

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**  
CBJ Room 224 and Via Zoom Meeting

I. Ms. Derr called the August 17<sup>th</sup> meeting to order at 5:00pm in CBJ Room 224 and via Zoom.

II. **Roll Call** – The following members attended in CBJ Room 224 or via Zoom; James Becker, Lacey Derr, Don Etheridge (left meeting at 6:13pm), Paul Grant, Matthew Leither and Debbie Hart.

Absent: David Larkin, Annette Smith and Mark Ridgway.

Staff Present: Carl Uchytel – Port Director, Matthew Creswell – Harbormaster, Erich Schaal – Port Engineer, Benjamin Brown – City Attorney, Irene Gallion- Senior Planner, Beth McKibben – Planner II and Nichole Benedict – Administrative Assistant.

III. **Approval of Agenda**

**MOTION By MR. GRANT: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.**

**Motion passed with no objection.**

IV. **Public Participation on Non-Agenda Items** – None

V. **Approval of Wednesday, July 20th, 2022 Operations/Planning Meetings Minutes**  
Hearing no objections, the July 20<sup>th</sup> meeting minutes were approved as presented.

VI. **Consent Agenda** - None

VII. **Unfinished Business**

1. Goldbelt, Inc. Seadrome Development Plan

Steve Sahlender shared a slide presentation on the Seadrome property and Goldbelt's wish to create a new small cruise ship terminal at the location. This aligns with the Small Cruise Ship Infrastructure Master Plan 2021. The first step is to get the land appraised and an analysis done. He shared a concept drawing of a new building and small cruise ship terminal. Goldbelt is requesting an equal property exchange to optimize CBJ and Goldbelt's lots. The existing Seadrome Dock would be transferred to CBJ ownership and be reconstructed further seaward to align with the future Seawalk location. Goldbelt plans to demolish the existing Seadrome Building and build an improved facility closer to the water on newly consolidated Goldbelt property. They believe this swap will create better parking and a more functional use of space. This plan will fall in-line with the

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

second small cruise ship plan in front of the NOAA property. He mentioned the building aesthetic with Raven and Eagle totem poles and that the feel of the Native community is important to Goldbelt. The new building would be mixed use with office spaces, a cruise terminal and possibly a restaurant or other themed activity for tourist to enjoy. He believes this would create a world-class destination and improve traffic problems downtown.

Committee Questions

Mr. Grant asked if the property exchange is truly an equal swap.

Mr. Sahlender said there will probably be some adjustment depending on the value placed on the property. There will be uplands, slope and tideland pieces included with the swap. All will have different values, with uplands being the highest and tidelands being the lowest. This is the reason for the request tonight, to get the appraisal so we know the best way to accomplish the land swap.

Mr. Grant asked who would be giving up more land.

Mr. Sahlender said as of now the acreage is even, but the value ratio has not yet been determined. Goldbelt is requesting more tidelands which has lesser value.

Mr. Uchtyl said we are trying to transfer property so there is no need to transfer money. This would hopefully make both of us happy with a land for land swap. We have already had a preliminary conversation with our appraiser, Horan and Company, and Goldbelt is offering us the dock because they would like to get out of the moorage business. The dock is considered personal property, not “real” property.

Mr. Grant asked if there would be TSA type security functions happening out of the building like with the larger cruise ships downtown.

Mr. Uchtyl said the requirements for security only apply to foreign flagged vessels. We anticipate the majority of the small cruise ships would be American flagged and would not require the security protocols like the larger foreign cruise ships. Even the larger foreign flagged yachts do not have the same MTSA requirements.

Ms. Hart asked if we need to be thinking ahead about the second small cruise ship dock and how this appraisal and swap could affect the next stage.

Mr. Uchtyl said he is working with Senator Sullivan and Senator Murkowski and believes the language in the Coast Guard Authorization Act is still there saying the Secretary of Commerce gives us the first right of refusal for the property to be conveyed to CBJ at a fair market value. This purchase would be separate from the Goldbelt request today.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

Mr. Zane Jones with MRV Architects said the diagram on page 38 of the packet is an ambitious and aspirational plan and would not preclude any future plans from going forward. He is hopeful this project will make things easier for Docks and Harbors to accomplish their long-term plans.

Mr. Grant asked about Heat Street and if a CBJ right-of-way would be included with this plan.

Mr. Sahlender said it was not included with this plan but a CBJ right-of-way is possible with this plan.

Mr. Uchtyl said the idea of Heat Street is to give a frontage road and alleviate some of the Egan Drive traffic from leaving the Seadrome parking lot.

Public Comment

Mr. Kirby Day – Juneau, Alaska

Mr. Day asked if this facility would be available for cruise ship lightering if the normal float was unavailable.

Mr. Sahlender said once the float was turned over to CBJ it would be up to them. They currently have contracts that would not allow for lightering.

Mr. Uchtyl said he does not believe lightering operations will be expanded in Juneau.

Mr. Day said in the past cruise ships at anchor would split their passengers up and send them to two separate locations to ease the congestion of the uplands.

Committee Discussion/Action

Mr. Becker asked about the yearly Coast Guard Buoy Tender Round-up and if the NCL Dock would hinder their movement?

Mr. Uchtyl said in renderings they show six U.S. Coast Guard Cutters on the opposite side. They will always accommodate the U.S. Coast Guard needs at that dock.

**MOTION By MR. GRANT: TO RECOMMEND THE FULL BOARD DIRECT STAFF TO INITIATE AN APPRAISAL AND ESTABLISH A PROCESS TO ADVANCE GOLDBELT'S EFFORTS TO DEVELOP THE SEADROME PROPERTY AND ASK UNANIMOUS CONSENT.**

**Motion passed with no objection.**

2. Proposed Condominiums on Auke Bay Harbor Road

Mr. Corey Wall with Jensen-Yorba-Wall Architects said they are in the very beginning of the planning process. The property owner wanted to ask the big questions before going too in depth with property design. On page 46 in the packet it shows the Statter Harbor

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

parking lot and the 1.18 acre property they are proposing to build an 18 unit condominium. This property had a stretch of easement along the beach for access in the past. The 1939 easement agreement is provided in the packet and some right-of-way agreements that go along with the easement. Currently on this parcel is a small section of tidelands, a restaurant, rental house, U.S. Coast Guard office, commercial business space and 35 parking spaces.

Site Access Impacts

The owner would like to continue the established use pattern of accessing the site through the right-of-way easement and the Auke Bay Parking lot. Continuing this access will allow the condo development to be located lower on the parcel and will not create additional driveways on Glacier Highway.

Traffic Impacts

- The total amount of parking required by the 18 condo units (41 stalls) is about the same as the existing parking stalls currently on the parcel.
- All of the parking will now be associated with the residential condos. All short-term commercial and office parking will be eliminated.
- The residential parking loads and traffic will be fairly consistent throughout the year. The high traffic and parking traffic loads associated with summer visitation to the restaurant during times of peak harbor usage will be eliminated.
- All the parking will be accessed from internal drives, garages, or parking lots on the parcel. All the existing stalls along the Auke Bay parking lot which require vehicles to back up into the parking lot drive lanes will be eliminated.

Committee Questions

Mr. Grant asked for an explanation of the buildings within the yellow lines on page 43, and the squared out section on the upper-left side of the parcel.

Mr. Wall said the upper-left square is a separate tideland parcel that is also owned by the property developer. They are considering it all as one piece, as the condominium will be in front of that building. They are considering making it an amenity location for the unit owners.

Ms. Hart asked about the adjacent property and their access to the main road.

Mr. Wall said it is accessed from above and there is a large 30 foot concrete retaining wall there.

Ms. Hart said one of her concerns is access and if there was a possibility to have multiple access points through the adjacent property on the other side. She believes that would provide the best option for safety.

Mr. Grant asked if Capital City Fire and Rescue (CCFR) has done a review to make sure there is sufficient access for a development of this size.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

Mr. Wall said no, but there was some discussion about that during the pre-application period.

Mr. Uchytel asked Mr. Wall to address the variance of 1994 since it was included in the packet.

Mr. Wall said in 1994 the parcel was split and the owners asked for a variance. They wanted a variance through the Statter Harbor parking lot in lieu of the highway. At the time, staff was against the variance but it passed anyways. There was no reference to the right-of-way in this decision.

Mr. Becker asked if the easement would be large enough to accommodate two-way traffic. He would like a traffic study done to confirm access would be enough for CCFR vehicles.

Mr. Wall said there would be no change to the easement and their driveway would come off of the current horseshoe at the Statter Harbor parking lot. This will not change any traffic patterns. He believes traffic will be decreased with this project.

Mr. Uchytel spoke about the access road that goes by DeHart's and how it is an Alaska Department of Transportation (DOT) road that Docks & Harbors currently maintains.

Mr. Grant said it slopes up and wants to know what the elevation change is from the entrance to the upper road.

Mr. Wall said it is about 40 feet with a retaining wall at the top. It is a considerable grade up to the highway.

Ms. Hart said it is our job to note a lot of these questions and send our formal feedback to the Juneau Community Development Department (CDD).

Mr. Leither asked if the easement was just the little corner crossing our parking lot. He was under the impression it was from the highway access road all the way through the parking lot.

Mr. Wall said before the parcel was split the easement was along the trees by the yellow line on page 46.

Ms. Gallion said her understanding was the easement along the border of the parking lot does not create an obligation to provide access through our parking lot. Subsequent developments do not automatically gain access. It should be through the easement line on this picture. Docks and Harbors will need to deal with this easement issue no matter what happens to this lot. When they got the variance in 1994 they decided not to put any limitations for development on the property. One of the things CDD will struggle with is

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

this access has worked for so long. What is different now that would prevent a formal agreement. DOT prefers fewer driveways and well developed access.

Ms. Derr asked about page 87 in the packet. If the average number of vehicle trips per unit/day was 5.81, the average for this development would be around 105. The minimum requirement for a traffic study is 250.

Ms. Gallion said CDD can still ask for the study to be a condition, but it is not required by code.

Mr. Grant asked about the footprint of the building in reference to the parcel view.

Mr. Wall shared page 50 in the packet showing the building location on the parcel. It leaves a large space at the back of the parcel for extra parking.

Mr. Leither said he does not understand the easement. Was the small easement meant for foot-traffic?

Mr. Uchytel said the Statter Harbor parking lot and Harbormaster's Office was built later on fill. The easement was previously a very narrow road on the beachfront with a single dock.

Mr. Schaal said tideland surveys and easements done in those early years did not put energy into the topography mapping we do today. It is very common to have easements that are only one foot wide, because it worked on paper and gave the necessary easements for access.

Mr. Uchytel said there is a lot of room for error on the parcel viewer, they are not official survey lines.

Mr. Brown indicated that former CDD Director Mr. Walsh said Harbor Drive was not an actual road and there was no public access to the property. He is going off of the minutes from a March 22, 1994 public meeting.

Mr. Grant asked about the original easement and if conditions had changed to a point it might no longer be valid.

Mr. Brown said he has not done research on that yet. The Planning Commission is required by code to notify the Board and provide comment on projects of this nature. The Board will not have formal veto authority but definitely has formal notification and comment authority.

Mr. Becker asked if we could move the current right-of-way to make it wider.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

Mr. Uchtyl said there is another property owner that owns that piece along the Statter Harbor parking lot so that land would not be available for use. The easement only allows the general public use of the area. He said to enlarge the parking lot and entrance there would need to be a land purchase.

Mr. Becker said if it is needed that might be an option.

Mr. Uchtyl said Docks and Harbors was approached years ago by a realtor that offered to sell us the lot for \$1M.

Public Comment – None

Committee Discussion/Action

Ms. Derr said she has concerns about the traffic implications. She realizes the memo written by Mr. Wall mentioned that it is a belief the traffic will be less due to the loss of the restaurant and their intention to sell units to older property owners without children. She said there is a housing crisis here in Juneau and you are not able to discriminate who buys a home. It could very easily be a couple with four or five children that buys one of the units. The restaurant and other seasonal traffic is noticeable, but only during a few months out of the year. This condominium would add significant, year-round traffic through our parking lot. The best time to launch boats is in the morning around 7:00am while everyone is heading to work. She is concerned about a row of 40+ cars coming out while boats and trailers are coming in, and if CCFR could access the property.

Mr. Grant said he shares the same concerns as Ms. Derr. He also thinks due to the size of the parcel an above road access, maybe even a switch-back should be attainable.

Mr. Becker said he has the same concerns and it might be worth it to buy that other parcel to add better access.

Mr. Grant would like to amend page 41 in the packet to include our strong push for a traffic study even though it is not required. He would also like to get more information from the Law Department on the easement issues.

Ms. Gallion said the staff's version of the report will be released the week before the Planning Commission meeting.

Mr. Grant asked if CDD is responsible for looking into the easement issues. He does not want to ask the Law Department to get involved if it is doubling efforts.

Ms. Gallion said they have looked at this easement many different ways. She will have her department's attorney along with Mr. Brown work together to come to a cohesive way of looking at the issue.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

Mr. Uchytel said number nine listed on page 41 shows the request for CDD to examine restrictions for the easement and right-of-way. He is hopeful that is sufficient for Mr. Grant.

Mr. Becker said we owe it to the community to due this absolutely right.

**MOTION By MS. HART: TO SUBMIT AGENCY COMMENTS TO CDD AS AMENDED ON PAGE 41 OF THE PACKET WITH THE ADDITIONS OF REACHING OUT TO CCFR AND WITH GREATER CONSIDERATION FOR A SECOND ACCESS POINT AND ASK FOR UNANIMOUS CONSENT.**

**Motion passed with no objection.**

**VIII. New Business - None**

**IX. Items for Information/Discussion**

1. [Blueprint Downtown Area Plan](#)

Ms. McKibben shared a PowerPoint presentation on the Blueprint Downtown Area Plan. The presentation is at the end of these committee minutes. She welcomes comments from the Board or individual comments by members. Mr. Day is on the Steering Committee and Mr. Uchytel attended many of the meetings. The boundaries of this Blueprint extends from the Rock Dump to Norway Point.

Committee Discussion

Mr. Uchytel asked if all of the plans go through CDD for approval?

Ms. McKibben said she believes it is required by Title 49.

Mr. Uchytel asked if there was a difference between a study and a plan?

Ms. McKibben said this plan is considered a comprehensive plan and was required to be adopted by ordinance.

Ms. Derr asked about the housing plans included in this comprehensive plan. They seem to all be on land and not tidelands.

Ms. McKibben said the plan was focused on expansion of housing and some talk has been had about live-a-boards and float houses.

Mr. Grant asked if there are any issues in this plan affecting Docks & Harbors that we should be aware of?



**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

Ms. McKibben said one comment coming up frequently was public access to the water. This plan endorses the work of other plans and directs public access away from downtown and keeps it closer to Mayor Overstreet Park.

Public Comment

Mr. Kirby Day – Juneau, Alaska

Mr. Day wanted to compliment Ms. McKibben and Alexandra Pierce as they were key to this project. The committee members took great effort to go through public comments and our own thoughts and ideas. This product is great and he is looking forward to comments from the Docks & Harbors Board and members of the public. He does not think this plan will end up on a shelf, he sees it being realized over the years.

Mr. Uchytel said the public comment period is open until August 25<sup>th</sup>, 2022. Board/Committee members are able and encouraged to comment as a member of the community.

2. [Dock Electrification Study](#) - Final Document & Next Steps

Mr. Schaal spoke about the memo on page 113 in the packet. Mr. Uchytel and Mr. Schaal met with the Assembly at the Committee of the Whole meeting last week. They updated the Assembly with the public comments. The final draft of the Dock Electrification Study has a matrix with all of the public comments and responses. There were very few changes from the earlier version of the study. He spoke about community power needs and the difference between purchasing agreements for interruptible and non-interruptible power users. We are currently moving forward with some of the guidance found in the report. The Assembly funded \$2.6M for continued design on the project and purchasing a transformer. We are currently working with Alaska Electric Light & Power (AEL&P) to get general cost estimates and timelines. They are expecting a timeline of three years on the transformer. There has been discussion about creating a revenue bond in early 2023. He would like to design the Alaska Steamship (AS) Dock first, it is the dock that would be able to connect the most ships.

Committee Discussion

Mr. Uchytel spoke about the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants. We recently found out we were not successful in obtaining a RAISE Grant for dock electrification, the small cruise ship infrastructure or the Fisherman's Terminal.

Mr. Becker asked about the Franklin Dock's electrification and if that model is the one we will be using?

Mr. Schaal said some of it is very much the same. We will use the same idea and our transformer will be in the same substation as the one used at the Franklin Dock. He is hoping the connection process will be smoother and more controlled.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

Mr. Grant asked if there was anything we needed to know about the load demands with the ships and if we expected them to increase as new ships are built.

Mr. Schaal said the newer ships are actually using less power than the older ships. This could be due to LED lighting and more efficient refrigeration and HVAC systems.

Ms. Derr asked about the three year lead time needed for the transformer. She wanted to make sure we had sufficient storage facilities to hold the equipment before installation. She also wanted to know if anyone was denied power during our heatwave earlier in the summer. She said Mendenhall Valley residents were asked to conserve water earlier in the summer.

Mr. Schaal said the three-year timeline for the transformer is to get the transformer built and to us. We are hoping to be ready for installation as soon as it arrives. He spoke with AEL&P and they confirmed there was enough power this year to serve both the Franklin Dock and the AS Dock, if it were already online.

Mr. Grant would like a broad overview of the project for himself and other new Board members.

Mr. Uchytel said twenty-three out of twenty-five Princess and Holland American ships coming to Alaska are equipped with shore power connections. Carnival has about half of their ninety-three ship fleet capable of receiving shore power.

Mr. Schaal said power availability is dependent on the amount of snow and rainfall each year. It is unlikely they will have availability one day and not another. It is more likely to have a chunk of time in the spring where power is unavailable while they wait for the snow to melt and fill the reservoir.

Public Comment

Mr. Kirby Day – Juneau, Alaska

Mr. Day said Princess and Holland American only have two ships in Alaska without shore power capabilities. He expects those older ships to be removed from their fleet in the next couple of years. Carnival has about half of their fleet able to receive shore power. He also believes Disney Cruises has shore power capability. He said Holland American and Princess would like to connect every chance they can. Most of the Holland American ships connect on the starboard side which would be perfect for the AS Dock electrification. The Princess ships normally connect on the portside, and some ships connect on both sides. Three years is a long time down the road but we are looking forward to that option. The Zuiderdam and Koningsdam have been connecting on the Franklin Dock this season. There will be over 100 shore power calls this season at the Franklin Dock.

Mr. Becker asked if Skagway, Petersburg, Wrangell and Ketchikan are thinking about going to shore power.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

Mr. Day said he has heard discussions about shore power options for Skagway and Ketchikan. He is unsure about the other communities. They are also trying to get dock electrification in Whittier, Alaska where they own a dock. He is hoping Whittier will be electrified in the next year or two. He believes Juneau having more dock electrification is the right thing to be talking about. In 2019 AEL&P did shut off power to the Franklin Dock for the month of September. It was very dry the year before and they also had to disconnect power to the Greens Creek Mine because of reservoir levels. All together he thinks they have denied power about fifteen days in the last twenty years, other than the month of September in 2019.

**X. Staff & Member Reports**

Carl Uchytel, P.E. – Port Director

Mr. Uchytel and Mr. Etheridge have been working with the UAS Lands Committee. They were told UAS is hoping to lease the property to us instead of selling it. We gave an impassioned plea for them to reconsider the sale. They said they would talk it over and get back to us. The UAS Board of Regents meets later this month and Mr. Uchytel does not believe this property sale will be on their agenda to discuss.

Erich Schaal – Port Engineer

Mr. Schaal shared the news that he and his family are relocating to the Matanuska-Susitna Borough in Alaska. He accepted a position with the City of Wasilla as their new Public Works Director. His final day with Docks & Harbors will be on September 23, 2023. He conveyed his appreciation for being part of Docks & Harbors and being able to work with the Board.

Ms. Derr asked if Deputy Engineer Matthew Sill will be acting in his place when he leaves.

Mr. Schaal said the job will go out to all applicants and Mr. Sill has expressed that he is very interested in the position. He spoke about some of the projects Mr. Sill has been a part of and how capable he is.

Matthew Creswell - Harbormaster

Mr. Creswell reported -

- The Golden North Salmon Derby was the weekend before.
- There was an incident at the North Douglas Launch Ramp where a vehicle came out of gear while launching. The driver was injured and taken to Bartlett Hospital and the vehicle and trailer went into the water. The truck went down the slope into about 50 feet of water. Staff worked with Melino's Marine Services, Capital Towing and local divers to assist in the truck's recovery.
- There is a king crab opening this Friday through Monday. He expects this to be very busy, even more so than the derby.
- Repairs continue with the concrete at the Fisherman's Terminal.
- A crew went to Taku Harbor this week to repair the piano hinges.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, August 17th, 2022**

- Mr. Scott Hinton the Port Operations Supervisor has submitted his resignation. Mr. Hinton accepted a position with the Alaska Department of Environmental Conservation.

Lacey Derr – Board Member

Ms. Derr complimented staff on their hard work during the derby. Besides the sunken vehicle at the North Douglas Launch Ramp there was also a vessel in distress taking on water. Ms. Derr was nearby and the radio traffic between the U.S. Coast Guard and staff was busy. Staff was right on top of things and provided help getting the vessel back to the dock and ready for haul out.

Ms. Derr received an abundant amount of complaints over the weekend regarding whale watching tours and derby boats. She received many negative comments about the tour boats getting too close to fishing boats, throwing large wakes and not practicing good water safety. She inquired if this is standard for derby weekend or if there was an uptick in complaints this year.

Mr. Creswell said before Covid they had more experienced captains and they would normally come together and hold a meeting before the derby laying out ground rules and procedures. This year more than half of the captains are new and they decided to put out an email instead of holding a meeting. Mr. Creswell heard a lot of the same complaints and is hoping they go back to holding an actual meeting next year. He is hoping to find someone to spearhead that effort next year.

**XI. Committee Administrative Matters**

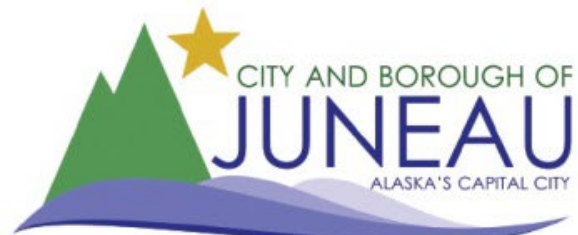
1. Next Operations/Planning Committee Meeting – **Wednesday, September 21st, 2022**

**XII. Adjournment – The meeting adjourned at 7:35pm.**



# BLUEPRINT DOWNTOWN

## DOWNTOWN JUNEAU'S AREA PLAN



## Overall goal of plan

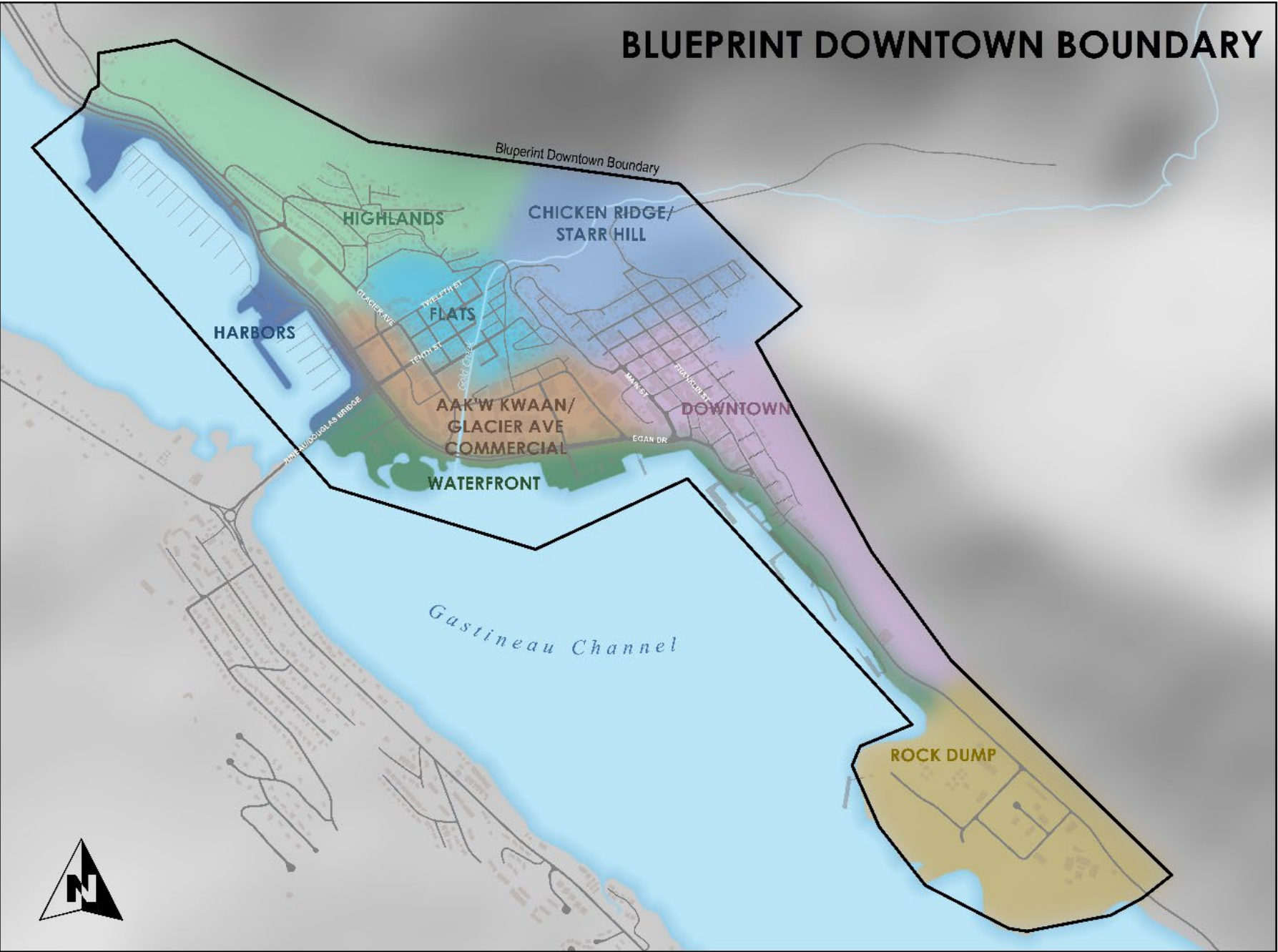
*The mission of Blueprint Downtown is to help the community of Juneau create a unifying “Big Picture” plan for the downtown area.*



**BLUEPRINT DOWNTOWN**  
DOWNTOWN JUNEAU'S AREA PLAN



# BLUEPRINT DOWNTOWN BOUNDARY



**SUBDISTRICTS**

Highlands

Chicken Ridge

Harbors

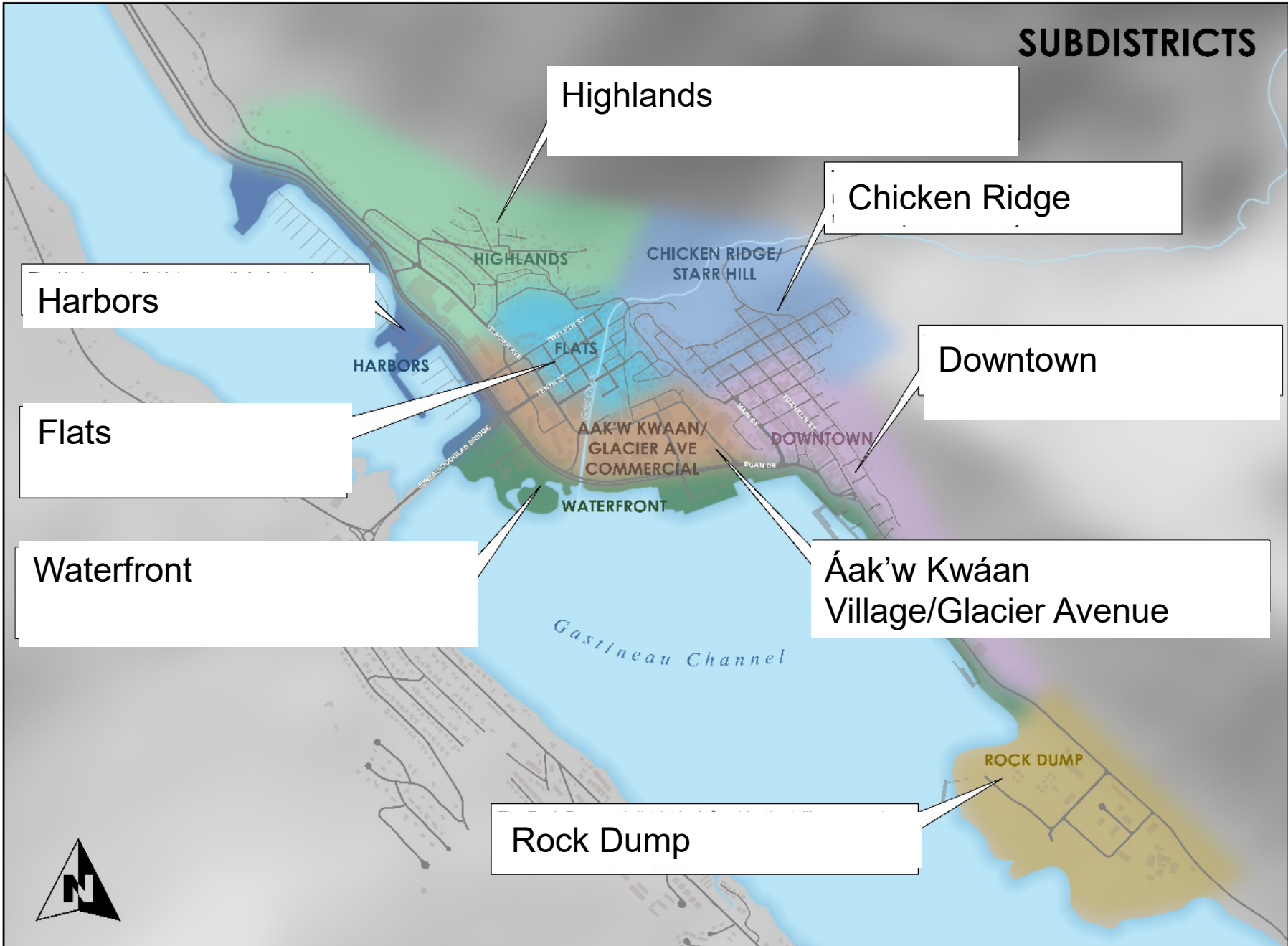
Flats

Waterfront

Downtown

Áak'w Kwáan  
Village/Glacier Avenue

Rock Dump





# Overall approach – This Area Plan



- 20 year Planning Horizon
- Public Visioning
- Review previous plans
- Find the overlaps and gaps
- Quilt together the old plans
- Fill the gaps with new ideas



# Visioning Process

**M R V**  
ARCHITECTS

Sheinberg Associates

**lucid reverie**



- ✓ Year Long Process
- ✓ Created Nine Focus Areas
- ✓ Final Report presented to Steering Committee & accepted by CBJ
- ✓ Most Innovative Award – AK Chapter of the American Planning Association (2020)




**BLUEPRINT DOWNTOWN**  
DOWNTOWN JUNEAU'S AREA PLAN



# Visioning Process

## PUBLIC SAFETY

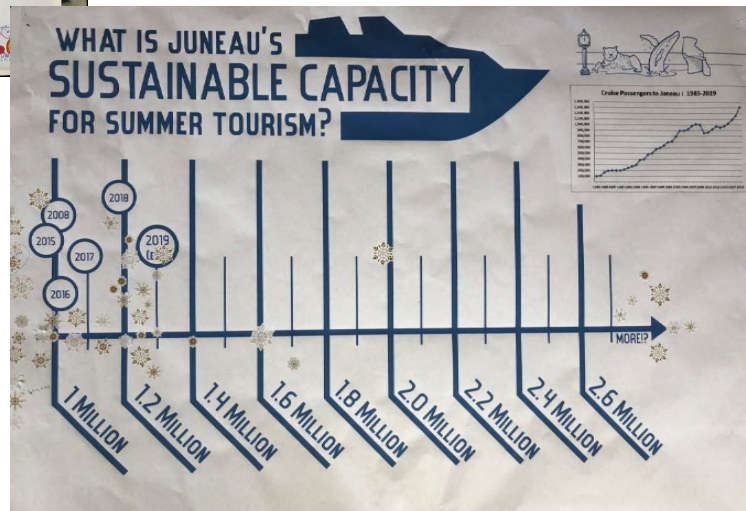
ACTIONS	STICKERS
A. Add more police presence downtown to help resolve safety concerns.	[Stickers]
B. Make downtown more beautiful with greater sense of pride to help lessen safety concerns.	[Stickers]
C. Create more treatment centers and services for individuals with mental disorder/alcoholism problems.	[Stickers]
D. Limit the number of liquor stores in the Downtown area.	[Stickers]
E. Relocate the Glory Hall to a location further away from liquor stores and bars.	[Stickers]
F. Provide improved and attractive sidewalk and street lighting.	[Stickers]
G. Add video surveillance on Downtown streets.	[Stickers]
H. Increase building maintenance, and the upgrade of dilapidated buildings and facilities.	[Stickers]
I. Create neighborhood watch programs, with links to help enforcement of identified problems.	[Stickers]
J. Require closed seasonal shops to have attractive window decor and security systems in winter months.	[Stickers]
K. Provide improved parking garage safety and supervision.	[Stickers]
L. Regulate and limit cruise ship emissions for health & safety of residents.	[Stickers]
M. Improve bicycle safety with separated bike lanes.	[Stickers]
N. Improve traffic intersections for the safety of pedestrians.	[Stickers]
O. Increase winter activities in Downtown, thereby increasing public street presence, and decreasing vagrancy.	[Stickers]



**Draw a mark on line to indicate YOUR balance point between More Parking or Less Parking in Downtown?**

**Create More Parking**  
(in parking garages, on street, onsite, in lots...)

**Use Actions to Reduce Parking Demand & Need Downtown**  
(Downtown Circulator/Shuttle, employee parking lot outside of town core, Valley and Douglas Park & Ride, Car-Share, bike lanes, employers give incentives to carpool & use transit...)




**F. Fund New Affordable Housing:** Either funded by the City directly or through a public/private partnership, construct additional new Downtown housing. Housing would be focused on year-round viability, and cover a range of uses.

**G. Funds for Building Rehabilitation:** Establish a program to identify and help finance the rehabilitation and modernization of priority downtown properties. Funds could support both housing and business opportunities.

**H. Funds for Greater Police Presence:** Provide funding for a greater number of officers on the streets Downtown, and provide more permanent and accessible staffing at the downtown police satellite station.

**I. Funds for the New JACC:** Provide funding assistance for the new JACC building and surrounding development for the arts district.

# BLUEPRINT DOWNTOWN

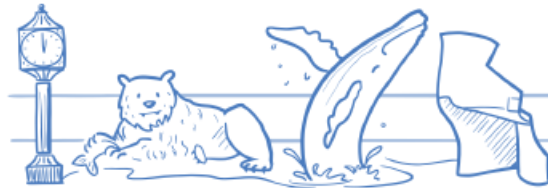
## DOWNTOWN JUNEAU'S AREA PLAN



*The best estimate is that input was received from 800 to 900 unique individuals*



**BLUEPRINT DOWNTOWN**  
DOWNTOWN JUNEAU'S AREA PLAN



## Vision Statement

*Downtown Juneau is a vibrant, welcoming, safe and accessible place to live, work, learn, play, create and explore. As the heart of Alaska's capital city and dynamic center of government, its unique heritage and history, access to natural beauty, arts and culture, urban amenities and waterfront setting provide opportunities for an exemplary quality of life and sustainable growth.*





## ***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, 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 and supportive services for vulnerable populations.



## ***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 downtown for everyone***

Juneau's diversity is celebrated by offering services, a range of mobility options, activities, goods and amenities that appeal to all ages, backgrounds and incomes.



## ***Diverse, well managed tourism***

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



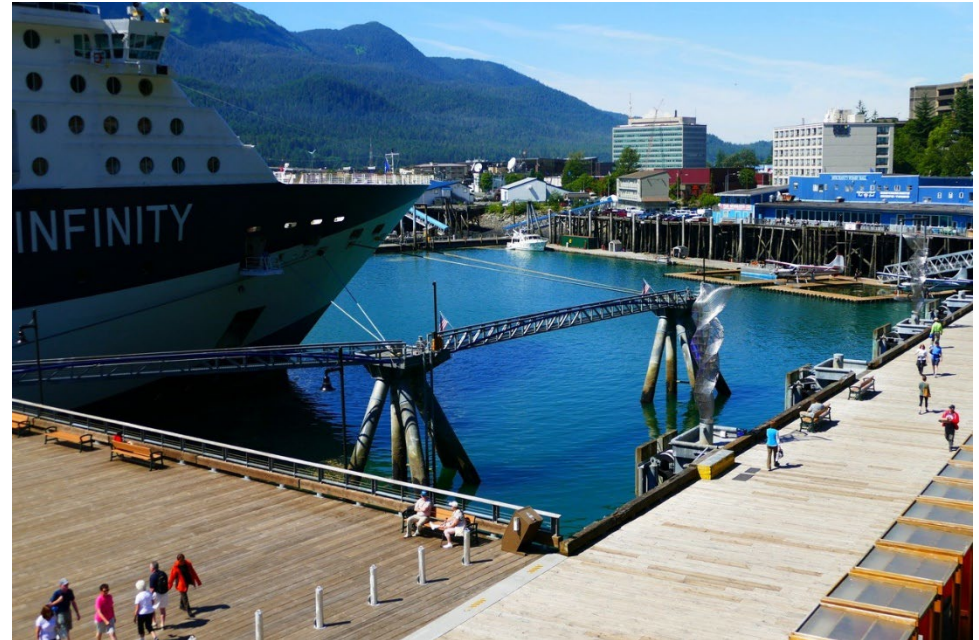
## ***Strong and stable economy***

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.



# Top Five Priorities for Action

- Housing
- Tourism Management
- Year-round vitality
- Downtown point person
- **Complete the Seawalk and Harborwalk.**



# Interest Areas for Docks & Harbors

## Chapter 3 – Economic Development

- Diversified economy
- Working waterfront

## Chapter 4 – Land Use, Neighborhoods & Housing

- Waterfront (subdistrict)
- Rock Dump (subdistrict)
- Harbors (subdistrict)

## Chapter 5 – Downtown Activities & Tourism

- Tourism
- Dock electrification
- Waterfront Infrastructure

## Chapter 6 – Parks, Open Space & Recreation

- Downtown harbors


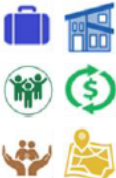

## Chapter 7- Transportation, Pedestrians & Streetscape

- Vehicle/Pedestrian Interaction





# Action Tables

GOALS	ACTIONS	ANTICIPATED IMPLEMENTING PARTNER(S)	WHEN (ON-GOING, NEAR, MID, LONG)	CHAPTER(S)	RELEVANT PLAN(S)
	<p>Expand investment downtown:</p> <ul style="list-style-type: none"> <li>• Develop stronger partnerships between government, non-profit and for profit developers;</li> <li>• Examine road blocks to public/private partnerships and joint developments of housing, mixed use, parking structures, and/or land leases and take steps to eliminate them;</li> <li>• Develop opportunities to use outside funding to support downtown investment.</li> </ul>	<p>Housing Office, CDD, EPW, JEDC, DBA, JCC</p>	<p>On-going</p>	<p>3 &amp; 4</p>	<p>HAP, JCP</p>
	<p>Create a "Downtown Clean and Safe" program that focuses on the following services:</p> <ul style="list-style-type: none"> <li>• Regular sidewalk cleaning;</li> <li>• Additional trash pickup;</li> <li>• Graffiti removal;</li> <li>• Block watches;</li> <li>• Coordinate and communicate with local police officers and safety ambassadors ;</li> <li>• CPTED practices.</li> </ul>	<p>JPD, JEDC, DBA, JCC</p>	<p>Near</p>	<p>3 &amp; 5</p>	



## 35 plans & studies reviewed and incorporated into Blueprint

2002	LONG RANGE TOURISM MANAGEMENT PLAN
2003	DOWNTOWN TOURISM TRANSPORTATION STUDY
2003	SUPPORT VICINITY REVITALIZATION STUDY
2004	LONG RANGE WATERFRONT DEVELOPMENT PLAN
2017	JUNEAU DOWNTOWN HARBORS UPLANDS MASTER PLAN -BRIDGE PARK TO NORWAY POINT
2018	MARINE PARK TO TAKU DOCK URBAN DESIGN PLAN
2019	TOURISM BEST MANAGEMENT PRACTICES
2020	VISITOR INDUSTRY TASK FORCE REPORT

# Project Schedule and Status

- ✓ Visioning
- ✓ Focus Groups
- ✓ Draft Plan

## Where we are now

Public Review of Steering Committee draft Plan

## Next steps

- Steering Committee review of public comments/ plan revision and recommendation to Planning Commission
- Planning Commission Public Hearing and recommendation to Assembly
- Assembly Public Hearing and Adoption



Blueprint Downtown Juneau Webpage:

<https://beta.juneau.org/community-development/blueprint-downtown>

Blueprint Downtown Email Address:

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