier Street intersection to address the increased pedestrian flow. A second pedestrian crossing should be added at the intersection should be added.					
153	Full implementation of existing 2009 JNMTP intersection actions in study area					

154	<p>Pedestrianization, parklets, restricted vehicle access should be implemented where increased retail benefits will accrue. This could be done on many scales and differing levels of permanence to test/try out to understand impacts. Emergency service access should be designed into any implementation of pedestrianization. Possible areas to consider are:</p> <ul style="list-style-type: none"> ▪ Seward Street ▪ S. Seward Street ▪ Front Street ▪ N. Franklin (Front to 2nd Street) <i>(needs to be merged w/other street closure recommendation)</i> 					
155	Provide additional signage for cross-Juneau bikeway in study area.					
156	Add cycle lanes on Glacier Avenue between Willoughby Avenue and Highland Drive and on W. 10 th Street between Egan Drive and Glacier Avenue. Space for a dedicated cycle lane is not available on Willoughby Avenue so the speed limit should be set accordingly.					
157	CBJ and DOT&PF should restripe cycle lanes using cycle lane markings and lines between 6 -8 inches wide. Lines that do not currently conform should be upgraded to meet this standard.					
158	Remove gravel from cycle lanes and shoulders periodically, and as needed, outside of winter season not just once at end of winter season					
159	Add requirements for covered cycle storage, lockers and shower/changing room facilities to CBJ Land Use Code. Allow developers to replace a portion of their required vehicle parking spaces with 6 bike parking spaces.					
160	Provide more bike lockers and covered bike stands at CBJ facilities. Lockers should be made available in					

	residential neighborhoods for long term lease for residents in who do not have alternative storage space for example in the Star Hill or Chicken Ridge neighborhoods.					
161	The existing, free Capital Transit circulator should be maximized, actively marketed, with increased frequency (at least in the summer season) before introducing more vehicle traffic downtown. All circulator stops should have shelters. The route should include Downtown Library, State Capitol, DTC, Whittier Street, Foodland area of Willoughby, Overstreet Park. This should be done on a trial basis for several years before considering the introduction of a separate, independent circulator. Any downtown circulator should be electric.					
162	Continue to add electric buses to CBJ Capital Transit fleet including circulator					
163	If downtown air quality is shown to be a problem consider introducing minimum emissions standards for Commercial Passenger Vehicles (e.g. Engine Tier)					
164	Provide park and ride options on Douglas Island and the Valley at either CBJ operated facilities or in existing parking lots using joint use parking agreement provisions in the Land Use Code.					
165	Trial use of coach-style express commuter service operated by private contract between Park and Ride locations and Downtown – this would need support of CBJ, State and Federal Offices to subsidize. This would relieve congestion on the Capital Transit Express service.					
166	Provide lit cover shelters, preferably with three sides at all stops in the study area. This may require easements and DOT&PF right-of-way permits at some locations. Prioritize new shelters at transfer locations.					

167	Continue to clear snow from bus stops downtown as part of downtown sidewalk clearance.					
168	Bus shelters should include security cameras and real time route status.					
169	Provide more resources to promptly clear snow from sidewalks in Downtown and Aak'w Kwaan Village/Glacier Avenue Districts.					
170	Enforce on property owners that berm from parking lots across sidewalks.					
171	Request DOT&PF promptly clear snow from sidewalks on Egan Drive.					
172	Match desire for more attractive street designs that are less utilitarian with greater resources to clear them promptly.					
173	Implement the use of a parking app to assist drivers to quickly find available parking.					

Implementation Tools, Mechanisms and Funding

The Blueprint Downtown Area Plan represents a snapshot in time, developed through collaboration and input from the community. Public and private entities, citizen groups, and individuals share the responsibility with the City and Borough of Juneau to put this plan into action. With continued collaboration and partnership

Tools

(to be expanded)

Comprehensive Plan – The first step in implementing Blueprint Downtown is to adopt this document as an element of the City and Borough of Juneau Comprehensive Plan. This will allow the Assembly, Planning Commission and staff to use the plan as a basis for decision-making.

Land Use Code – The Blueprint Downtown Area Plan can be used to guide changes to the Land Use Code such as:

Rezoning

Overlay Districts

Bonus Provisions

- Changes to existing zoning regulations
- Parking requirements
- Landscaping and Design

Funding (to be expanded)

In order to achieve many of the recommended actions funding will be needed. What follows is not meant to be an all-inclusive list of funding opportunities. The state also produces an Economic Development Resource Guide which lists funding options for small businesses, Native owned businesses, non-profits, and government. In addition, the Alaska Department of Commerce, Community and Economic Development (DCCED) – Division of Investments and the Alaska Industrial Development and Export Authority (AIDEA) provide loans and assistance to small businesses.

Capital Project Programming

- Downtown Business Improvement District
- Municipal Land Bank and Revenue Bonds
- Economic Development Technical Assistance
- USDA Rural Development Loans
- USDA Rural Utility Service Loans
- Economic Development Authority Grants
- Evergreen Community Development Association
- Business Improvement District
- Tax Increment Financing
- Small Business Development Grants
- Local Improvement Districts
- Community Development Block Grant

Most importantly, this plan represents a vision and opportunities for downtown Juneau. Any effort to pursue any of these implementing actions will elevate downtown and build momentum with other individuals and groups to realize the vision herein.