


MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: April 20, 2012

TO: Planning Commission

FROM: Laura A. Boyce, AICP, Planner 
Community Development Department

FILE NO.: CSP2012 0004

PROPOSAL: A City project to convert a portion of Shattuck Way, located between Municipal Way and Front Street, to a pedestrian way, thereby eliminating parking and through traffic

GENERAL INFORMATION

Applicant: City and Borough of Juneau

Property Owner: City and Borough of Juneau

Right-of-Way: Shattuck Way

Legal Description: Tidelands

Site Length: 215± linear feet

Comprehensive Plan Future
Land Use Designation: MU (Mixed Use)

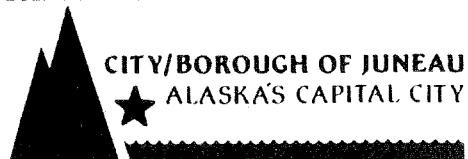
Zoning: MU (Mixed Use)

Utilities: Public Water and Sewer

Access: Marine Way

Existing Land Use: One Way Right-of-Way

Surrounding Land Use:
North - MU, Commercial/Retail Uses
South - MU, Commercial/Retail/Office Uses
East - MU, Commercial/Retail Uses
West - MU, Park/Office/Retails Uses/Vacant Lot



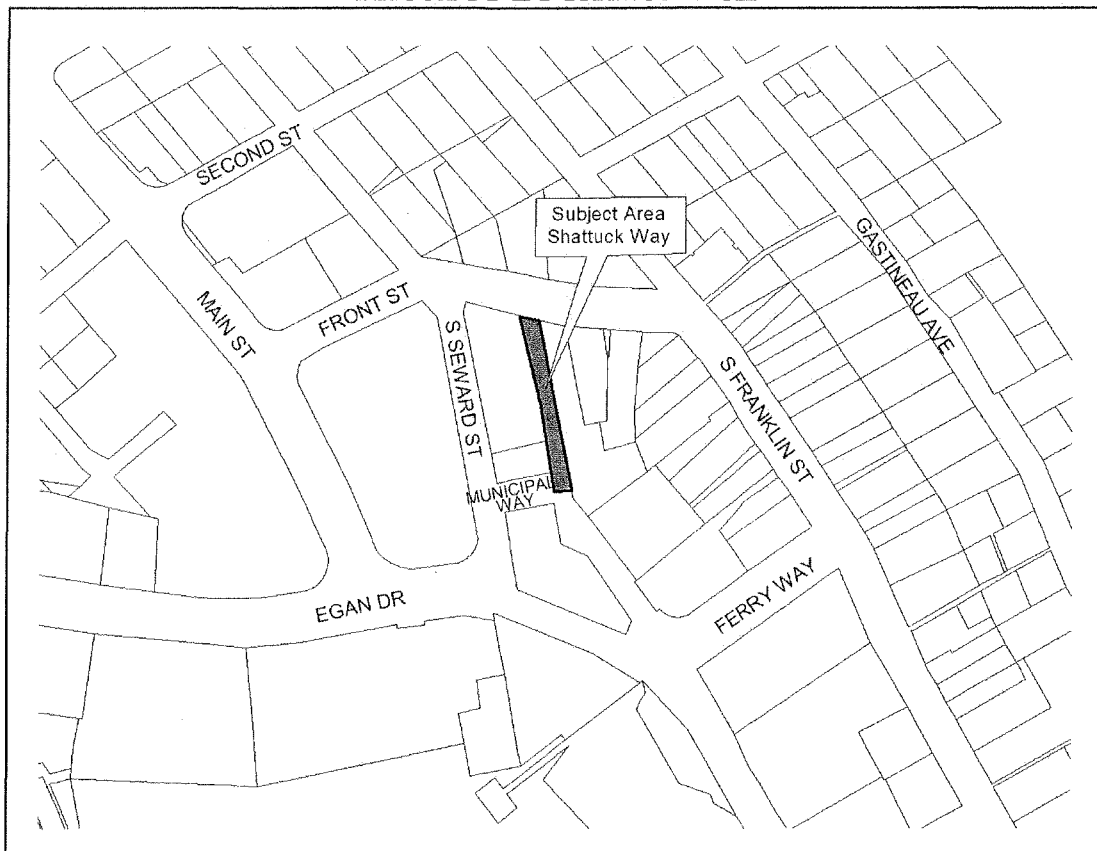
ATTACHMENTS

Attachment A	Application Materials
Attachment B	Public Meeting Notice
Attachment C	Damage to Miner's Mercantile Building Photos and Letter
Attachment D	Sealaska Heritage Institute Letter
Attachment E	Downtown Business Association Email
Attachment F	Parking Data
Attachment G	Traffic Observation Data
Attachment H	Reviewer's Comments

PROPOSAL

To convert Shattuck Way to a pedestrian only corridor. This would entail eliminating vehicular traffic and seven on-street parking spaces.

PROJECT LOCATION MAP



BACKGROUND

Shattuck Way is an existing right-of-way located in Downtown Juneau. It is a one-way, sub-standard street through the downtown that begins at Marine Way and terminates at Front Street. Municipal Way connects to Shattuck Way mid-way, providing one-way access from Shattuck Way to Seward Street. The right-of-way is narrow, approximately 19.2 feet in width, that includes parking on both sides of the street along the southern portion of the road (south of Municipal Way) and parallel parking on only the west side along the northern portion of the road (north of Municipal Way). Shattuck Way appears and functions somewhat like an alley.

Closing lightly used city streets to create pedestrian ways has been a goal of the City since the early 1980s, as documented in various City plans and documents. Specifically, closing off the northern segment of Shattuck Way, between Municipal Way and Front Street, has been identified and discussed for closure in order to create pedestrian ways in the downtown core. The City and Borough of Juneau's Community Development Department, on behalf of the Miner's Mercantile building owner, RH Rentals, is exploring the possibility to close a portion of Shattuck Way, located between Municipal Way and Front Street, to vehicles in order to create a pedestrian way (see Project Location Map above). Repeated damage to the building from winter snow plowing has precipitated this request, along with the desire of the property owner, Mr. Rich Harris of RH Rentals, to have the ability to utilize the doors along the Shattuck Way building façade. The Shattuck Way building façade was redesigned in 1996 by the owner with expectations that the City would soon close off Shattuck Way to vehicles.

Closing off Shattuck Way, and even Front Street, to vehicles and enhancing these areas for pedestrians has been discussed and planned for downtown Juneau since the 1980s. Seven parking spaces currently exist on the west side of this upper portion of Shattuck Way. These spaces would be eliminated with closure of the street to vehicles. Removable bollards, or some other type of acceptable easily-removable barricade, could be placed at each end of the closed portion of Shattuck Way to ensure that delivery vehicles, maintenance vehicles, and emergency vehicles can gain access as needed. The vacant Sealaska lot is located on the west side of Shattuck Way, directly across from the Miner's Mercantile building. Sealaska has not expressed an opinion concerning closing Shattuck Way to vehicles at this time.

ANALYSIS

The CBJ Community Development Department filed this application at the request of RH Rentals, the owner of the Miner's Mercantile building, located at 145 Shattuck Way. This building is located on the eastern side of Shattuck Street, on the northern end of the road. It is also known as Jorgenson's Hardware or Lyle's Hardware building. The building is constructed to the right-of-way line, with no separation or protection to the building from the traveled way. Damage to the building occurs from vehicle impacts and snow being plowed against the building during winter months. The

owner has installed heavy wood “bumpers” along the building side to prevent damage to the building. Mr. Harris provided photos documenting damage to the building as well as a description from the maintenance company (See Attachment C).

In 1996, the previous property owner redesigned the building to install entrances along the Shattuck Way façade expecting that Shattuck Way would become a pedestrian way, as called for in City plans and discussions (DRP1996-0001/BLD1997-00239). The structure was built in 1897 and was originally known as Jorgenson’s Hardware and later as Lyle’s Hardware. Damage to the building has occurred as a result from snow plowing during the winter. Snow is plowed to the right side of the road against the building. (See Attachment C for a photo illustrating this.)

Mr. Harris approached the CBJ Public Works and Facilities Committee (PWFC) about closing Shattuck Way to vehicles. The PWFC was supportive of the request; however, the PWFC concluded the CBJ would most likely not contribute financially to the proposal. Mr. Harris would like to build steps to every other door along the Shattuck Way building façade, providing access to the building. Additionally, minor improvements such as planters would be installed. These would be installed so that they could easily be removed if Shattuck Way were to be returned to vehicular access. Any additional improvements would involve consultation with CBJ staff. While a specific barrier design hasn’t been proposed, any barrier should be easily removed or opened for intermittent access by maintenance, delivery, and emergency vehicles. Snow removal would be provided by RH Rentals. They are requesting an initial trial period of three years, with the request to be reevaluated at that time. Two separate plans were submitted (see Attachment A) showing temporary scenarios as well as a long-term future scenario. Although seven parking spaces could be removed, parking spaces could be provided at each closed segment, two along Front Street and one on the Municipal Way end, for a total of three spaces. According to the applicant, this would result in a net loss of only four spaces.

Staff’s review of the proposal follows.

Proximity to fire hydrants

Additional parking spaces on Front Street and Municipal Way are proposed with this request. If Shattuck Way were to close, the creation of one additional parking space on Municipal Way is possible. Additionally, two spaces are proposed along Front Street; however, this isn’t possible due to the location of the fire hydrant on Front Street. Engineering standards require a clear distance of ten (10) feet from fire hydrants (five feet each side). Because of this standard, only one space would be possible along Front Street.

Snow removal

Snow removal and plowing is a costly service provided by the City and Borough of Juneau. It is especially problematic on Shattuck Way due to the substandard right-of-way width at approximately 19.2 feet, which includes traffic and parking. Current practice pushes the snow to the right side of the Shattuck Way, resting against the Miner’s Mercantile building, away from the parking spaces. If this

proposal isn't approved, an alternative that would alleviate further damage to the building and lessen CBJ's liability is to not allow parking on the street in the winter months. The snow could then be plowed to the left side of the road, where the parking spaces are now located. Parking would resume after the winter season. Staff spoke with the Public Works about this and they are supportive of this idea as an alternative if the street closure isn't approved.

If Shattuck Way is closed to vehicle traffic, Mr. Harris would plow and maintain the area adjacent to the Miner's Mercantile building, ensuring access for maintenance and emergency vehicles. CBJ Streets would continue to maintain and plow the sidewalk along Shattuck Way, ensuring year-round pedestrian accessibility through Shattuck Way.

Reduction in parking

As stated earlier, seven parking spaces exist along the northern segment of Shattuck Way. Because of this request, staff began conducting parking counts along the following road segments in order to better understand parking occupancy and usage rates for spaces along Shattuck Way. These segments include:

- Shattuck Way (between Marine Way and Municipal Way), referred to as "South Shattuck";
- Municipal Way (between Shattuck Way and S. Seward Street);
- Shattuck Way (between Municipal Way and Front Street), referred to as "North Shattuck"; and
- Front Street (between S. Franklin Street and S. Seward Street).

The detailed count information can be found in Attachment F. Staff collected 53 counts from mid-February through mid-April. While the majority of these counts were taken during parking enforcement hours from 8 a.m. to 6 p.m., Monday through Friday, some counts were collected during the evening and weekend hours. Weekend and evening counts weren't collected as frequently because more parking options exist during these times since on-street parking and parking garages are free.

Parking management has been an identified problem in the Juneau downtown core for many decades. According to the Downtown Juneau Parking Management Plan, there are 1,007 spaces managed by the CBJ in the downtown core; 408 of these spaces are on-street spaces. When the residential spaces adjacent to the downtown core are included, a total of 1,320 parking spaces are CBJ-managed. Of those spaces, 257 on-street parking spaces are managed by the new parking meter system, along with 237 spaces in the Downtown Transportation Center, 300 spaces in the Marine Park Garage, and 24 spaces in the Second & Franklin Street Lot. The installation of the parking meters has helped provide availability of parking downtown. Prior to the current parking system which includes meters, long term/all day parkers would occupy the on-street spaces and shuffle their cars from block to block avoiding enforcement. The parking garages serve as long term or all-day parking; on-street spaces are generally for shorter durations. The new system, as evidenced by the tables presented below, has

increased availability of spaces (i.e., reduced occupancy rates).

Below is a summary of all counts collected since mid-February for Shattuck Way, Municipal Way, and Front Street. The table illustrates the number of spaces available along that segment, the average number of parking spaces filled, and the occupancy rate.

Average Occupancy Rate of All Counts in the Proximity of Shattuck Way

Street Segment	# of Spaces Available	Average # of Spaces Filled	Occupancy Rate (# of filled spaces/# of spaces available)
S. Shattuck Way segment	13	8	63.35%
Municipal Way	6	4.23	70.44%
N. Shattuck Way segment	7	4.28	61.2%
Front Street	18	11.92	66.2%

During this two month counting period, parking was available during each of the 53 counting periods in at least one segment. Additionally, 100% occupancy was achieved only on three occurrences for both Municipal Way and the North Shattuck Way segment (the segment proposed for elimination); 100% occupancy was not observed on Front Street or the South Shattuck Way segment.

The table below illustrates the occupancy rate for the entirety of the Municipal Way and the two Shattuck Way segments together, reviewing it as a unit:

Average Occupancy Rate for All Counts along Shattuck Way and Municipal Way Since Mid-February 2012 (Front Street is not included)

Street Segment	# of Spaces Available	Average # of Spaces Filled	Occupancy Rate (# of filled spaces/# of spaces available)
Combined - S. Shattuck Way, Municipal Way, and N. Shattuck Way	26	16	63.21%

If the northern segment of Shattuck Way's seven parking spaces were removed from the above scenario, thereby lowering the area's available parking spaces to 19 instead of 26, then the occupancy rate would increase to 86.49%, with still some parking availability. Therefore, parking spaces would be available in the immediate vicinity of Shattuck Way if all seven spaces are removed.

The next table illustrates how parking use changes by time of day.

**Average Occupancy Rate for Counts along Shattuck Way by Time of Day
 Since Mid-February 2012**

Segment	# of Spaces Available	AM Occupancy Rate	Lunch Occupancy Rate	PM Occupancy Rate	Weekend Occupancy Rate
S. Shattuck Way	13	62.13%	53.85%	65.38%	66.35%
Municipal Way	6	77.38%	75%	70.67%	54.17%
N. Shattuck Way	7	70.4%	64.3%	55.4%	60.7%
Combined (S. Shattuck Way, Municipal Way, and N. Shattuck Way)	26	65.66%	61.54%	62.62%	62.02%
Front Street (between S. Franklin and S. Seward St.)	18	63.89%	94.44%	66.2%	63.33%

This two-month data shows that during the lunch hour, parking use is high on Front Street, between S. Franklin and S. Seward Streets, at 94.4%. The other segments don't reflect significant variations, such as Front Street does.

While the above data only reviews parking counts for the past two months during the winter, the CBJ's Community Development Department has been collecting parking survey data, beginning in April 2010 as part of a Downtown parking management strategy. Since then, the Community Development Department has been collecting parking counts on identified segments within the downtown core. The street segments in vicinity of this proposal in which staff has been collecting occupancy data include:

- S. Seward Street (between Front Street to Marine Way);
- Front Street (between S. Seward Street and Main Street); and
- S. Franklin Street (between Ferry Way and Front Street).

Data has been collected since April of 2010 for the South Franklin Street segment. The South Seward Street and Front Street segments were added to the survey area in March of 2011. Data is collected for three time periods: during the AM hours from 8:00 to 11:59 a.m., Noon counts are taken from 12:00 to 12:59 p.m., and PM counts are from 1:00 p.m. until 5:00 p.m. Data is shown below using two time periods; the first set of day shows occupancy rates beginning May 23, 2011, which is when CBJ's pay-by-license plate meter system went into effect. The next set of data provides occupancy rates prior to May 23, 2011; this provides comparison data to see how parking behavior has changed before and after the new meter system has been implemented.

**Average Occupancy Rate for Selected Streets from CDD's Ongoing Parking Survey
 (data is compiled prior to parking meter installation and enforcement of May 23, 2011)**

Segment	# of Spaces Available	AM Occupancy Rate	Lunch Occupancy Rate	PM Occupancy Rate
S. Franklin Street (between Ferry Way and Front St.)	21	58.58%	78.57%	73.93%
Front Street (between S. Seward St. and Main St.)	11	50%	54.55%	64.46%
S. Seward Street (between Front St. and Marine Way)	9	60.19%	70.37%	70.71%
Combined (S. Franklin St., Front St., and S. Seward St.)	41	56.63%	70.33%	70.68%

**Average Occupancy Rate for Selected Streets from CDD's Ongoing Parking Survey
 (data is compiled after the parking meter enforcement began May 23, 2011)**

Segment	# of Spaces Available	AM Occupancy Rate	Lunch Occupancy Rate	PM Occupancy Rate
S. Franklin Street (between Ferry Way and Front St.)	21	41.84%	75.44%	64.48%
Front Street (between S. Seward St. and Main St.)	11	33.94%	66.03%	55.27%
S. Seward Street (between Front St. and Marine Way)	9	43.33%	75.69%	63.19%
Combined (S. Franklin St., Front St., and S. Seward St.)	41	40.05%	72.97%	61.73%

While the data above only shows average occupancy rates, there are occurrences when segments have no parking space availability (i.e., 100% occupancy); this is reflected in the data in Attachment F. While the loss of parking isn't ideal, the data available to date shows that the loss of seven spaces appears to have a minimal effect on the overall parking system. The parking data reflects that if one segment doesn't have a space available, usually a nearby segment will. Please refer to Attachment F.

Traffic circulation

As stated earlier, Shattuck Way is a one-way local road. When a vehicle enters Shattuck Way from Marine Way, the vehicle can exit to South Seward Street via Municipal Way, or it can continue north along Shattuck Way to Front Street. Staff observed traffic on three occasions along Shattuck Way and Municipal Way, both of which are local roads. Additionally, observations were recorded along the nearby streets of Front Street and South Steward Street for volume comparison purposes, both of which are collector roads. Two peak evening counts and one lunch count were observed for each area.

Traffic Observations along Shattuck & Municipal Ways in One Hour Blocks of Time

	3/16/2012, 4:45 p.m. to 5:45 p.m.	3/19/2012, 4:45 p.m. to 5:45 p.m.	3/20/2012, 12:00 p.m. to 1:00 p.m.
Total Number of Vehicles Entering Shattuck Way	35	20	31
Enter & Park	20 (57.14%)	11 (55%)	23 (74.2%)
Drive Through/No Park	15 (42.86%)	9 (45%)	8 (25.8%)
Total Number of Vehicles Exiting Municipal Way to S. Seward Street	16	15	24
Total Number of Vehicles Existing Shattuck Way to Front Street	11	8	4

As the above table illustrates, in these observed instances the majority of vehicles enter Shattuck Way for parking purposes, but slightly less frequently through traffic occurs. Traffic volume doesn't appear to be high.

For comparison purposes of traffic volume, traffic was observed in one hour blocks of time along South Seward Street (between Front Street and Marine Way) and Front Street (between S. Franklin Street and S. Seward Street) on three occasions, as shown below.

Traffic Observations for Front Street & S. Seward Street in One Hour Blocks of Time

	3/27/2012, 5:00 – 6:00 p.m.	4/9/2012, 4:30 p.m. to 5:30 p.m.	4/13/2012, 12:00 to 1:00 p.m.
Front Street (between S. Franklin & S. Seward St.)	100	107	156
S. Seward Street (between Front Street & Marine Way)	137	107	84

While the above data is not meant to be comprehensive, it is meant to provide a snap shot view of activity on three different occurrences. If more data is needed, an official study could be conducted.

In summary, if the northern portion of Shattuck Way were to be closed to vehicular traffic, all Shattuck Way traffic would exit via Municipal Way to South Seward Street. Direct access to Front Street via vehicle would no longer be an option. The only alternative to accessing Front Street with a vehicle would be from South Franklin Street or from South Seward Street, turning onto Front Street towards Main Street. Since the Shattuck Way traffic volumes are so small, closing Shattuck Way would not significantly increase overall traffic on Municipal Way.

Downtown Historic District

As stated previously, the Miner's Mercantile building was built in 1897, during Juneau's initial development era from 1883 to 1911. It was known as Jorgenson's Hardware and later as Lyle's Hardware. The structure is a contributing building to Downtown Historic District on the National Register.

Since Shattuck Way is within the downtown historic district boundaries, the Historic Resources Advisory Board (HRAC) considered this proposal at their February 1, 2012, and March 7, 2012, meetings. The HRAC unanimously voted in support of the request to close Shattuck Way, creating a pedestrian way, noting that this has been discussed by the City in its various plans since the early 1980s. The HRAC also commented that any improvements installed along Shattuck Way, such as any street furniture, lighting, or canopies, should comply with the Downtown Historic District Standards and Guidelines. They also stated that they would not be in support of a vacation of the right-of-way that would close to the street because Shattuck Way has functioned as a travel way in Juneau's history.

Comments from other reviewers

The Community Development Department contacted other CBJ departments for input regarding this request. Specifically, the Fire, Engineering, Streets, and Public Works Departments were contacted. Generally, the departments are supportive of the idea.

The Streets Superintendent, Ed Foster, commented that snow plowing along Shattuck Way is "problematic" and that "it's really too narrow for on street parking and vehicular traffic."

The previous Public Works director, Joe Buck, liked the concept and states, "Closing this alley to vehicle traffic is a great idea. The Front Street intersection has always been unsafe and plowing snow in the alley is very problematic."

Fire Marshall Dan Jager offered no objections to the proposal. He stated that the emergency access is adequate on Front Street and Municipal Way. Additionally, if traffic is an issue, emergency vehicles could go against traffic on Front Street.

Engineering Director Rorie Watt provided comments regarding the proposal. He restated that the Assembly Public Works and Facilities Committee was supportive of the idea, yet they didn't want to contribute financially to the proposal. Also, Mr. Watt would like to ensure access for maintenance and reconstruction of public and private utilities within the Shattuck Way right-of-way. Utilities exist in the right-of-way. (Please refer to Attachment A, the application materials, for department comments.)

Staff also contacted other departments and agencies regarding the proposal. AEL&P has utilities in the right-of-way as well as vaults and lids at the north end of Shattuck Way, near Front Street. AEL&P requests that CBJ maintain the ability for them to access the utilities with their trucks along the right-of-way. They stated they could also access their utilities from the Front Street access (Attachment H). Removable bollards, or some such design, could allow for access to the street for maintenance. A condition has been recommended to ensure that access to utilities will be maintained if the street is closed to vehicles. The Parks Department, which manages CBJ's parking, is concerned about the loss of parking.

Staff followed up with the Fire Department regarding safety concerns. The Fire Department would have concerns if any covering is proposed along the pedestrian way as this would need to meet Fire Code requirements (Attachment H).

Sealaska Heritage Institute

The Sealaska Heritage Institute owns the lot directly across Shattuck Way from the Miner's Mercantile building, where the current open space/park area is located. Sealaska has plans to construct a new building on this lot. They were contacted regarding the closure of Shattuck Way for its effect to Sealaska. Mr. Lee Kadinger, Chief Operating Officer of SHI, replied in a letter dated February 10, 2012, that the Sealaska Heritage Institute "...has not adopted a position on this issue." Designs for the new building are underway with the assumption that Shattuck Way would not be closed. "Consideration of converting Shattuck Way to a pedestrian-only use has not been reviewed or analyzed by our team", the letter continues. In a follow-up email from Mr. Kadinger, dated March 23, 2012, he states the following: "As I mentioned earlier in our letter, we haven't had the time needed to understand the impacts to our new facility when it has been constructed. We could support a temporary closure until construction of the facility begins (tentatively March/April 2013). During construction, we would assume that that entire area may need to be closed off to avoid any potential dangers with constructing a large multi-story facility" (See Attachment D for correspondence). A condition has been recommended to address continued pedestrian access on Shattuck Way during any construction activity.

Downtown Business Association

Mr. Larry Spencer, on behalf of the Downtown Business Association (DBA), submitted an email, dated March 7, 2012, regarding the closure of Shattuck Way to vehicular traffic. The email states that the DBA is "generally not in favor of the proposal." However, if the proposal is approved, the DBA

has some items/issues that they believe should be addressed, such as compensation to the CBJ for the private use of public land; guaranty of year-round pedestrian access; lighting and security of the area; and limit the term or include a reversionary clause if provisions are not met. Please refer to Attachment E for DBA's full correspondence.

CONFORMITY WITH ADOPTED PLANS

The Land Use Code identifies the Comprehensive Plan as including additional plans and studies; the following are relevant to this proposal:

- The Downtown Historic District Development Plan, dated December 1981; provided that the proposed district boundaries shall be those established by the assembly under a separate ordinance;
- Juneau Non-Motorized Transportation Plan, dated November 2009; and
- 2010 Downtown Parking Management Plan.

Staff reviewed this proposal with regards to consistency with these plans.

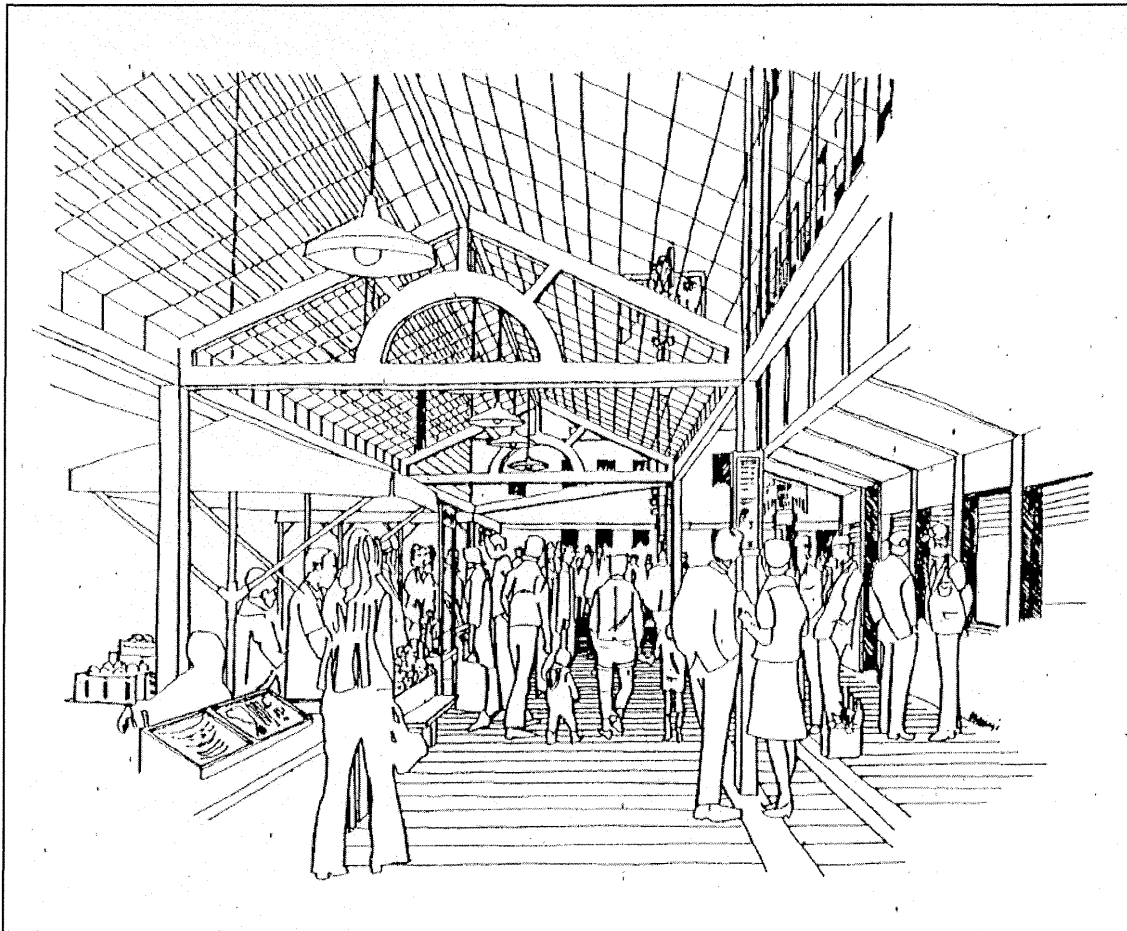
The Downtown Historic District Development Plan

The 1981 Downtown Historic District Development Plan is one of the adopted plans in which the primary purpose was to explore the possibilities of historic conservation of downtown Juneau. This Plan seeks to identify what Juneau's downtown urban design character is, as well as, seek ways to preserve the history and character of the downtown while also ensuring the economic vitality. Recommendations for projects and improvements are included as part of this plan. A portion of this document is devoted to specific public improvements that are "appropriate and will generate useful returns". One of the recommended projects identified in the Plan includes Shattuck Way improvements. From the Plan, this proposed improvement "*would convert the present back alley atmosphere of Shattuck Way to an integral continuation of Juneau's retail street network. Its effect would be to nearly double the possibility for retail frontages within the district by making Shattuck Way and its pedestrian alley connection from Franklin a positive attraction to pedestrians. Ideally, this would involve establishing a pedestrian entrance into City Hall somewhere along Shattuck Way itself.*" (page 105)

The 1983 "Downtown Street Improvements Design Study" followed the 1981 Downtown Historic District Development Plan, building upon its recommendations. The beginning of that document states the following: "*One of the significant conclusions of the Downtown Historic District Development Plan ... is that 'Public Improvements in Landmark Districts are Appropriate and Will Generate Useful Returns'. Experience has shown that certain improvements to open spaces and to street rights-of-way within a downtown district will noticeably enhance the appearance of the district and will contribute to extended economic life for structures in the district.*" (Page 1) One of the recommendations of this study includes improved City Hall open space on Shattuck Way.

Shattuck Way and Municipal Way are described in this document as “...*narrow service routes with access points to the rear of buildings fronting on surrounding streets. They all intersect at a point at the rear of the Municipal Building, forming a highly identifiable and imageable [sic] space.*” (Page 6) With this in mind, the document outlines the urban design potential of Shattuck Way, turning it into a “pedestrian precinct”. Please refer to the Shattuck Way Market sketch from this plan.

Shattuck Way Market sketch from the Downtown Street Improvements Design Study



Another planning document that includes the discussion of closure of streets to vehicles to improve pedestrian access is the “Capital City Vision Project – Juneau’s 20/20 Vision for Downtown”. This document is a vision plan created by Juneau citizens in 1996 and 1997. The plan is an advisory document for future planning in Juneau. One of the identified areas for improvement includes pedestrian access and movement. The vision for pedestrian access and movement includes the following statement: “*Downtown Juneau will have a flexible pedestrian-friendly transportation system that provides a vehicle-free downtown core area and ample pedestrian facilities....*” Action steps are included for each vision. These short-, mid-, or long-term actions could be explored as

ways to strengthen the positive attributes of the downtown Juneau and address the challenges to achieve the 20/20 vision. One of the mid-term planning action items, to be completed within one to five years from the date of the plan, is to “consider creating a pedestrian zone using selected streets”. Comments from the vision plan regarding this include that in the 1980s, several streets in the vicinity of City Hall (including Shattuck) were recommended for closure to vehicles.

The idea of closing Shattuck Way to vehicles has been in existence since 1981. As recent as 1996 with the “Capital City Vision Project – Juneau’s 20/20 Vision for Downtown,” the idea was still discussed. Based upon these plans and documents, the owner of the Miner’s Mercantile building redesigned his building in 1996 to accommodate the closure of Shattuck Way. The Shattuck Way building façade was designed to allow for additional entrances to Shattuck Way. The Design Review Committee approved the design in 1996 (DRP1996-00001) and the building was constructed to Historic District standards in 1997(BLD1997-00239).

Based upon the information provided above, the closure of Shattuck Way would be consistent with the Downtown District Historic Development Plan.

Comprehensive Plan, 2008

The 1983 Comprehensive Plan included the following policy and implementing action in the Transportation, Public Facilities, Services, and Amenities chapter:

POLICY 4.4 IT IS THE POLICY OF THE CBJ TO RESPOND TO THE SPECIAL TRANSPORTATION NEEDS OF EACH SUBAREA OF THE BOROUGH AND TO INTEGRATE THEM INTO A BOROUGH WIDE COMPREHENSIVE PLAN.

Implementing actions: Downtown

...

4.4.4. Reduce allowable on-street parking to facilitate vehicular and pedestrian circulation as off-street parking becomes available.

This implementing action had been in the Comprehensive Plan since 1983. It was removed without explanation or discussion with the 2008 Comprehensive Plan. This could have been removed in oversight; however, there isn’t documentation for its removal as with other policies and portions of the Plan. Regardless, removing on-street parking has been a long-term goal for the CBJ as other parking and transportation opportunities become available. Since that policy and implementing action were included in the Plan, the Marine Park Garage was built 1985, providing an additional 300 parking spaces. In December, 2010, the Downtown Transportation Center parking garage opened which provides parking for an additional 237 spaces in the downtown core. In the current 2008 version of the Comprehensive Plan, Policy 4.4 noted above has been expanded as follows:

POLICY 8.3 IT IS THE POLICY OF THE CBJ TO RESPOND TO THE SPECIAL TRANSPORTATION NEEDS OF EACH SUBAREA OF THE CBJ AND TO INTEGRATE THEM INTO A CBJ-WIDE COMPREHENSIVE TRANSPORTION PLAN. THIS SYSTEM SHOULD SEEK TO REDUCE THE CONSUMPTION OF FOSSIL FUELS BY FACILITATING EFFEICIENT ROUTES OF TRAVEL, CONVENIENT AND RAPID TRANSIT, AND SAFE MOTORIZED- AND NON-MOTORIZED TRAVELWAYS.

In the discussion of the Downtown subarea, parking is mentioned only in the discussion portion as follows, *“Coordinated planning is needed to improve pedestrian and traffic circulation, accommodate shared use of additional off-street parking, increase rapid public transit service, and facilitate pedestrian movement on sidewalks and crosswalks.”* On-street parking is no longer discussed in the Transportation Chapter as it was with the 1983 Plan.

Downtown Juneau Parking Management Plan

The Downtown Juneau Parking Management Plan was approved in 2010 and is a parking management plan for the downtown core. The “Purpose & Need” section of the Plan states that it is a “goal-oriented plan.” As such, the Plan does not *“...state that a particular number of parking spaces should be provided in the downtown area, or that a certain amount of money should be raised through parking meter revenue or parking citations. Instead, this plan sets three goals and describes tools for achieving these goals”*.

Goal 3 of this Plan states the following: *“Ensure that on-street parking spaces are available near all destinations at all times of the day for use by visitors who only need short-term parking.”* Closing the northern segment of Shattuck Way would eliminate seven spaces at the most, while possibly creating one space at the each segment end, resulting in two spaces. There could be a net loss of five parking spaces in the downtown core if this proposal moves forward. The loss of parking spaces in the downtown core appears inconsistent with Goal 3 of the Downtown Juneau Parking Management Plan. However, as discussed previously, when looking at the data collected for parking occupancy in the vicinity of Shattuck Way, parking spaces are available a majority of the time. It appears that if five, or even seven, parking spaces are eliminated, there still would remain adequate on-street availability for parking. Also, the Downtown Transportation Center’s parking garage, which can accommodate 237 parking spaces, is located two blocks away. If this proposal is approved, the removal of parking would not be inconsistent with Goal 3 as data shows that parking spaces are available in the vicinity.

HABITAT

This section of the Land Use Code is not applicable to the project because the closing of Shattuck Way to vehicles and any improvements that may occur will happen within a previously developed right-of-way which does not contain sensitive mapped habitats or wetlands.

PUBLIC COMMENTS

As of the date of this report, Staff has received one inquiry about the project from a neighboring business owner on South Franklin Street who is not in support of the project. Staff advised the local business owner to submit specific comments in writing and/or to attend the Planning Commission hearing to state their concerns. To date, staff has not received any written correspondence regarding this project. The Downtown Business Association submitted an email stating their concerns, which were discussed above in the Analysis section. The Sealaska Heritage Institute also sent a letter, which was discussed previously. These letters can be found in the attachments.

FINDINGS

Community Development staff finds the proposed project generally complies with the CBJ Land Use Code and applicable plans, including the 2008 CBJ Comprehensive Plan. The closing of the northern portion of Shattuck Way to vehicles would create a safer situation for pedestrians at the intersection with Front Street as well as to limit damage to the Miner's Mercantile building during the winter months from snow plows. By placing some kind of removable barrier at the either end of the closed off segments, intermittent access to the street for deliveries, maintenance, etc., can be achieved. Closing off this portion of Shattuck Way would create a pedestrian way that was visualized for the downtown area and discussed in plans from the 1980s. Closing the street to traffic lessens the probability of damage to the Miner's Mercantile building caused by winter snow plowing efforts. With the street's closure to vehicles, further damage to this historic building will not occur. While the loss of parking along Shattuck Way isn't ideal, at least two additional spaces can be created at the closed off segments, thus only realizing a loss of five spaces. Additionally, parking study data shows that there are other nearby options for parking with availability.

RECOMMENDATION

Community Development staff recommends that the Planning Commission recommend to the Assembly authorization of the proposed closing of that portion of Shattuck Way, located between Municipal Way and Front Street, to vehicles in order to create a pedestrian way, with the conditions recommended below:

1. Closure of Shattuck Way to vehicles shall be for a period of three years from the date of Assembly approval. At the end of that time period, the request shall be reevaluated.
2. If construction occurs on Sealaska's vacant lot located along Shattuck Way, a pedestrian path must remain open and be maintained on Shattuck Way for safe, pedestrian travel for the duration of the project.
3. Removable bollards, or some other barrier acceptable to CBJ Engineering, Fire, Public Works, and Parks Departments, will be installed at the expense of the Miner's Mercantile building's owner, with coordination and approval by the CBJ.

4. Snow removal along Shattuck Way shall be provided by the owner of the Miner's Mercantile building in the winter thereby keeping Shattuck Way open to pedestrians as well as the occasional delivery and/or maintenance vehicles. CBJ will continue to provide plowing along the sidewalk along the west side of Shattuck Way.
5. The owner of Miner's Mercantile building shall apply for a right-of-way encroachment permit for any improvements within the Shattuck Way right-of-way.
6. Any improvements shall comply with the Downtown Historic District Standards and Guidelines, as applicable.
7. Access to public and private utilities within the Shattuck Way right-of-way is to be maintained.

DEVELOPMENT PERMIT APPLICATION

Project Number CSP2012 2004	CITY and BOROUGH of JUNEAU	Date Received: JAN. 26, 2012
Project Name (City Staff to Assign Name) VACATE A PORTION OF SHATTUCK WAY		

INFORMATION	Project Description Vacate a portion of Shattuck Way from Municipal Way to Front Street		
	PROPERTY LOCATION		
	Street Address SHATTUCK WAY	City/Zip	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) SHATTUCK WAY		
	Assessor's Parcel Number(s) N/A		
	LANDOWNER/ LESSEE		
	Property Owner's Name CBJ	Contact Person:	Work Phone:
	Mailing Address	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT <small>*** Required for Planning Permits, not needed on Building/Engineering Permits ***</small>	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:			
A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.			
B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X		_____ Landowner/Lessee Signature	_____ Date
X		_____ Landowner/Lessee Signature	_____ Date
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT <small>If the same as OWNER, write "SAME" and sign and date at X below</small>			
Applicant's Name CBJ CDD / DALE PERNULA		Contact Person: DALE PERNULA	Work Phone:
Mailing Address		Home Phone:	Fax Number:
E-mail Address	Other Contact Phone Number(s):		
X	_____ Applicant's Signature	3/20/12 Date of Application	

-----OFFICE USE ONLY BELOW THIS LINE-----

STAFF APPROVALS	<input checked="" type="checkbox"/>	Permit Type	SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
		City/State Project Review and City Land Action			
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
		Mining Case (Small, Large, Rural, Extraction, Exploration)			
		Sign Approval (If more than one, fill in all applicable permit #'s)			
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
		Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
		Variance Case (De Minimis and all other Variance case types)			
		Wetlands Permits			
	Zone Change Application				
	Other (Describe)				
***Public Notice Sign Form filled out and in the file.					
Comments:				Permit Intake Initials	

ATTACHMENT A

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number <i>CSP 2012 0004</i>	Project Name (15 characters)	Case Number <i>CSP 2012 0004</i>	Date Received <i>1/26/2012</i>
--	------------------------------	-------------------------------------	-----------------------------------

TYPE OF PROJECT REVIEW:

City Project Review
 City Land Acquisition /Disposal
 State Project Review

DESCRIPTION OF PROJECT *This is a request to close a portion of Shattuck Way, located between Municipal Way and Front Street, to vehicles in order to create a pedestrian way.*

Please attach a cover letter to fully explain the project if there is not adequate space on this form.

CURRENT USE OF LAND OR BUILDING(S): *Shattuck Way is currently used as a travel way for vehicles to Front Street as well as providing parking (seven spaces) on the left side (west side) of road*

PROPOSED USE OF LAND OR BUILDING(S): *pedestrian way with removable bollards for delivery trucks, maintenance, and emergency vehicles.*

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? No Yes Case No.: _____

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: \$ _____

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side. If you need any assistance filling out this form, please contact the Permit Center at 586-0770.	CITY/STATE PROJECT FEES				
		Fees	Check No.	Receipt	Date
	Application Fees	\$ _____	_____	_____	_____
Total Fee	\$ _____	_____	_____	_____	

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM & EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT

TO BE COMPLETED BY THE APPLICANT

RH Rentals LLC

PO Box 32403
Juneau, AK 99803
Phone 907-790-4146
Fax 907-790-4147

January 23, 2012

Attn: CBJ Planning Commission,

With Regard to Converting Shattuck Way to Pedestrian-Only Use

RH Rentals owns the Miners Mercantile building on the south side of Shattuck Way and Sealaska Heritage Institute owns the vacant lot on the north side where a new building to house a Native cultural center is planned. Both owners want Shattuck Way closed to routine vehicular traffic. The conversion should not be total. It must be done in a way that allows intermittent access by delivery trucks and emergency vehicles. We do not have a specific barrier proposal to offer, but the barrier design selected should enable reasonably easy opening.

We understand that this closure should not be initiated as a permanent change and that re-conversion in the future may be possible. For its part, RH Development's initial changes would involve setting some stairways, at every other existing door. RH will also place a similar number of planters as depicted on the attached sketch.

Over time, we may add other street furniture after consultation with CBJ staff.

Thank You,

Richard A. Harris



GROSS
20th
CENTURY

RH Rentals LLC

PO Box 32403
Juneau, AK 99803
Phone 907-790-4146
Fax 907-790-4147

January 23, 2012

Dale Pernula
CBJ Engineering,

Dear Dale,

I am including with this letter two separate plans for Shattuck Way, one sketch is of a temporary plan that would eliminate the damage happening to our building .(from oversized vehicle traffic, and street maintenance) This plan would also create a more direct access for cruise ship passengers to Seward street, and the northwest portion of the down town area. R.H. Rentals would like to initiate the temporary plan as soon as possible, and in the future work with the CBJ, and Sealaska to create a more permanent, upscale version of a pedestrian walk way, We feel this could be a very nice addition to the down town district.

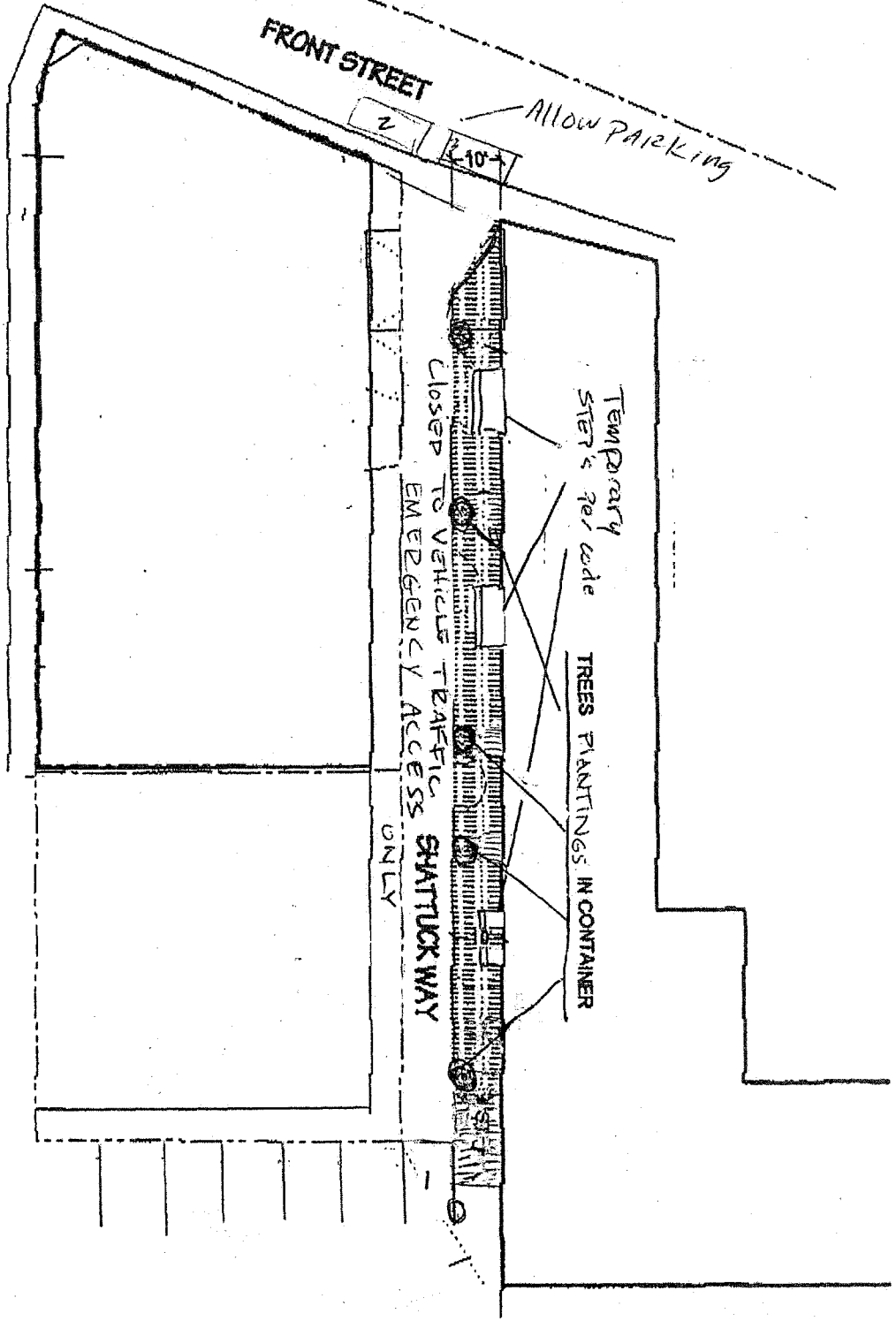
Thank You,

Richard A. Harris



SITE PLAN

1"=30'-0"

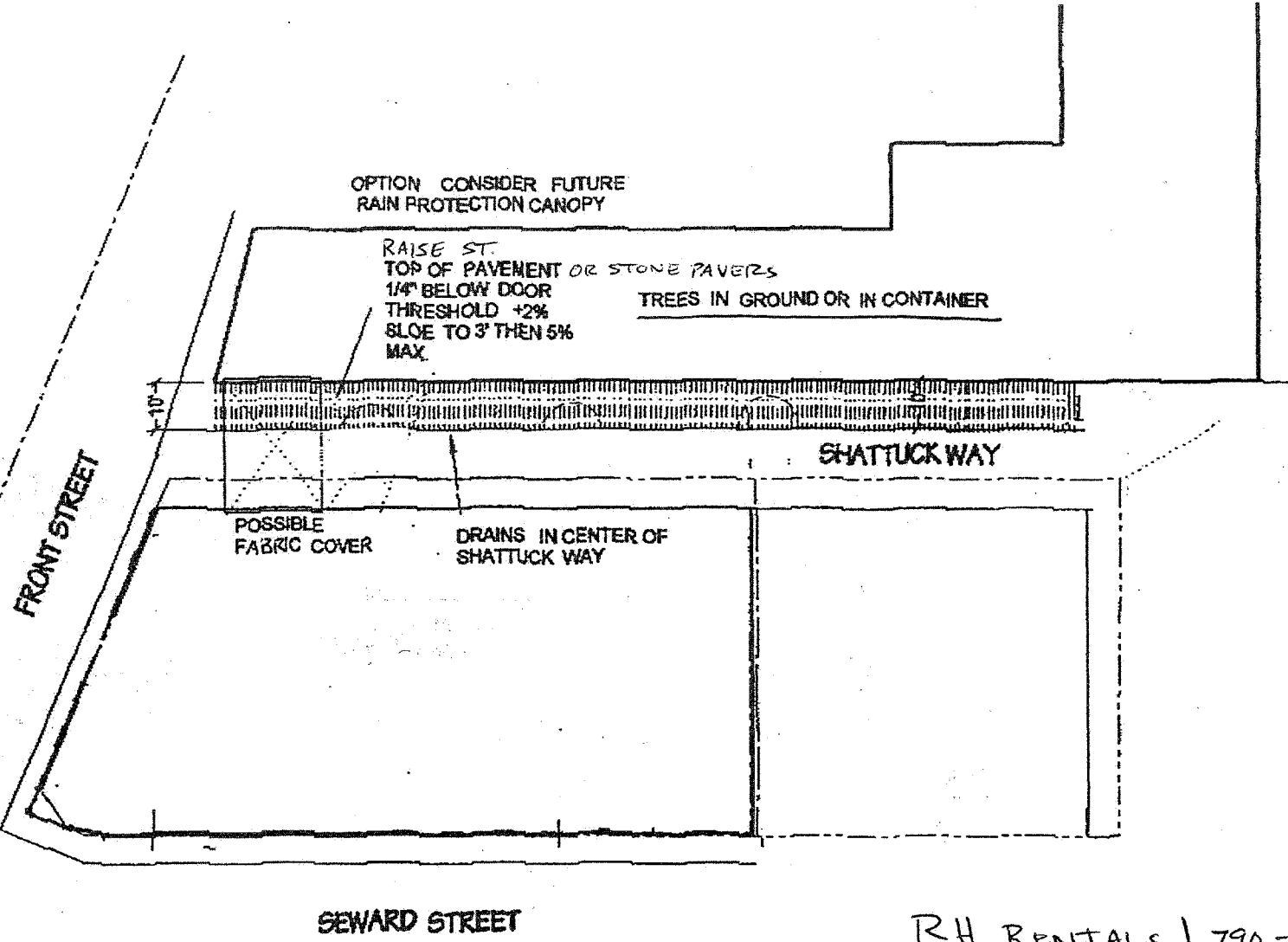


RH RENTALS | 790-4146

PROPOSED TEMPORARY PLAN | 5/1/11

SHAFTUCK WAY - PEDESTRIAN WALK

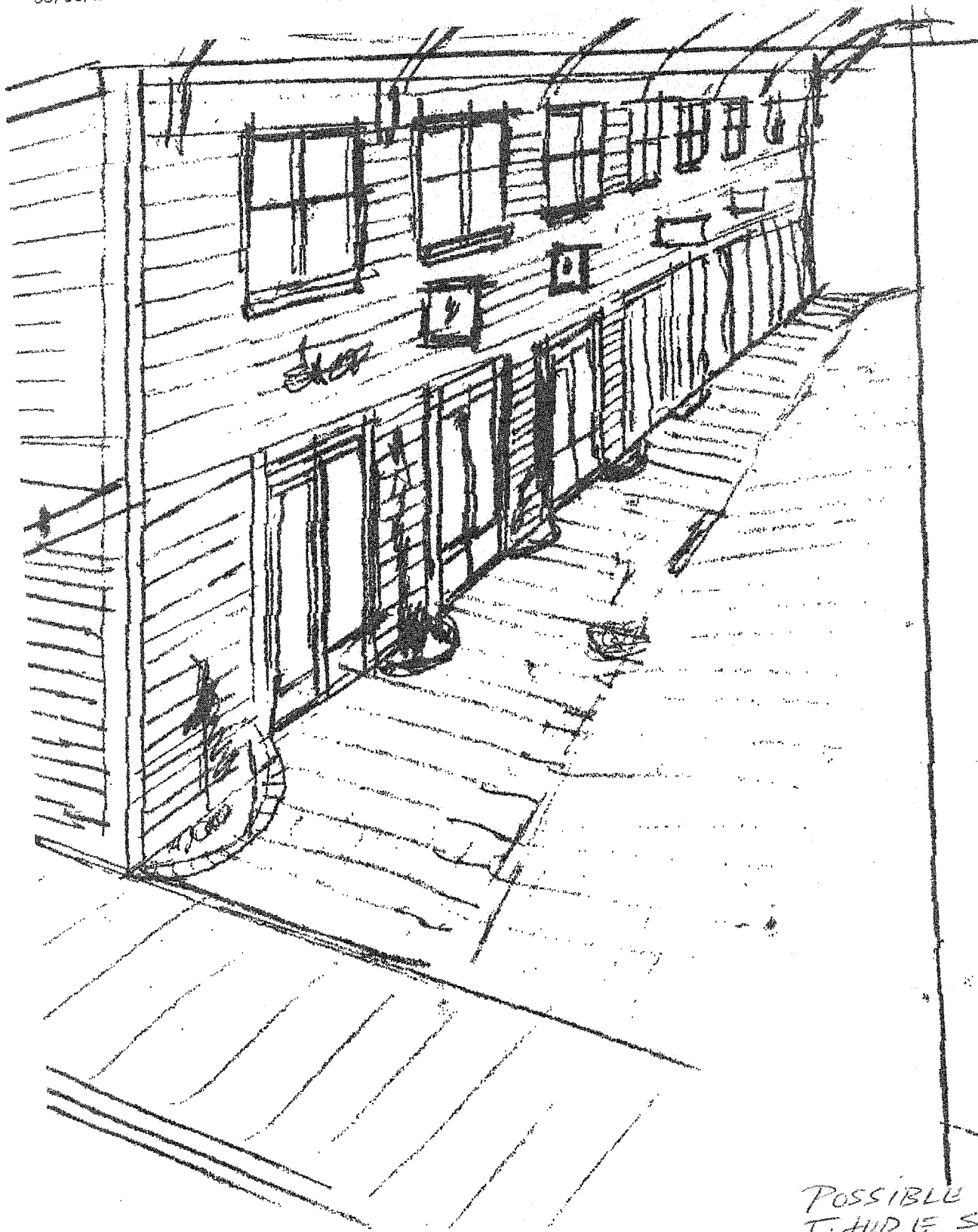
SHAFTUCK WAY



SITE PLAN 1"=30'-0"

R.H. RENTALS | 790-4146
POSSIBLE
FUTURE PLANS | 5/1/2011
SHATTUCK WAY -
 PEDESTRIAN WALK

SHATTUCK WAY



POSSIBLE
FUTURE STREET
ELEVATION

From: Dale Pernula [mailto:Dale_Pernula@ci.juneau.ak.us]
Sent: Wednesday, June 01, 2011 8:05 AM
To: 'RICHARD HARRIS'
Cc: Jane Sebens
Subject: RE: Shattuck Way

Rich

I contacted people from all affected CBJ Departments and provided them with copies of the drawings you gave me. All their comments are copied below. As you can see, there is good support from all departments. Rorie Watt commented that the Assembly Public Works & Facilities Committee supports the idea but believes they would not contribute financially to the improvements. I would add that they mentioned that it is not a CBJ priority and therefore it is not a high priority for staff to work on.

My own thoughts are that since the safety and utility concerns are addressed below, this would make a much better pedestrian way than how it currently functions and I am also supportive. Your idea of a temporary solution might work, but we would probably want a time certain for the permanent improvements to be installed. If it turns out that the new configuration does not work at all, the investment would be minimal.

We still need to have some process to meet with area property owners to see if they are supportive with the loss of some parking spaces. If you wish, I could discuss potential options with the City Attorney and begin the public process.

Dale

Engineering Director Rorie Watt:

A few comments:

1. Ensure maintenance and reconstruction access to public and private utilities.
2. Let adjacent owners know that it is likely that Sealaska is going to ask to remove one or two parking spaces on Seward Street.
3. It could look good for a while, until Sealaska puts a blank wall with no public access on the back of their building (which is their current plan).
4. The Assembly PWFC was supportive of the idea, but I did not get the sense that they thought the CBJ should contribute to the idea.

Fire Marshal Dan Jager:

The fire department has no objections to this idea and agree that it would be a nice addition to this part of town. Our emergency access is still adequate on Municipal Way and on Front Street. Ed, yes we would, and have used emergency apparatus in this limited use space in the past although it is not recommended if we can avoid it. Fire trucks and fire engines are a tight fit, but ambulances can maneuver a little better if needed. If traffic concerns come up for a significant event, with coordination, we would just go against traffic on Front Street if needed.

Dan

Street Superintendent Ed Foster:

I think this is an excellent idea! Plowing snow through there in the winter is problematic and it's really too narrow for on street parking and vehicle traffic. I don't see a need for a walkway along the building, temporary or permanent. On an immediate or temporary basis just install steps from the doors to street grade, and for a permanent solution I think the street should be brought up to the grade of the sidewalk across the street and maybe done with pavers, maybe a few tree planters and a few gazebo type shelters in the middle for protection from the weather and steps from the doors to the resulting grade. This could be a very nice down town vendor eatery area.

Why does there need to be emergency vehicle access to this area? Would the Fire Department really pull a fire truck between these buildings if one was on fire??

Ed

Public Works Director Joe Buck:

I like the concept. I tend to lean towards having steps down to the pedestrian way over raising the grade of the street to the level of the adjacent commercial building. I'd suggest raising the street grade 6" to get to top of a curb/gutter section at Municipal Way and Front Street, and have step coming down from the adjacent commercial building to the pedestrian way. Closing this alley to vehicle traffic is a great idea. The Front Street intersection has always been unsafe and plowing snow in the alley is very problematic. This could be a great area for the street vendors and/or sidewalk cafes.

Joe

From: Dale Pernula
Sent: Thursday, May 05, 2011 9:28 AM
To: Rorie Watt; Dan Jager; Joe Buck; Ed Foster
Cc: Jane Sebens
Subject: FW: Shattuck Way Pedestrian Walk

Rich Harris approached the Assembly Public Works and Facilities Committee about the possibility of converting Shattuck Way from Municipal Way to Front Street to a pedestrian only facility. The proposal was discussed at the Committee's February 14 and April 4 meetings, where it was requested that staff work with Mr. Harris and his representative to begin a review process with the Downtown Business Association, the Planning Commission, and others.

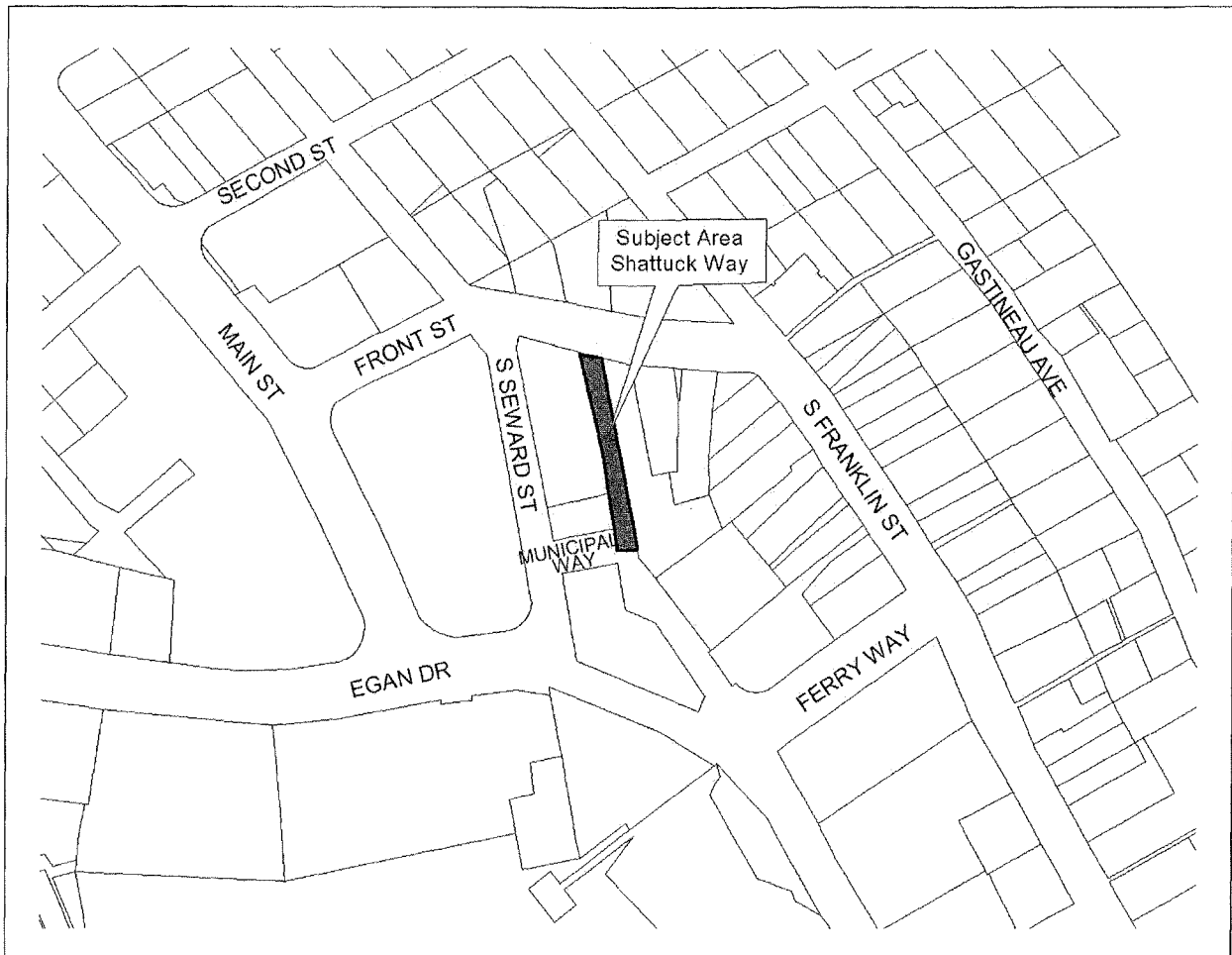
Attached are sketches of two possible proposals for the conversion, one would be temporary the other more permanent.

Please provide comments on the proposals and later maybe we can get together and discuss our recommendations.

Thank you.

Dale Pernula

NOTICE OF PUBLIC HEARING



PROPOSAL: A City project to convert a portion of Shattuck Way, located between Municipal Way and Front Street, to a pedestrian way, thereby eliminating parking and through traffic.

File No.:	CSP2012 0004	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Property Owner:	City & Borough of Juneau
Hearing Date:	March 27, 2012	Property Address:	Shattuck Way
Hearing Time:	7:00 PM	Site Size:	215 Linear Feet
Place:	ASSEMBLY CHAMBERS Municipal Building 155 South Seward Street Juneau, Alaska 99801	Access:	Egan Drive
		Zone:	Mixed Use

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Laura Boyce at 586-0753, or e-mail: laura_boyce@ci.juneau.ak.us

ATTACHMENT B

Date printed: March 14, 2012

SB Maintenance
Owner, Shawn Bethers
Po Box 32833
Juneau, AK 99803
(907) 209-7019

March 18th, 2011

To: Rich Harris
RE: Miners Mercantile during windstorm (Feb.27)

I wanted to let you know what I saw, while I was at the Miners Mercantile on February 27th from 8pm to almost 11pm securing the property. I received a call from Police dispatch saying that the doors had blown in and someone needed to secure the property. When I arrived, I found the first French door on the alley side of the building was blown in. The French doors that face the alley are locked shut and always have been. While I was boarding up the blown in door, I saw the cause of the problem. The snow is piled up against the doors. There is a guard rail to prevent cars from striking the building and the snow was piled up on top and over this guard rail. The snow that gets pushed over the guard rail then rests against the building or against the French doors; that line the whole side of the building There was a berm piled up the whole length of the building. I wanted to be sure that you were aware of this situation.

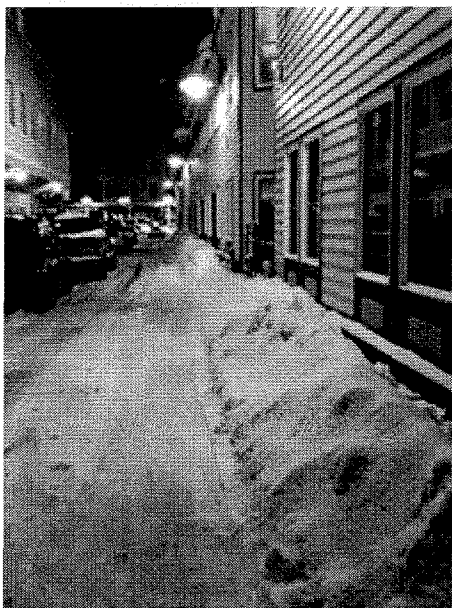
Thanks,
Shawn Bethers

Laura Boyce

From: Murray Walsh [murray@acsalaska.net]
Sent: Tuesday, April 03, 2012 1:56 PM
To: Laura Boyce
Subject: Snow problems on Shattuck Way
Follow Up Flag: Follow up
Flag Status: Red

Laura,

This is the first of several pictures of snow problems on Shattuck Way. Please include them in your materials and presentation for the Commission. Mr. Harris is trying to solve two problems with the vehicle closure request. Dealing with the snow damage to the building is one of those problems. The solution is for him to take over snow clearing and do so in a manner that does not damage the building. Thanks for your efforts.



Jan-2010

Murray R. Walsh
907-586-4083

Damage to the Miner's Mercantile Building – 145 Shattuck Way





Sealaska Heritage Institute

One Sealaska Plaza, Suite 301 • Juneau • Alaska • 99801-1249 • (907) 463-4844
www.sealaskaheritage.org • www.alaskanativeartists.com • Fax (907) 586-9293

10 February 2012

Laura A. Boyce, AICP
Planner II, Community Development
City & Borough of Juneau
155 S. Seward Street
Juneau, AK 99801

RE: Converting Shattuck Way to Pedestrian-Only Use

Dear Ms. Boyce:

We have recently received a letter suggesting that both owners---RH Rentals LLC and Sealaska Heritage Institute---want Shattuck Way closed to routine vehicular travel. I have heard the issue raised by Mr. Richard A Harris, and I have learned that Mr. Harris of Sealaska may have initially spoke in favor of the closure. However, Mr. Harris' comments were offered prior to any planning for the Walter Soboleff Center. I am writing to clarify that Sealaska Heritage Institute has not adopted a position on this issue.

As you are aware, we have been in a planning and design phase. Our plan has been based on the assumption that Shattuck Way would continue to serve as a through street. Consideration of converting Shattuck Way to a pedestrian-only use has not been reviewed or analyzed by our team.

We have just completed a major meeting of our design team to review the 95% completion construction documents, and I had not envisioned another team meeting for several months. I will, however, alert our team of this discussion. This proposed action will require a review and an assessment with our team to review the potential operational and financial impacts in both the short and long term. I don't have a firm schedule or date at this point as to when our team can assess this issue and then meet.

Would you please advise where the City is in its planning process and timetable? Please be assured that we want to be good neighbors and act in the overall interest of the community.

Sincerely yours,

Lee Kadinger
Chief Operating Officer

cc: Mr. Richard A. Harris

ATTACHMENT D

Laura Boyce

From: Lee Kadinger [Lee.Kadinger@sealaska.com]
Sent: Friday, March 23, 2012 2:09 PM
To: Laura Boyce
Subject: RE: Proposal to close Shattuck Way to vehicles

Laura,

Thank you for letting us know of this. As I mentioned earlier in our letter, we haven't had the time needed to understand the impacts to our new facility when it has been constructed. We could support a temporary closure until construction of the facility begins (tentatively March/April 2013). During construction, we would assume that that entire area may need to be closed off to avoid any potential dangers with constructing a large multi-story facility.

Thanks again,

Lee

LEE (*Nagootk'i*) KADINGER | CHIEF OPERATING OFFICER
SEALASKA HERITAGE INSTITUTE
One Sealaska Plaza, Suite 301 | Juneau, AK 99801
direct 907.586.9266 | main 907.463.4844 | fax 907.586.9293
Lee.Kadinger@Sealaska.com

Visit our website at www.sealaskaheritage.org and join our eNews Network for Sealaska Heritage Institute updates: www.sealaskaheritage.org/news/subscribe_enews.html

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From: Laura Boyce [mailto:Laura_Boyce@ci.juneau.ak.us]
Sent: Monday, March 19, 2012 8:22 AM
To: Lee Kadinger
Subject: RE: Proposal to close Shattuck Way to vehicles

Good morning, Lee:

I wanted to let you know that the Shattuck Way closure proposal will be heard by the Planning Commission on Tuesday, March 27th at 7 p.m. in the Assembly Chambers. If you or Sealaska has additional comments to include in the proposal, please provide them to me by Wednesday morning at the latest.

Please let me know if you have any additional questions or comments about this request.

Thank you,

Laura

Laura A. Boyce, AICP

4/17/2012

Laura Boyce

From: lspencer@spencerrealty.alaska.com
Sent: Wednesday, March 07, 2012 4:43 PM
To: Laura Boyce
Cc: downtown@acsalaska.net
Subject: Closure of Street

The Board of the Downtown Business Association reviewed the written proposal as well as heard a presentation by Murray Walsh supporting the proposal. The Board was generally not in favor of the proposal. If it is to be granted, they noted that it should include:

Compensation to the CBJ for the private use of Public Land,

Guarantees of year round pedestrian access across the alley from Municipal Way to Front Street. This would include a provision that the property owner would remove ice and snow from a designated walkway.

The adjacent property owner(s) would provide security services and adequate lighting of the former alley.

That the loss of 7 public parking places be addressed through fees or replacement of parking.

Limit the term or provide for a reversionary clause if provisions are not met.

That Commercial Signs and Printing be contacted to assure that truck deliveries can be accommodated.

i

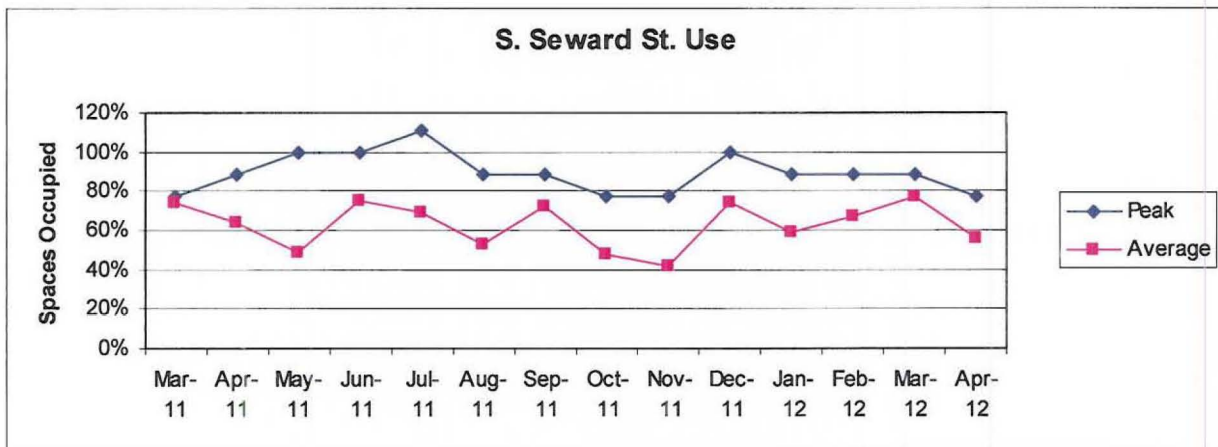
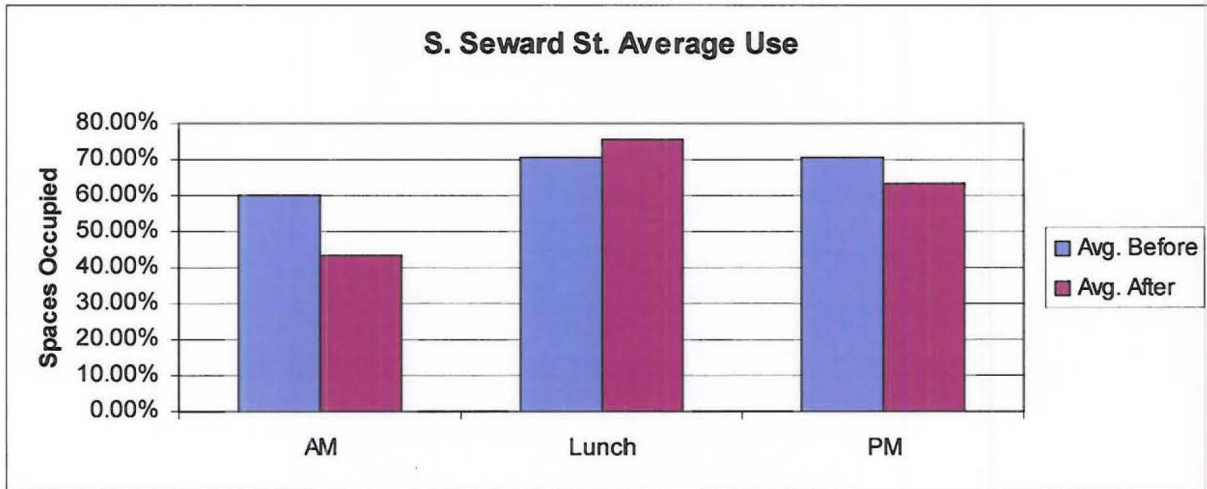
Parking Counts for Shattuck Way, Municipal Way, and Front Street

Day	Date	Time	Municipal Way		S. Shattuck Way		N. Shattuck Way		Front Street		Total for Muni & Shattuck Way (excluding Front St.)		If N. Shattuck is Removed	
			Municipal Way	Occupancy Rate	Street	Occupancy Rate	Shattuck Way	Occupancy Rate	Front Street	Occupancy Rate	Muni/S & N Shattucks	Occupancy Rate	Muni/S & N Shattucks	Occupancy Rate
Wednesday	2/22/2012	8:30 a.m.	5	83.3%			6	85.7%		0	11	42.31%	11	57.89%
Wednesday	2/22/2012	3:55 p.m.	6	100.0%			5	71.4%	12	66.67%	11	42.31%	11	57.89%
Thursday	2/23/2012	3:15 p.m.	5	83.3%	10	76.92%	5	71.4%	13	72.22%	20	76.92%	20	105.26%
Monday	2/27/2012	10:05 a.m.	4	66.67%	6	46.15%	5	71.4%	8	44.44%	15	57.69%	15	78.95%
Monday	2/27/2012	3:15 p.m.	4	66.67%	10	76.92%	6	85.7%	8	44.44%	20	76.92%	20	105.26%
Tuesday	2/28/2012	10:45 a.m.	4	66.67%	5	38.46%	3	42.9%	10	55.56%	12	46.15%	12	63.16%
Tuesday	2/28/2012	4:55 p.m.	2	33.33%	6	46.15%	4	57.1%	11	61.11%	12	46.15%	12	63.16%
Friday	3/2/2012	8:20 a.m.	5	83.3%	8	61.54%	5	71.4%			18	69.23%	18	94.74%
Friday	3/2/2012	2:18 p.m.	4	66.67%	6	46.15%	4	57.1%			14	53.85%	14	73.68%
Saturday	3/3/2012	10:50 a.m.	5	83.3%	8	61.54%	6	85.7%			19	73.08%	19	100.00%
Monday	3/5/2012	2:40 p.m.	5	83.3%	10	76.92%	2	28.6%	13	72.22%	17	65.38%	17	89.47%
Wednesday	3/7/2012	10:40 a.m.	5	83.3%	11	84.6%	6	85.7%			22	84.62%	22	115.79%
Thursday	3/8/2012	8:15 a.m.	4	66.67%	6	46.15%	4	57.1%			14	53.85%	14	73.68%
Friday	3/9/2012	11:12 a.m.	5	83.3%	7	53.85%	4	57.1%	15	83.33%	16	61.54%	16	84.21%
Friday	3/9/2012	12:23 p.m.	5	83.3%	12	92.3%	5	71.4%	17	94.44%	22	84.62%	22	115.79%
Sunday	3/11/2012	1:12 p.m.	4	66.67%	7	53.85%	3	42.9%	6	33.33%	14	53.85%	14	73.68%
Monday	3/12/2012	10:33 a.m.	5	83.3%	11	84.6%	3	42.9%	11	61.11%	19	73.08%	19	100.00%
Monday	3/12/2012	1:43 p.m.	3	50.00%	10	76.92%	4	57.1%	13	72.22%	17	65.38%	17	89.47%
Monday	3/12/2012	3:07 p.m.	5	83.3%	7	53.85%	5	71.4%	14	77.78%	17	65.38%	17	89.47%
Tuesday	3/13/2012	3:27 p.m.	3	50.00%	10	76.92%	1	14.3%			14	53.85%	14	73.68%
Friday	3/16/2012	10:56 a.m.	4	66.67%	10	76.92%	6	85.7%	14	77.78%	20	76.92%	20	105.26%
Friday	3/16/2012	4:48 p.m.	2	33.33%	8	61.54%	3	42.9%			13	50.00%	13	68.42%
Friday	3/16/2012	5:00 p.m.	5	83.3%	10	76.92%	4	57.1%			19	73.08%	19	100.00%
Friday	3/16/2012	5:15 p.m.	4	66.67%	8	61.54%	6	85.7%			18	69.23%	18	94.74%
Friday	3/16/2012	5:30 p.m.	5	83.3%	10	76.92%	6	85.7%			21	80.77%	21	110.53%
Friday	3/16/2012	5:45 p.m.	5	83.3%	10	76.92%	5	71.4%			20	76.92%	20	105.26%
Saturday	3/17/2012	5:28 p.m.	5	83.3%	12	92.3%	7	100.0%	15	83.33%	24	92.31%	24	126.32%
Monday	3/19/2012	2:20 p.m.	5	83.3%	11	84.6%	2	28.6%	10	55.56%	18	69.23%	18	94.74%
Monday	3/19/2012	4:43 p.m.	4	66.67%	7	53.85%	3	42.9%			14	53.85%	14	73.68%
Monday	3/19/2012	5:00 p.m.	4	66.67%	6	46.15%	4	57.1%			14	53.85%	14	73.68%
Monday	3/19/2012	5:15 p.m.	4	66.67%	5	38.46%	2	28.6%			11	42.31%	11	57.89%
Monday	3/19/2012	5:30 p.m.	3	50.00%	4	30.77%	2	28.6%			9	34.62%	9	47.37%
Monday	3/19/2012	5:45 p.m.	3	50.00%	6	46.15%	2	28.6%			11	42.31%	11	57.89%
Tuesday	3/20/2012	11:40 a.m.	6	100.0%	6	46.15%	7	100.0%	11	61.11%	19	73.08%	19	100.00%
Tuesday	3/20/2012	12:00 p.m.	5	83.3%	6	46.15%	5	71.4%			16	61.54%	16	84.21%
Tuesday	3/20/2012	12:15 p.m.	4	66.67%	5	38.46%	4	57.1%			13	50.00%	13	68.42%
Tuesday	3/20/2012	12:30 p.m.	4	66.67%	6	46.15%	4	57.1%			14	53.85%	14	73.68%
Tuesday	3/20/2012	12:45 p.m.	5	83.3%	5	38.46%	4	57.1%			14	53.85%	14	73.68%
Tuesday	3/20/2012	1:00 p.m.	5	83.3%	6	46.15%	3	42.9%	10	55.56%	14	53.85%	14	73.68%
Sunday	3/25/2012	12:15 p.m.	1	16.67%	10	76.92%	0	0.0%	11	61.11%	11	42.31%	11	57.89%
Tuesday	3/27/2012	10:30 a.m.	4	66.67%	10	76.92%	4	57.1%			18	69.23%	18	94.74%
Tuesday	3/27/2012	11:55 a.m.	5	83.3%	9	69.23%	6	85.7%			20	76.92%	20	105.26%
Tuesday	3/27/2012	5:00 p.m.	4	66.67%	10	76.92%	6	85.7%	16	88.89%	20	76.92%	20	105.26%
Friday	3/30/2012	6:33 p.m.	5	83.3%	11	84.6%	7	100.0%	16	88.89%	23	88.46%	23	121.05%
Tuesday	4/3/2012	10:30 a.m.	5	83.3%	6	46.15%	5	71.4%		0.00%	16	61.54%	16	84.21%
Sunday	4/8/2012	11:56 a.m.	4	66.67%	10	76.92%	4	57.1%		0.00%	18	69.23%	18	94.74%
Sunday	4/8/2012	2:25 p.m.	0	0.00%	3	23.08%	3	42.9%		0.00%	6	23.08%	6	31.58%
Monday	4/9/2012	4:30 p.m.	6	100.00%	12	92.31%	4	57.1%		0.00%	22	84.62%	22	115.79%
Monday	4/9/2012	5:30 p.m.	5	83.33%	12	92.31%	4	57.1%	11	61.11%	21	80.77%	21	110.53%
Tuesday	4/10/2012	10:30 a.m.	4	66.67%	10	76.92%	5	71.4%		0.00%	19	73.08%	19	100.00%
Friday	4/13/2012	12:00 p.m.	4	66.67%	8	61.54%	5	71.4%		0.00%	17	65.38%	17	89.47%
Friday	4/13/2012	1:00 p.m.	5	83.33%	10	76.92%	5	71.4%	12	66.67%	20	76.92%	20	105.26%
Sunday	4/15/2012	12:38 p.m.	2	33.33%	8	61.54%	4	57.1%	9	50.00%	14	53.85%	14	73.68%
		Average	4.23	70.44%	8	63.35%	4.28	61.2%	11.92	66.20%	16	63.21%	16	86.49%

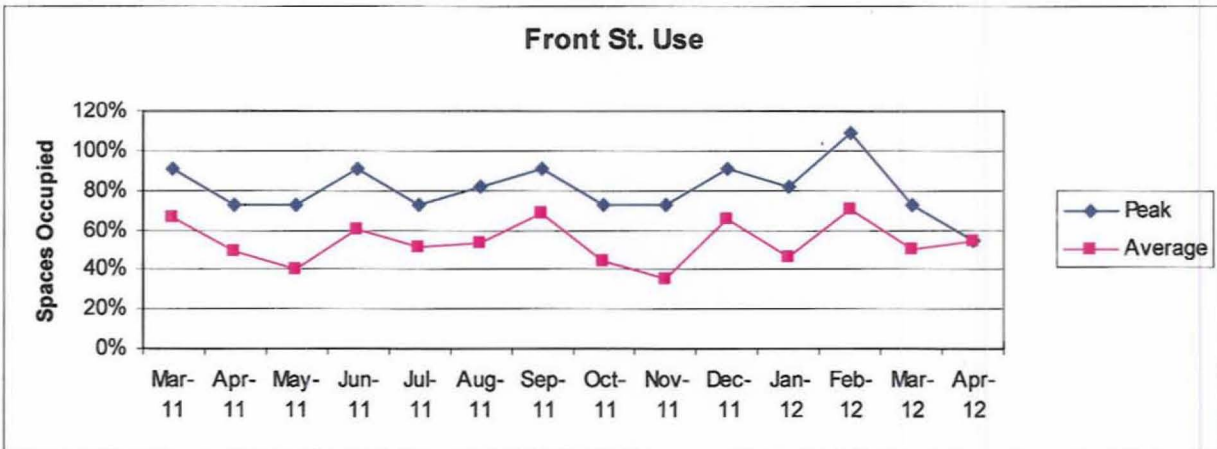
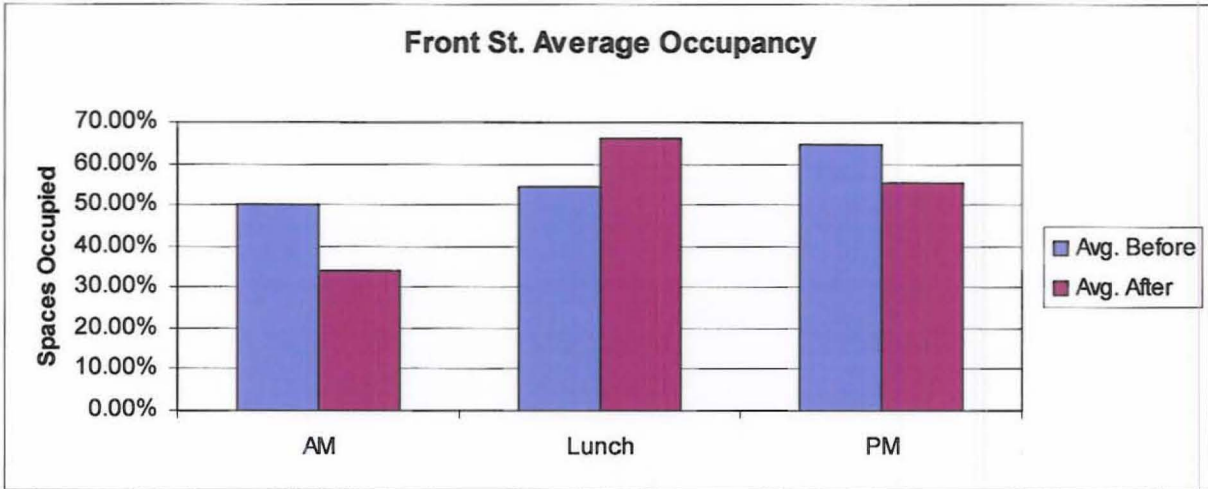
Highlighted cells indicate an occupancy rate of 80% or more.

ATTACHMENT F

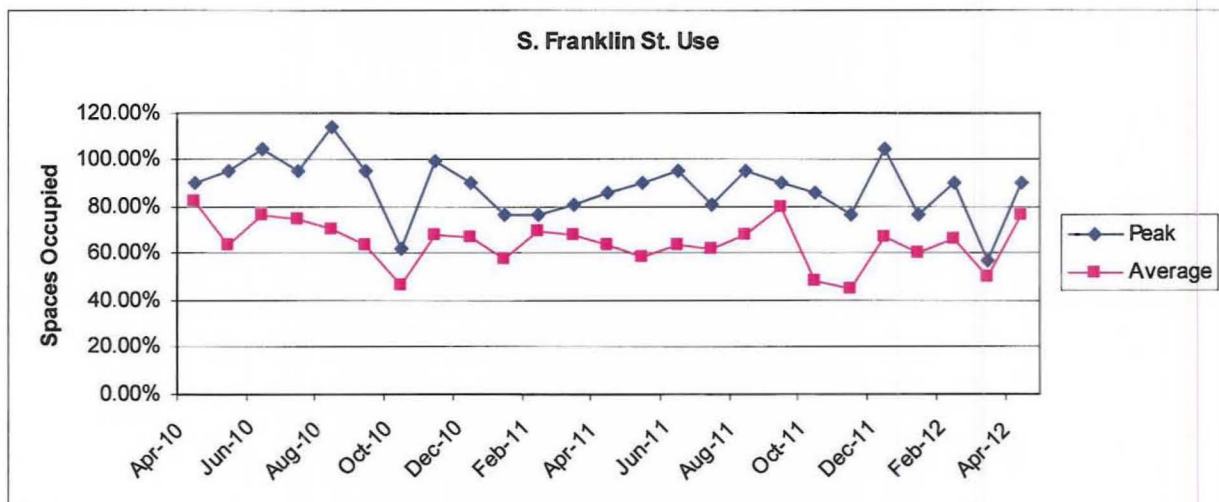
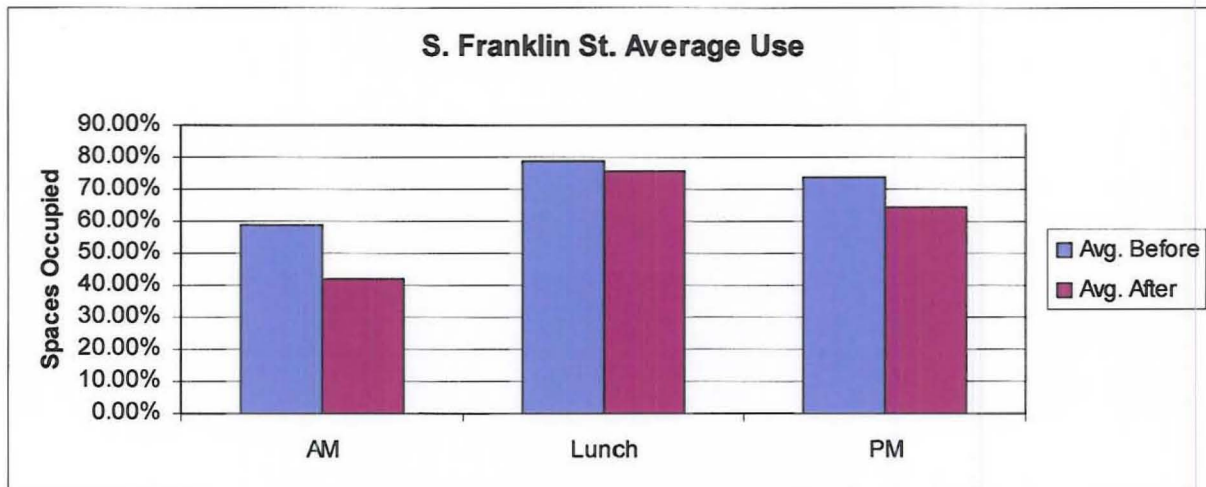
Parking Counts for S. Franklin, S. Seward, and Front Streets



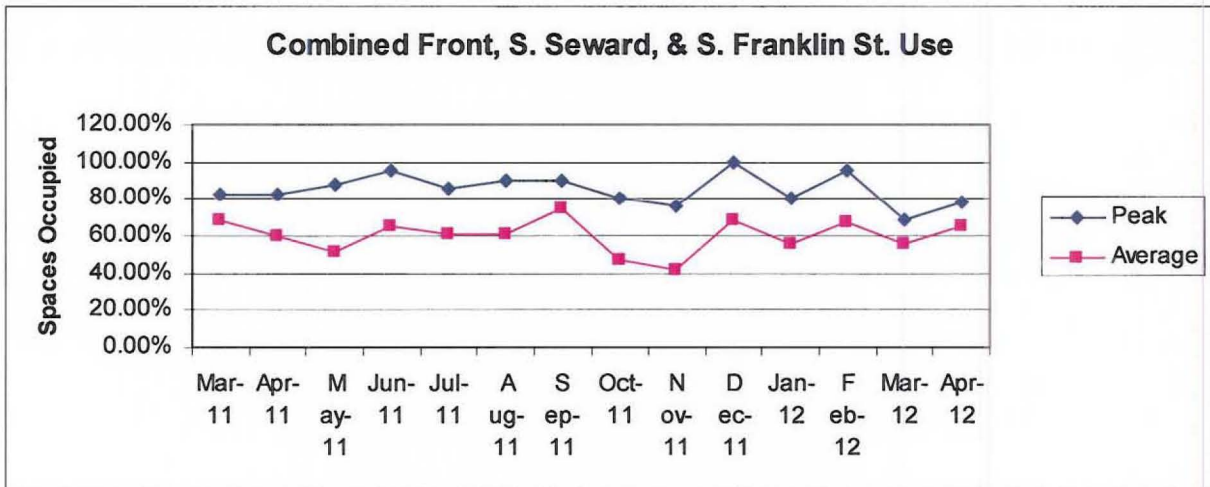
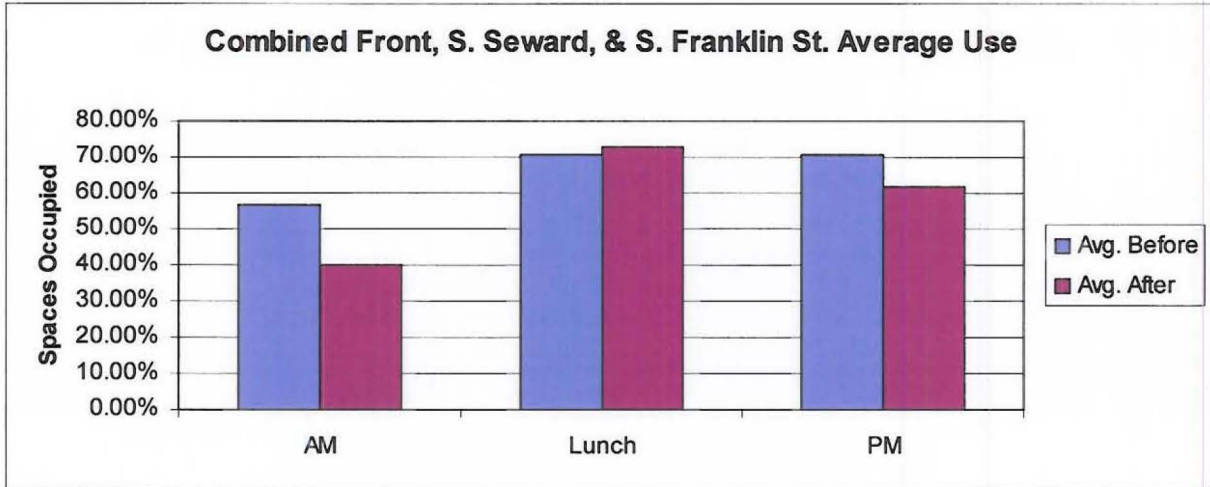
Parking Counts for S. Franklin, S. Seward, and Front Streets



Parking Counts for S. Franklin, S. Seward, and Front Streets



Parking Counts for S. Franklin, S. Seward, and Front Streets



Traffic Observations of Shattuck Way

3/16/2012 4:45 - 5:45 p.m.	4:45 - 5:00 p.m.	5:01 to 5:15 p.m.	5:16 to 5:30 p.m.	5:31 to 5:45 p.m.	Total
Drive Through/No Park					15
Exit on Municipal Way		5	1	2	8
Exit on Front Street	1	1	2	3	7
Enter Shattuck & Park					20
Park on S. Shattuck	3		4	1	8
Park on Municipal Way	3	6			9
Park on N. Shattuck	1	2			3
Already Parked/Then Leave					12
Exit on Front Street	1	1	1	1	4
Exit on Municipal Way	1	3	2	2	8

3/19/2012 4:45 - 5:45 p.m.	4:45 - 5:00 p.m.	5:01 to 5:15 p.m.	5:16 to 5:30 p.m.	5:31 to 5:45 p.m.	Total
Drive Through/No Park					9
Exit on Municipal Way	3	1	1	0	5
Exit on Front Street	1	0	2	1	4
Enter Shattuck & Park					11
Park on S. Shattuck	3	0	2	1	6
Park on Municipal Way	0	1	0	0	1
Park on N. Shattuck	2	0	1	1	4
Already Parked/Then Leave					14
Exit on Front Street	0	2	1	1	4
Exit on Municipal Way	5	2	3	0	10

3/20/2012 12:00 - 1:00 p.m.	12:00 - 12:15 p.m.	12:16 to 12:30 p.m.	12:31 to 12:45 p.m.	12:46 to 1:00 p.m.	Total
Drive Through/No Park					8
Exit on Municipal Way	3			4	7
Exit on Front Street			1		1
Enter Shattuck & Park					23
Park on S. Shattuck	2	7	4	3	16
Park on Municipal Way	2		2	1	5
Park on N. Shattuck		1	1		2
Already Parked/Then Leave					20
Exit on Front Street	1	1		1	3
Exit on Municipal Way	7	4	2	4	17

Traffic Observations for Seward and Front Streets

3/27/2012 5 - 6:00 p.m.	5:00 - 5:15 p.m.**	5:16 to 5:30 p.m.	5:31 to 5:45 p.m.	5:46 to 6:00 p.m.	Total
First Count *					
Front	20	26	24	30	100
Seward	35	38	30	34	137
Refined Count **					
Front to Seward		9	10	13	32
Front to Main		17	14	17	48
Seward		19	14	13	46
Sealaska Lot onto Seward		10	5	6	21
Municipal Way to Seward			1	2	3

* First Count starting at 5:16 is the addition of the counts from the Refined Count

** This count shows traffic turns. Additional counts were refined.

4/9/2012 4:30 - 5:30 p.m.	4:30 - 4:45 p.m.**	4:46 to 5:00 p.m.	5:01 to 5:15 p.m.	5:16 to 5:30 p.m.	Total
Summary Count *					
Front	23	23	41	20	107
Seward	42	22	24	19	107
Main Count **					
Front to Seward	8	7	15	8	38
Front to Main	15	16	26	12	69
Seward	21	16	23	14	74
Sealaska Lot onto Seward	13	6	0	3	22
Municipal Way to Seward	8	0	1	2	11

* The Summary Count includes Main Counts summarized by either Front or Seward Street

** The Main Count shows the traffic turns. This data has been summarized above in the Summary Count.

4/13/2012 12:00 - 1:00 p.m.	12:00 - 12:15 p.m.**	12:16 to 12:30 p.m.	12:31 to 12:45 p.m.	12:46 to 1:00 p.m.	Total
Summary Count *					
Front	34	43	29	50	156
Seward	22	17	20	25	84
Main Count **					
Front to Seward	20	17	6	18	61
Front to Main	14	26	23	32	95
Seward	16	11	15	17	59
Sealaska Lot onto Seward	5	5	4	6	20
Municipal Way to Seward	1	1	1	2	5

* The Summary Count includes Main Counts summarized by either Front or Seward Street

** The Main Count shows the traffic turns. This data has been summarized above in the Summary Count.

Laura Boyce

From: Eric Eriksen [Eric.Eriksen@aelp.com]
Sent: Monday, February 06, 2012 10:54 AM
To: Laura Boyce
Subject: RE: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request
Follow Up Flag: Follow up
Flag Status: Red
Attachments: AELP Vaults.jpg

Hi Laura,

We (AELP) have utilities in this area and would request that we maintain the ability to get utility trucks through. Also, there are vaults & lids that would need to be kept clear for us to access. They are easily recognized. Attached is a picture showing their location, which is near the white Shattuck Way label.

Thanks,
Eric

From: Laura Boyce [mailto:Laura_Boyce@ci.juneau.ak.us]
Sent: Monday, February 06, 2012 10:28 AM
To: Gary Gillette; Ron King; Charlie Ford; Dan Jager; Rich Etheridge; Sven Pearson; Brent Fischer; Ed Foster; Heather Marlow; John Kern; Tom Mattice; Greg Browning; Eric Eriksen
Subject: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request

Good morning,

Attached please find the scanned proposal request and related materials for a request to close a portion of Shattuck Way to vehicles. While CBJ is the applicant for this proposal, Richard Harris, owner of the Miners Mercantile building requests that this portion of Shattuck Way be closed to vehicles, but allowing for the occasional delivery truck. Some of you have already provided comments previously to Dale. If you have additional comments or questions, please let me know.

Please provide comments to my attention by Friday, February 17th.

Thank you,

Laura

Laura A. Boyce, AICP
Planner II, Community Development
City & Borough of Juneau
155 S. Seward Street
Juneau, AK 99801
907-586-0753
fax: 907-586-3365

4/17/2012

ATTACHMENT H

Laura Boyce

From: Darrell Wetherall [Darrell.Wetherall@aelp.com]
Sent: Monday, February 06, 2012 11:13 AM
To: Laura Boyce
Subject: FW: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request
Follow Up Flag: Follow up
Flag Status: Red
Attachments: AELP Vaults.jpg

FYI. The vaults in the photos need to be kept clear, and would be nice to get line trucks in there when needed, although we could access from the Front Street side. I would imagine JPD/CCFR would also appreciate it if we could get our trucks off Front Street when working/accessing those vaults.

Darrell Wetherall

Assistant Transmission & Distribution Engineer
Alaska Electric Light & Power
5601 Tongsgard Court
Juneau, AK 99801
(907) 463-6316 Office
(907) 723-2602 Cell
(907) 463-4833 Fax
Darrell.Wetherall@aelp.com

From: Mike Laudert
Sent: Monday, February 06, 2012 10:49 AM
To: Darrell Wetherall; Eric Eriksen
Subject: RE: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request

I think that this is going in on the other side of the street. I agree we need to have access to the vaults and able to get a truck in there if needed.

From: Darrell Wetherall
Sent: Monday, February 06, 2012 10:48 AM
To: Eric Eriksen; Mike Laudert
Subject: RE: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request

We do have some secondary vaults just off front on Shattuck that should be kept clear.....

Darrell Wetherall

Assistant Transmission & Distribution Engineer
Alaska Electric Light & Power
5601 Tongsgard Court
Juneau, AK 99801
(907) 463-6316 Office
(907) 723-2602 Cell
(907) 463-4833 Fax
Darrell.Wetherall@aelp.com

From: Eric Eriksen
Sent: Monday, February 06, 2012 10:36 AM
To: Darrell Wetherall; Mike Laudert
Subject: FW: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request

From: Laura Boyce [mailto:Laura_Boyce@ci.juneau.ak.us]

Sent: Monday, February 06, 2012 10:28 AM

To: Gary Gillette; Ron King; Charlie Ford; Dan Jager; Rich Etheridge; Sven Pearson; Brent Fischer; Ed Foster; Heather Marlow; John Kern; Tom Mattice; Greg Browning; Eric Eriksen

Subject: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request

Good morning,

Attached please find the scanned proposal request and related materials for a request to close a portion of Shattuck Way to vehicles. While CBJ is the applicant for this proposal, Richard Harris, owner of the Miners Mercantile building requests that this portion of Shattuck Way be closed to vehicles, but allowing for the occasional delivery truck. Some of you have already provided comments previously to Dale. If you have additional comments or questions, please let me know.

Please provide comments to my attention by Friday, February 17th.

Thank you,

Laura

Laura A. Boyce, AICP
Planner II, Community Development
City & Borough of Juneau
155 S. Seward Street
Juneau, AK 99801
907-586-0753
fax: 907-586-3365

4/17/2012

Laura Boyce

From: Dan Jager
Sent: Monday, February 27, 2012 11:07 AM
To: Laura Boyce
Cc: Sven Pearson
Subject: RE: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request
Follow Up Flag: Follow up
Flag Status: Red

Good morning Laura, in reading through the information attached, there would be fire department concerns if there were plans to provide any sort of covering for this walkway. There would be additional fire code requirements that would have to be met before allowing any sort of covering, regardless of the materials used.

Dan

From: Laura Boyce
Sent: Monday, February 27, 2012 9:49 AM
To: Gary Gillette; Ron King; Charlie Ford; Dan Jager; Rich Etheridge; Sven Pearson; Brent Fischer; Ed Foster; Heather Marlow; John Kern; Tom Mattice; Greg Browning
Subject: RE: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request

Good morning:

As a reminder, if you have any comments about the request to close Shattuck Way to vehicles, please let me know as soon as you can. The materials for the project were included as attachments in the 2/6/2012 email.

Please let me know if you need additional information.

Thank you,

Laura

*Laura A. Boyce, AICP
 Planner II, Community Development
 City & Borough of Juneau
 155 S. Seward Street
 Juneau, AK 99801
 907-586-0753
 fax: 907-586-3365*

From: Laura Boyce
Sent: Monday, February 06, 2012 10:27 AM
To: Gary Gillette; Ron King; Charlie Ford; Dan Jager; Rich Etheridge; Sven Pearson; Brent Fischer; Ed Foster; Heather Marlow; John Kern; Tom Mattice; Greg Browning; 'Eric Eriksen (eric.eriksen@aelp.com)'
Subject: Request for comments - CSP2012 0004 Portion of Shattuck Way Closure Request

Good morning,

Attached please find the scanned proposal request and related materials for a request to close a portion of Shattuck Way to vehicles. While CBJ is the applicant for this proposal, Richard Harris, owner of the Miners Mercantile building requests that this portion of Shattuck Way be closed to vehicles, but allowing for the occasional delivery truck. Some of you have already provided comments previously to Dale. If you have additional comments or questions, please let me know.

4/17/2012

Please provide comments to my attention by Friday, February 17th.

Thank you,

Laura

Laura A. Boyce, AICP
Planner II, Community Development
City & Borough of Juneau
155 S. Seward Street
Juneau, AK 99801
907-586-0753
fax: 907-586-3365

Laura Boyce

From: Dan Jager
Sent: Monday, March 19, 2012 8:54 AM
To: Laura Boyce; Ron King
Subject: RE: distance from fire hydrants
Follow Up Flag: Follow up
Flag Status: Red

Good morning Laura, by fire code, there must be a minimum clearance of 3 feet circumference for all hydrants. That is for all shrubs, barriers, etc. This street is already congested enough, we will insist on at least a 3 foot clear opening around either of these hydrants.
Dan

From: Laura Boyce
Sent: Monday, March 19, 2012 8:51 AM
To: Ron King; Dan Jager
Subject: distance from fire hydrants
Importance: High

Ron and Dan:

Do either of you know how far from fire hydrants parked vehicles need to stay away? I'm asking because of the Shattuck Way closure request. There are fire hydrants near both ends of the Shattuck is proposed for closure, where additional spaces are proposed. I'm not sure those new spaces are feasible because of proximity to the existing fire hydrants.

As you might recall, there is a request to create two parking spaces along Front Street where Shattuck Way will be closed. However, there is a fire hydrant there. See the attached photo that shows this. Are two additional parking spaces there feasible with the existing fire hydrant location?

Also, along the southern end where Shattuck is proposed (by Municipal Way), there is a fire hydrant there on the right side (east side) of the street. See the attached photo which shows this. One space is proposed at the south end of where Shattuck will be closed, by the existing Municipal Way spaces. Is a space feasible in this location?

Thank you for your help with this!

Laura

Laura A. Boyce, AICP
Planner II, Community Development
City & Borough of Juneau
155 S. Seward Street
Juneau, AK 99801
907-586-0753
fax: 907-586-3365

Laura Boyce

From: Ron King
Sent: Monday, March 19, 2012 9:37 AM
To: Laura Boyce; Dan Jager; Charlie Ford
Cc: Mark Millay; Autumn Lowrey
Subject: RE: distance from fire hydrants
Attachments: Hydrant Pad.pdf; Hydrant Clear.pdf

Hydrant Pad details a minimum 3' clearance to **all obstructions** including guard posts. The clearance on a fire access road is 10' each side of a hydrant. With the absence of a clearly stated parking distance in the CBJ code I would default to the IFC which I interpret as 10' minimum each side of the hydrant for No Parking.

From: Laura Boyce
Sent: Monday, March 19, 2012 8:51 AM
To: Ron King; Dan Jager
Subject: distance from fire hydrants
Importance: High

Ron and Dan:

Do either of you know how far from fire hydrants parked vehicles need to stay away? I'm asking because of the Shattuck Way closure request. There are fire hydrants near both ends of the Shattuck is proposed for closure, where additional spaces are proposed. I'm not sure those new spaces are feasible because of proximity to the existing fire hydrants.

As you might recall, there is a request to create two parking spaces along Front Street where Shattuck Way will be closed. However, there is a fire hydrant there. See the attached photo that shows this. Are two additional parking spaces there feasible with the existing fire hydrant location?

Also, along the southern end where Shattuck is proposed (by Municipal Way), there is a fire hydrant there on the right side (east side) of the street. See the attached photo which shows this. One space is proposed at the south end of where Shattuck will be closed, by the existing Municipal Way spaces. Is a space feasible in this location?

Thank you for your help with this!

Laura

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APPENDIX D

FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101 GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.

SECTION D102 REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103 MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm). See Figure D103.1.

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire chief.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

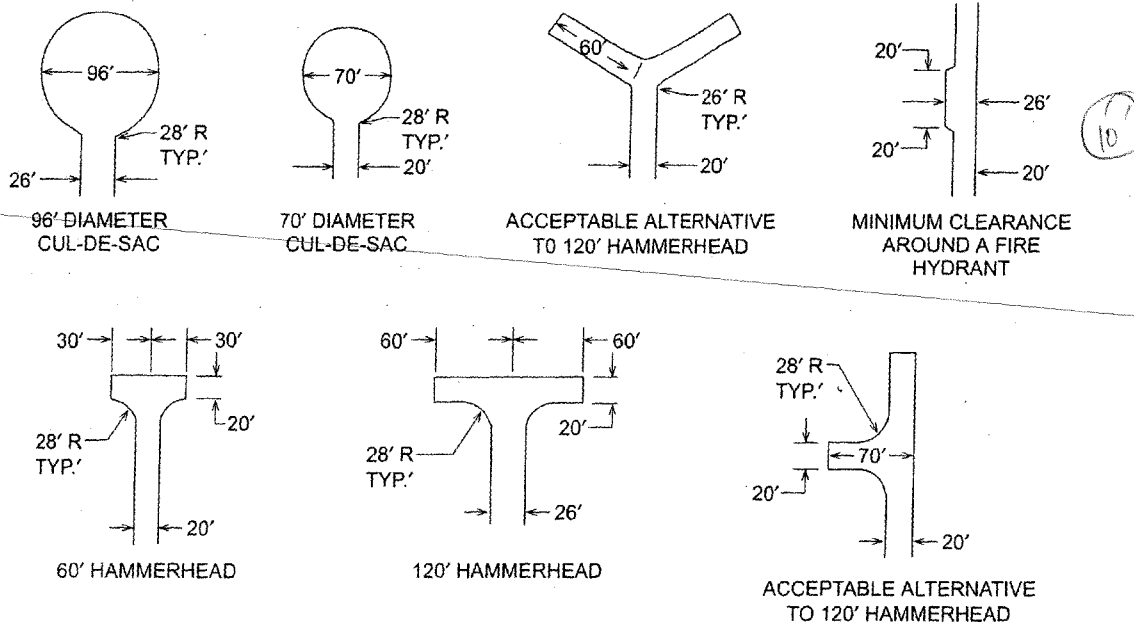
**TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE
APPARATUS ACCESS ROADS**

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.

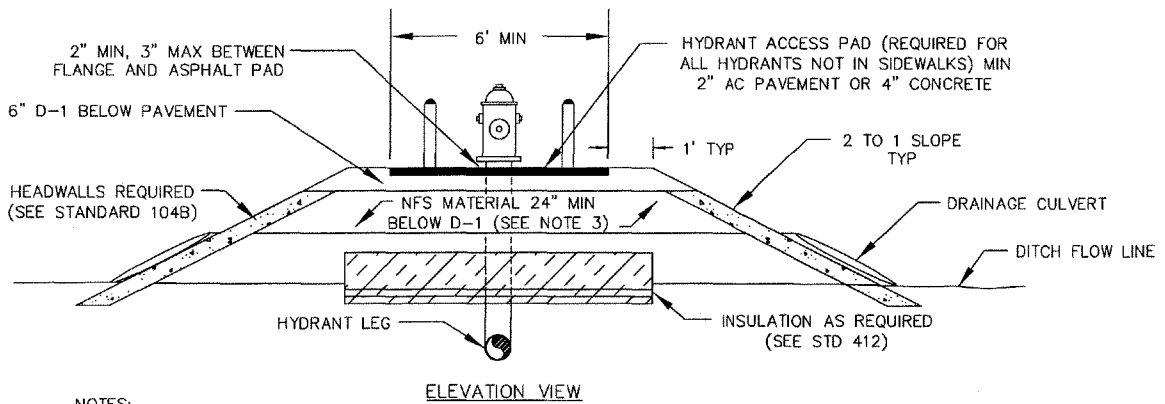
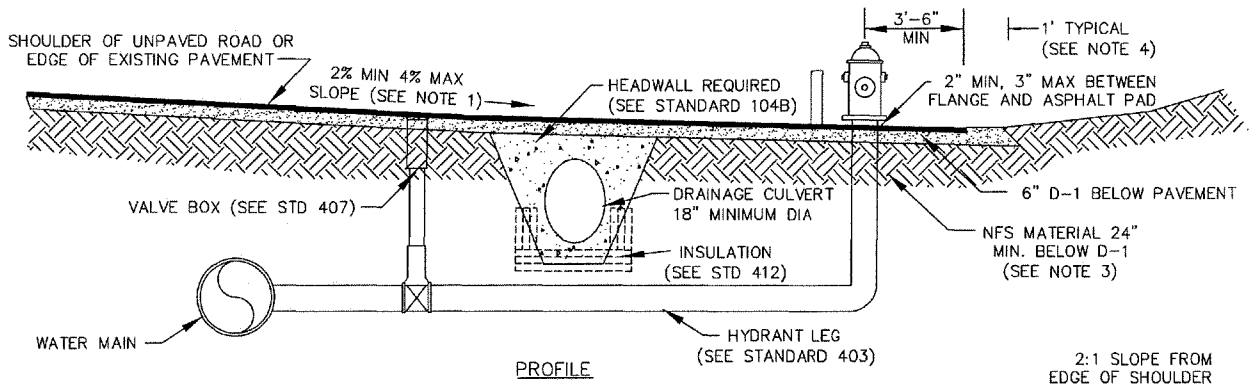
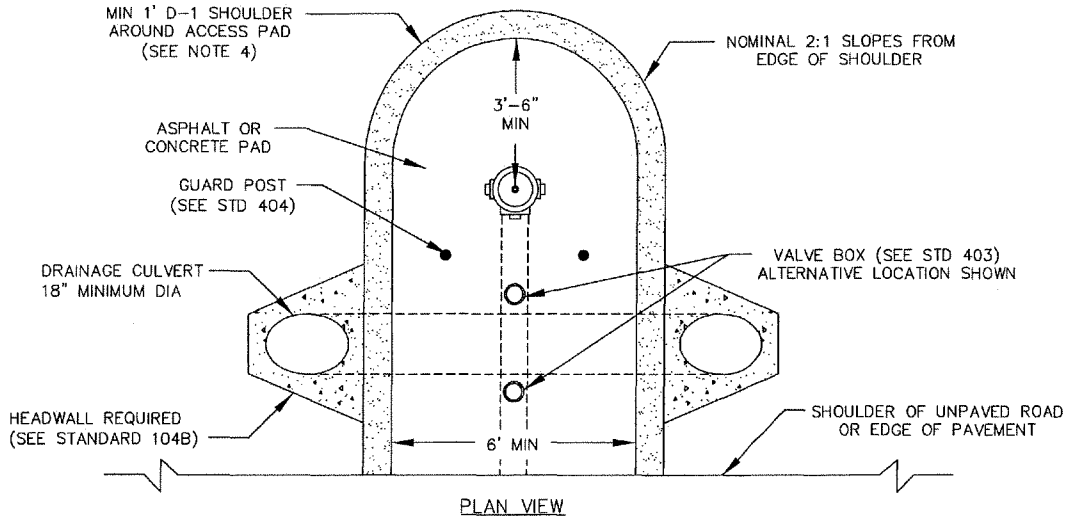
D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).



For SI: 1 foot = 304.8 mm.

**FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND**



NOTES:

1. FROM EDGE OF ROAD TO DITCH LINE, SLOPE SURFACE OF HYDRANT PAD TO MATCH EXTENSION OF ROADWAY CROWN.
2. SEED SIDE SLOPES IN ACCORDANCE WITH SECTION 02710.
3. NFS BACKFILL AND D-1 IN PAD SHALL CONFORM WITH MATERIALS AND COMPACTION REQUIREMENTS OF STANDARD 102A.
4. EXTEND LAYER OF D-1 TO EDGE OF PAD SHOULDER MINIMUM 1 FOOT.
5. 1 FOOT MINIMUM OFFSET FROM EDGE OF PAVEMENT TO TOP OR TOE OF SLOPE.
6. NO HEADWALLS ARE TO BE CONSTRUCTED WITHIN THE ADOT RIGHT-OF-WAY UNLESS APPROVED BY THE ENGINEER.
7. MINIMUM 2" AC PAVEMENT OR 4" CONCRETE REQUIRED ON ALL HYDRANT PADS.

SCALE: NTS	DATE: 12/16/96	CITY AND BOROUGH OF JUNEAU, ALASKA	
DRAWN BY:	CHECKED BY: STAFF	HYDRANT PAD	
APPROVED BY: <i>DRW</i>	REVISED: 8/14/2011	STANDARD 405	

Laura Boyce

From: Rorie Watt
Sent: Thursday, March 08, 2012 1:35 PM
To: Laura Boyce; Dale Pernula; Greg Chaney
Subject: RE: Closure of Street

Follow Up Flag: Follow up
Flag Status: Red

Well, I'm not really on board with some of those comments:

Regarding compensation, we do gain a financial benefit from the project - the loss of snow plowing, the loss of the liability of plowing snow against the building.

Lighting - CBJ negotiated with the prior owner to install the big tear drop lights on the side of the building. They are our lights. I don't see why the change would alter lighting requirements.

-----Original Message-----

From: Laura Boyce
Sent: Thursday, March 08, 2012 8:07 AM
To: Dale Pernula; Greg Chaney
Cc: Rorie Watt
Subject: FW: Closure of Street

FYI, I received this email yesterday afternoon from Larry Spencer regarding the Shattuck Way closure request.

Laura A. Boyce, AICP
Planner II, Community Development
City & Borough of Juneau
155 S. Seward Street
Juneau, AK 99801
907-586-0753
fax: 907-586-3365

-----Original Message-----

From: lspencer@spencerrealty.alaska.com [mailto:lspencer@spencerrealty.alaska.com]
Sent: Wednesday, March 07, 2012 4:43 PM
To: Laura Boyce
Cc: downtown@acsalaska.net
Subject: Closure of Street

The Board of the Downtown Business Association reviewed the written proposal as well as heard a presentation by Murray Walsh supporting the proposal. The Board was generally not in favor of the proposal. If it is to be granted, they noted that it should include:

Compensation to the CBJ for the private use of Public Land,

Guarantees of year round pedestrian access across the alley from Municipal Way to Front Street. This would include a provision that the property owner would remove ice and snow from a designated walkway.

The adjacent property owner(s) would provide security services and adequate lighting of the former alley.

That the loss of 7 public parking places be addressed through fees or replacement of parking.

Limit the term or provide for a reversionary clause if provisions are not met.

That Commercial Signs and Printing be contacted to assure that truck deliveries can be accommodated.

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