MEMORANDUM

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

DATE: May 24, 2013

TO: Planning Commission

FROM: Beth McKibben, Planner
Community Development Department

FILE NO.: CSP2013 0007 & CSP2013 0010

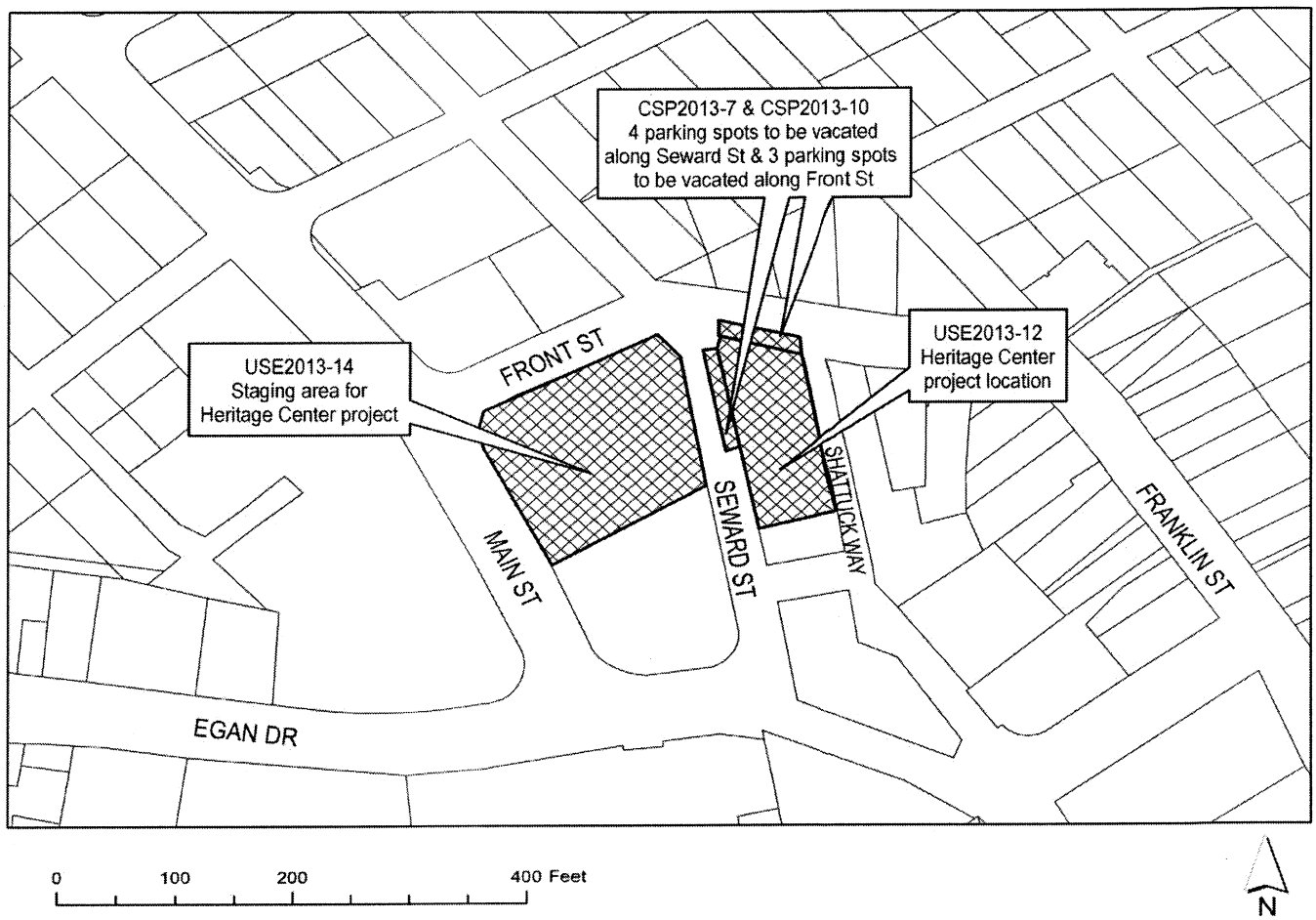
PROPOSAL: Vacate three parking spaces in CBJ ROW along Front Street and four parking spaces in CBJ ROW along Seward Street.

GENERAL INFORMATION

Applicant:	MRV Architects/ Sealaska Heritage Institute
Property Owner:	City and Borough of Juneau
Property Address:	113 S Seward Street
Legal Description:	Portion of South Seward Street and portion of Front Street Rights-of -Way
Comprehensive Plan Future Land Use Designation:	Mixed Use
Zoning:	Mixed Use
Utilities:	City Water & Sewer
Access:	South Seward Street, Front Street
Existing Land Use:	City Right-Of-Way
Surrounding Land Use:	North - Retail/Commercial (MU) South - Retail/Commercial/Office (MU) East - Retail/Commercial (MU) West - Retail/Commercial/Office (MU)

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

VICINITY MAP



ATTACHMENTS

Attachment	A	MRV Architects Site Plan
Attachment	B	Downtown Juneau Parking Usage Patterns
Attachment	C	General Engineering Staff Comment
Attachment	D	AEL&P Comment
Attachment	E	Downtown Business Association Comment
Attachment	F	Alaska Cache Liquor Inc. Comment
Attachment	G	Shoefly Comment
Attachment	H	Downtown Business Association Comment
Attachment	I	2008 Comprehensive Plan; Guideline and Consideration #13 A-H

PROJECT DESCRIPTION

The applicant is requesting the modification of the sidewalks and vacation of four parking spaces on Seward Street and three parking spaces on Front Street, with CSP2013 0007 and CSP2013 0010 (respectively). Since the project has been noticed and reviewed, the applicant has advised staff to reconfigure the Sealaska parking lot so only two spaces will need to be eliminated (attachment A).

The request is in conjunction with a Conditional Use permit application for the development of the Walter Soboleff Center. The proposed project is a 29,574 square foot three story high building, with a full basement which will house cultural, artistic, ceremonial spaces, and offices for the Sealaska Heritage Institute as well as rental offices. The project is located on a 9,471 square foot lot in the Mixed Use (MU) zoning district in downtown Juneau.

The applicant has also requested a Variance to the canopy requirement for 87 feet of the Shattuck Way façade with VAR2013 0014. Lastly, there is also a separate Conditional Use Permit application for an off-site staging during construction with USE2013 0014.

BACKGROUND

The site was formerly home to the C.W. Young building, which was built in 1896 and served as a warehouse and hardware store. The building housed a variety of uses before it burned in August 2004. The site has remained vacant since the fire. It was a large hole known locally as "the pit" before Sealaska purchased and landscaped it in 2010.

In April 2012 the CBJ received a request to close the portion of Shattuck Way between Municipal Way and Front Street to vehicles. The Planning Commission's recommendation to the Assembly was in support of the request. The Public Works and Facilities Committee considered this request at their March 21, 2012 meeting. According to the minutes, they forwarded it to the Committee of the Whole without a recommendation. It is staff's understanding that the Assembly decision on this request is tabled pending Planning Commission consideration of the Cultural Center.

In January 2013 the project site was removed from the Historic District (Ordinance 2013-01). Shattuck Way is now the western boundary of the District rather than South Seward Street.

ANALYSIS

The primary entrance to the proposed Walter Soboleff Center is to be located on South Seward Street. The applicant is seeking to widen the sidewalks on both corners of South Seward Street where it intersects with Front Street. The purpose of this is to add vegetative cover, widen the sidewalks and provide pedestrian seating – an urban park setting. Removing the four on-street

parking spaces directly in front of the building will allow for the wider sidewalk to enhance the pedestrian atmosphere. The applicant notes that if the vacation of four on-street parking spaces is not approved on South Seward Street significant redesign of the front entrance of the Walter Soboleff Center will be needed, particularly to the vestibule and canopy, and there would no space for the landscaped island.

The applicant was seeking the vacation of three on-street parking spaces on Front Street but is now seeking the vacation of two on-street parking spaces. The vacation of these spaces will only be needed if funding is secured to reconfigure the Sealaska parking lot. The plans for the redesigned parking lot have a one way out exit on Front Street. The parking spaces would need to be vacated in order to facilitate this new exit. The reconfigured parking lot will provide parking for 50 vehicles, whereas the current configuration offers parking for 46 vehicles.

The applicant proposes to use the existing Sealaska parking lot for the new cultural center. CBJ 49.40.200(4)(D) allows off-site parking to be located not more than 500 feet from the use. The Sealaska parking lot is across South Seward Street from the proposed project, much closer than 500 feet. When the Sealaska Plaza was built it was in the C-2J zoning district, which had no onsite parking requirement. Therefore, the existing parking lot is not required for the Sealaska Plaza building, and is available for use by the proposed Cultural Center. As stated above, the Sealaska parking lot currently provides 46 parking spaces. The applicant intends to reconfigure the parking lot, if sufficient funds are available. The new design will have 50 parking spaces.

As mentioned above, the vacation of the two parking spaces on Front Street will only be necessary if the Sealaska parking lot is reconfigured. The reconfiguration, with the elimination of the two on street parking spaces results in a net gain of two parking spaces. However, the Sealaska parking lot is available to the public only in the evenings and on weekends.

The downtown parking garage was completed in put into use in 2010. It provides paid parking for 270 vehicles. The recent improvements to Main Street removed several on-street parking spaces. Also, the "subport" was used as free parking for up to 60 vehicles and is no longer available to the public.

The 2012 Downtown Parking Usage Survey (attachment B) indicates that peak usage of on-street parking on both South Seward and Front Streets is during the summer months. Furthermore, peak usage is during the lunch hour.

COMMENTS

General Engineering does not support the vacation of the on-street parking spaces on Front Street. (attachment C). The Fire Marshall did not comment on the proposed changes to the sidewalks and vacation of parking spaces. CBJ Water and Wastewater have no comments or concerns. AELP did note the drawings do not show an AELP utility lid/vault near the three stalls

on Front Street for vacation. As long as the new design does not impact this lid/vault, AELP does not see any problems with vacating any of the seven parking stalls from a utility perspective (attachment D).

At the time of the writing of this staff report comments have been received from:

Downtown Business Association does not support the vacation of seven on-street parking spaces. (attachment E)

Alaska Cache Liquor Inc. does not support the vacation of seven on-street parking spaces. (attachment F)

Sydney K. Mitchell, owner of Shoefly finds does not support the vacation of seven on-street parking spaces. (attachment G)

Denise Grant, Vice President -Downtown Business Association does not support the vacation of seven on-street parking spaces. (attachment H).

CONFORMITY WITH ADOPTED PLANS

The 1983 "Downtown Street Improvements Design Study" notes that sidewalks are very narrow, causing crowded pedestrian conditions. It also notes there are limited places to gather that do not conflict with movement flow. This plan recommended removing one lane of through traffic on Front Street in order to enlarge the sidewalks. The plan notes the sidewalks on South Seward Street are very narrow. The plan also recommends closing Shattuck Way from Municipal Way to Front Street to vehicles. None of the proposed improvements call for removal of on-street parking.

The 2010 Downtown Parking Management Plan states that parking has long been a problem in downtown Juneau and generally it is defined as a problem of insufficient supply. The purpose of this plan is to determine how parking can best be managed in the downtown area so that convenient parking is always available to all destinations, and to encourage stored vehicles to be kept in areas where demand is lower. The plan identifies various ways of managing parking in the downtown by providing parking facilities, such as the new downtown parking garage, and metering/enforcement of on-street parking.

The project area is within Subarea 6 (map M) of the 2008 Comprehensive Plan; Guideline and Consideration #13 A-H (attachment I) all speak to downtown parking recommendations. This illustrates the magnitude of the parking problem in this area.

Chapter 5, Economic Development, Implementing Action states:

> *5.3.IA3 Facilitate the pedestrian usage of Downtown with physical improvements, Land Use Code amendments, or other programs or initiatives which could include:*
> *A. Encourage development that improves year-round safe, convenient and dry pedestrian facilities;*
> *B. Extend the waterfront seawalk;*
> *C. Repair and widen sidewalks and provide a network of canopies throughout the Downtown;*
> *D. Separate pedestrian ways from vehicular traffic, where practical;*
> *E. Encourage development of dry, secure bicycle storage throughout the Downtown; and*
> *F. Consider revising the parking requirements in the CBJ Land Use Code to eliminate or drastically reduce the parking requirement for Single-Room-Occupancy (SRO), efficiency, and other dwelling types.* (emphasis added).

HABITAT

N/A; There are no sensitive habitats in the project area.

FINDINGS

Evidence shows that widening the sidewalks and creating a more pedestrian friendly environment is consistent with adopted plans. However, adopted plans and supporting studies also document an insufficient supply of parking in the downtown. In order to widen the sidewalks on South Seward Street, four on-street parking spaces would have to be removed. Staff finds that overall this is not consistent with adopted plans and codes.

The removal of two on-street parking spaces on Front Street is only needed to facilitate the reconfiguration of the Sealaska parking lot, which would result in a gain of two downtown parking spaces during evening and weekend hours. The vacation of two parking spaces on Front Street is not consistent with adopted plans and codes.

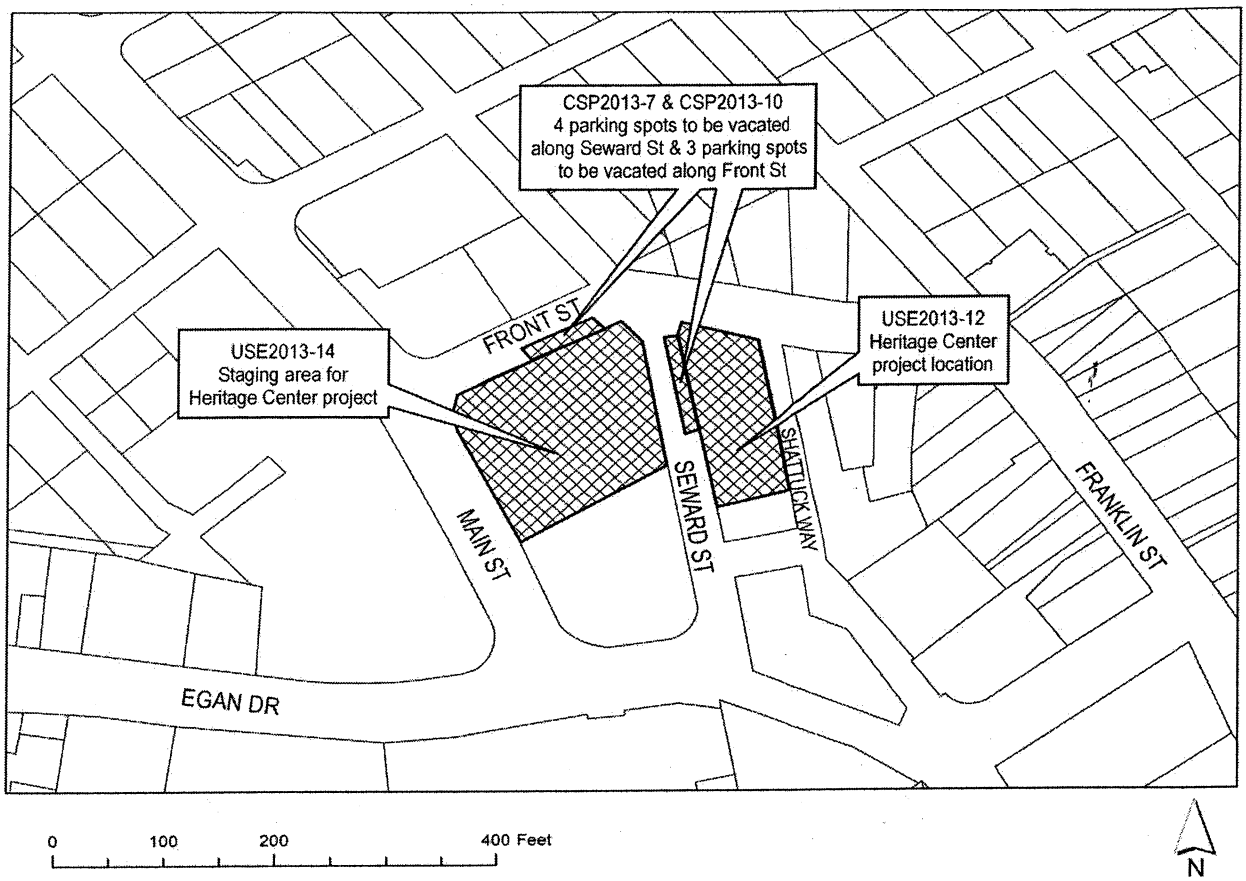
RECOMMENDATION

Staff recommends the Planning Commission adopt the above findings and recommend to the Assembly denial of CSP2013 00010 – the widening of sidewalks and vacation of four on-street parking spaces on South Seward Street.

Staff further recommends the Planning Commission adopt the above findings and recommend to the Assembly denial of CSP2013 0007 – vacation of two on-street parking spaces on Front Street.

MAP CORRECTED TO REFLECT FRONT STREET PARKING VACATION

NOTICE OF PUBLIC HEARING



Proposal: CSP2013 0007: Vacate three parking spaces in CBJ ROW along Front Street.
CSP2013 0010: Vacate four spaces in CBJ ROW along Seward Street.
USE2013 0012: Sealaska Walter Sobeloff Heritage Center.
USE2013 0014: Conditional Use to allow off site construction staging in the Sealaska parking lot for the Walter Soboleff Heritage Center.
VAR2013 0014: Variance for deletion of canopy requirements along Shattuck Way.

File No:	CSP2013 0007; CSP2013 0010; USE2013 0012; USE2013 0014; VAR2013 0014	Applicant:	MRV Architects
To:	**Adjacent Property Owners**	Property PCN:	1-C07-0-K78-001-1 & 1-C07-0-K77-001-0
Hearing Date:	May 28, 2013	Owner:	Sealaska Corporation
Hearing Time:	7:00 PM	Size:	55,203 square feet lots only
Place:	Assembly Chambers	Zoned:	Mixed Use
	Municipal Building	Site Address:	113 S Seward Street & 1 Sealaska Plaza
	155 South Seward Street	Accessed Via:	S Seward Street
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

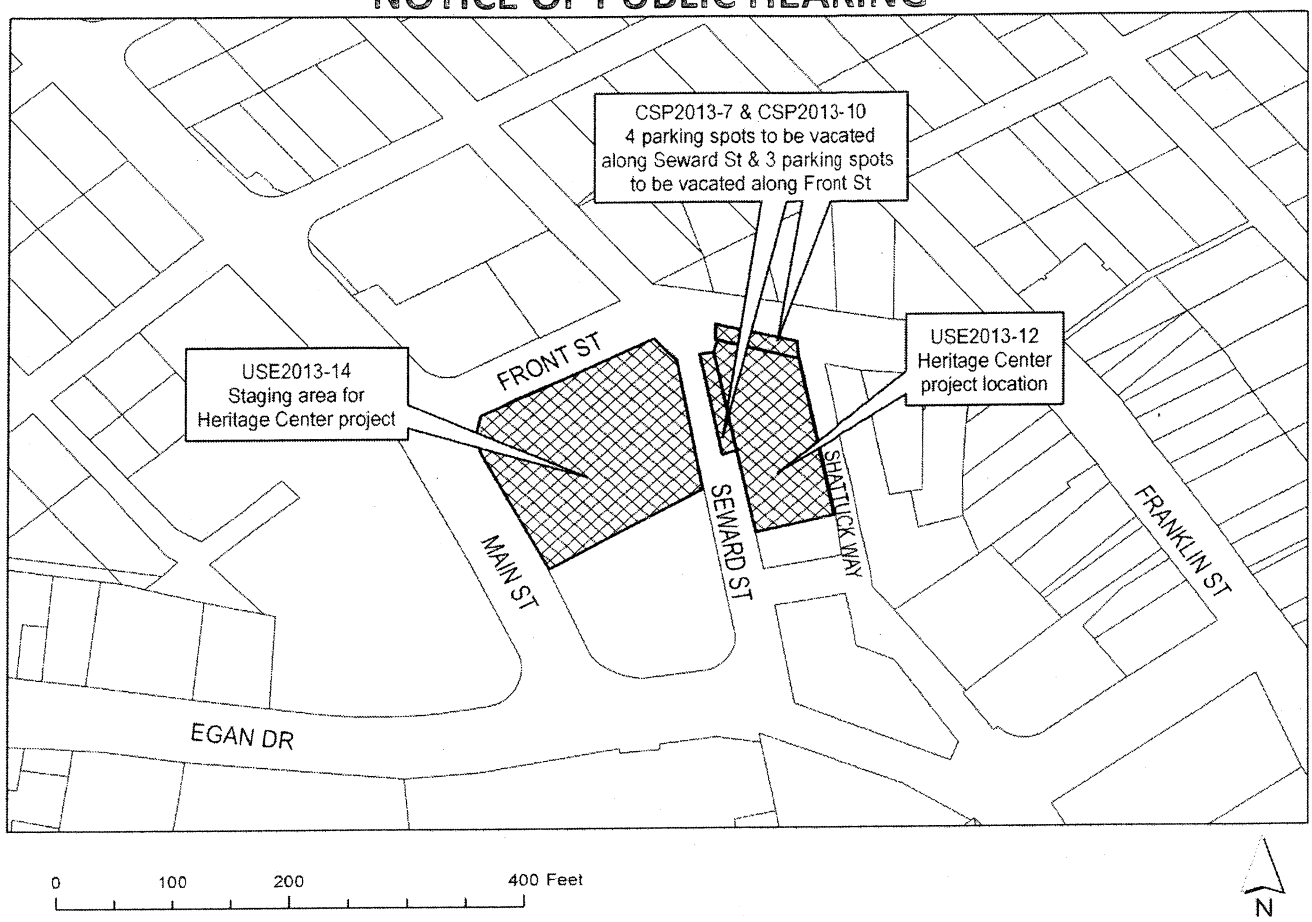
You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials 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 Beth McKibben at beth_mckibben@ci.juneau.ak.us or at 586-0465.

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

Date notice was printed: May 21, 2013

NOTICE OF PUBLIC HEARING



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File No:	CSP2013 0007; CSP2013 0010; USE2013 0012; USE2013 0014; VAR2013 0014	Applicant:	MRV Architects
To:	**Adjacent Property Owners**	Property PCN:	1-C07-0-K78-001-1 & 1-C07-0-K77-001-0
Hearing Date:	May 28, 2013	Owner:	Sealaska Corporation
Hearing Time:	7:00 PM	Size:	55,203 square feet lots only
Place:	Assembly Chambers	Zoned:	Mixed Use
	Municipal Building	Site Address:	113 S Seward Street & 1 Sealaska Plaza
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Date notice was printed: May 16, 2013

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		CSP20130010	04/17/13

TYPE OF PROJECT REVIEW:

☒ City Project Review ☐ City Land Acquisition /Disposal ☐ State Project Review

DESCRIPTION OF PROJECT

Vacating seven parking spots in CBT ROW per attached MRV memo

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):

Street parking

PROPOSED USE OF LAND OR BUILDING(S):

Three spots needed for new parking lt exit. Four spots needed for expanded entry paving at Seward Street entrance.

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? ☐ No ☒ Yes Case No.: USE 20130012

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: $ 35,000 +/-

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	$ 0			04/17/13
Total Fee	$ 0			

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

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		CSP20130007	04/17/13

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☒ City Project Review ☐ City Land Acquisition /Disposal ☐ State Project Review

DESCRIPTION OF PROJECT Vacating seven parking spots in CBT ROW per attached MRV memo.

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PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? ☐ No ☒ Yes Case No.: USE20130012

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Total Fee	$ 0			04/17/13

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&

EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT

TO BE COMPLETED BY THE APPLICANT

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received:
CSP20130007		04/17/13

Project Name
(City Staff to Assign Name)

PROJECT / APPLICANT INFORMATION

Project Description
WALTER SOBOLEFF CENTER FOR SEALASKA HERITAGE INSTITUTE

PROPERTY LOCATION

Street Address: 109 SOUTH SEWARD STREET
City/Zip: JUNEAU, AK 99801

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)
LOT 1-A, BLOCK 78, ALASKA TIDELANDS SURVEY 3 (BLDG); PORTIONS BLK 77 (PARKING)

Assessor's Parcel Number(s)

LANDOWNER/ LESSEE

Property Owner's Name	Contact Person:	Work Phone:
SEALASKA HERITAGE INSTITUTE	LEE KADINGER	586-9266
Mailing Address	**Home Phone:**	**Fax Number:**
ONE Sealaska Plaza, Ste 301 JUNEAU AK	723-2879	
E-mail Address	**Other Contact Phone Number(s):**	
Lee.Kadinger@sealaska.com		

LANDOWNER/ LESSEE CONSENT

****Required for Planning Permits, not needed on Building/ Engineering Permits****

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 Lee A. Kadinger — Landowner/Lessee Signature — Date: 3-12-13

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

If the same as OWNER, write "SAME" and sign and date at X below

Applicant's Name	Contact Person:	Work Phone:
MRV ARCHITECTS	PAUL VOELCKERS	586-1371
Mailing Address	**Home Phone:**	**Fax Number:**
1420 GLACIER AVE		463-5544
E-mail Address	**Other Contact Phone Number(s):**	
paul@mrvarchitects.com	SPENCER STEKOLL - 586-1371	

X Paul Voelckers — Applicant's Signature — Date of Application: _____

STAFF APPROVALS

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

✔	Permit Type	***SIGN	Date Received	Application Number(s)
X	Building/Grading Permit			
X	City/State Project Review and City Land Action		4/17/13	CSP20130007
	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)			
X	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
X	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: [illegible]

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

MRV ARCHITECTS

1420 GLACIER AVENUE, JUNEAU, AK 99801 (907) 586-1371

Project: **Walter Soboleff Center, Sealaska Heritage Institute**
Subject: Street Parking Vacation
To: Rorie Watt, Engineering Director; Hal Hart, CCD Director
Cc: Lee Kadinger, SHI
From: Paul Voelckers
Date: April 3, 2013

MRV 1022

Design documents for the Walter Soboleff Center, and associated street and sidewalk changes, assume the removal of on-street parking stalls, with four located along Seward Street, and three located along Front Street. An attached graphic illustrates the stalls in question.

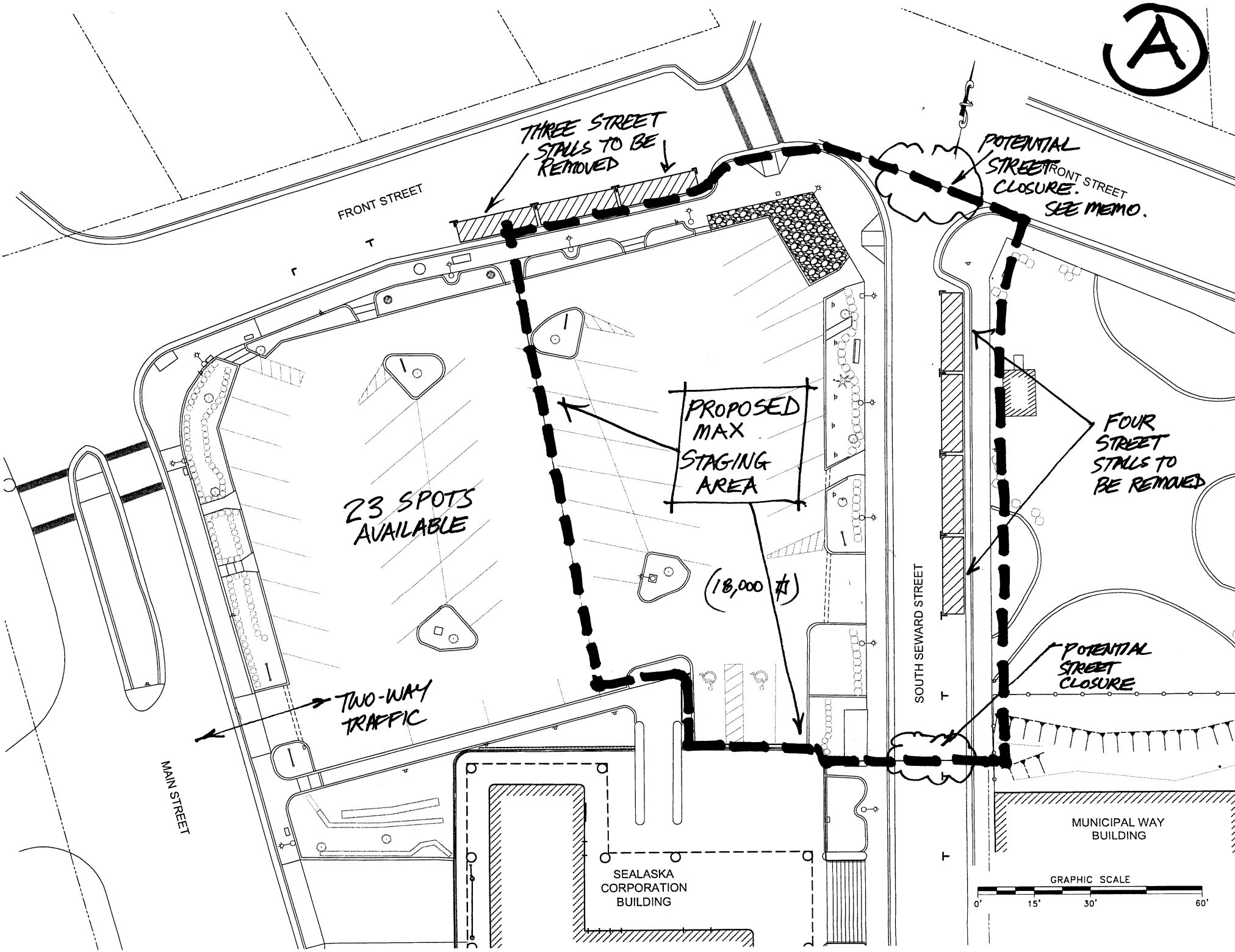
The vacation of parking along the Seward and Front Streets is not taken lightly, given the importance of street parking in the downtown core. The street and parking modifications assumed in the design documents are deemed crucial to the success of the overall site design of the Walter Soboleff Center.

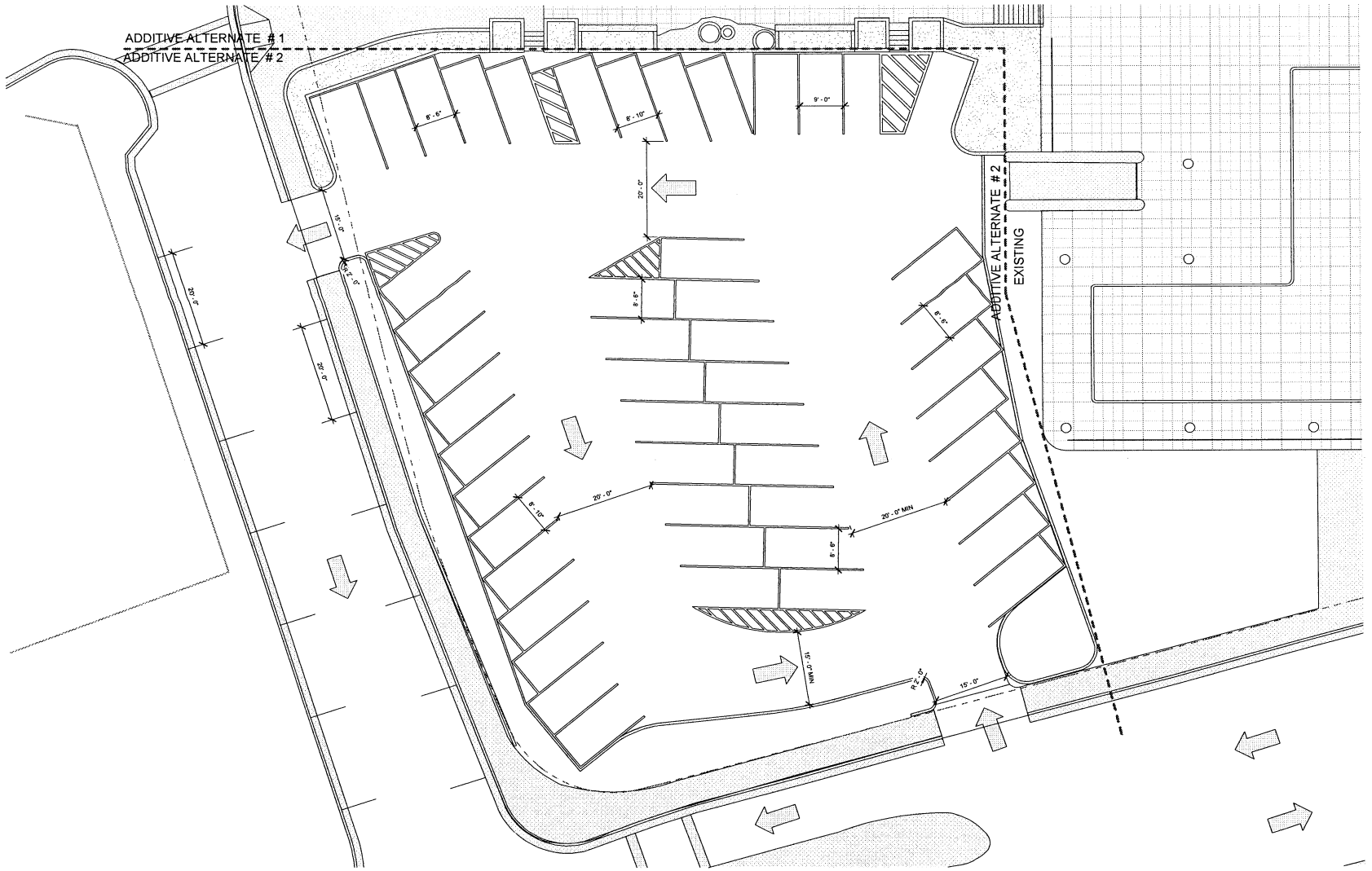
These street modifications, including removal of parking stalls, have been presented to the CBJ Assembly of the Whole in an informational presentation in May of 2012. This memo formally requests the vacation of the stalls as part of the CBJ approval process for the building construction, with details as follows:

Seward Street vacation: Four stalls are proposed to be removed along Seward Street. The area in question, illustrated on the attached site plan, will be converted to public pedestrian space, including a pedestrian crossing that links across Seward Street to pedestrian seating and an improved Sealaska parking lot. The main entry to the Soboleff Center along Seward Street is organized to be a primary frontage, with the anticipation of large numbers of pedestrians. Without the elimination of street parking in this area, the existing sidewalk is too narrow to function in this capacity, and does not allow the pedestrian crossing area.

Front Street vacation: The existing parking lot serving Sealaska will be reconstructed, if an additive alternate for this work is added to the construction contract. Award of this additional work is expected to happen either with initial construction, or within a year or two.

When this reconstruction occurs, the configuration of the parking lot will be altered and improved so that the discharge from the parking lot is to Front Street, not Seward Street. This allows for the expansion of pedestrian frontage on both sides of Seward Street. The vehicular exit to Front Street is also advantageous because it routes traffic back to Main Street, with more options for parking lot access and street routing. The exit route to Front Street requires the elimination of three stalls.


A
THREE STREET STALLS TO BE REMOVED
POTENTIAL STREET CLOSURE. SEE MEMO.
FRONT STREET
FRONT STREET
PROPOSED MAX STAGING AREA
23 SPOTS AVAILABLE
(18,000 #)
FOUR STREET STALLS TO BE REMOVED
SOUTH SEWARD STREET
POTENTIAL STREET CLOSURE
TWO-WAY TRAFFIC
MAIN STREET
MUNICIPAL WAY BUILDING
SEALASKA CORPORATION BUILDING
GRAPHIC SCALE
0'
15'
30'
60'



1 REVISED PARKING, ADDITIVE ALTERNATE 2
1" = 10'-0"

PROJECT NORTH

NOTE: PRINT 11"x 17" IS HALF SIZE

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

100% UNSIGNED CONSTRUCTION DOCUMENTS

WALTER SOBOLEFF CENTER

for

SEALASKA HERITAGE INSTITUTE

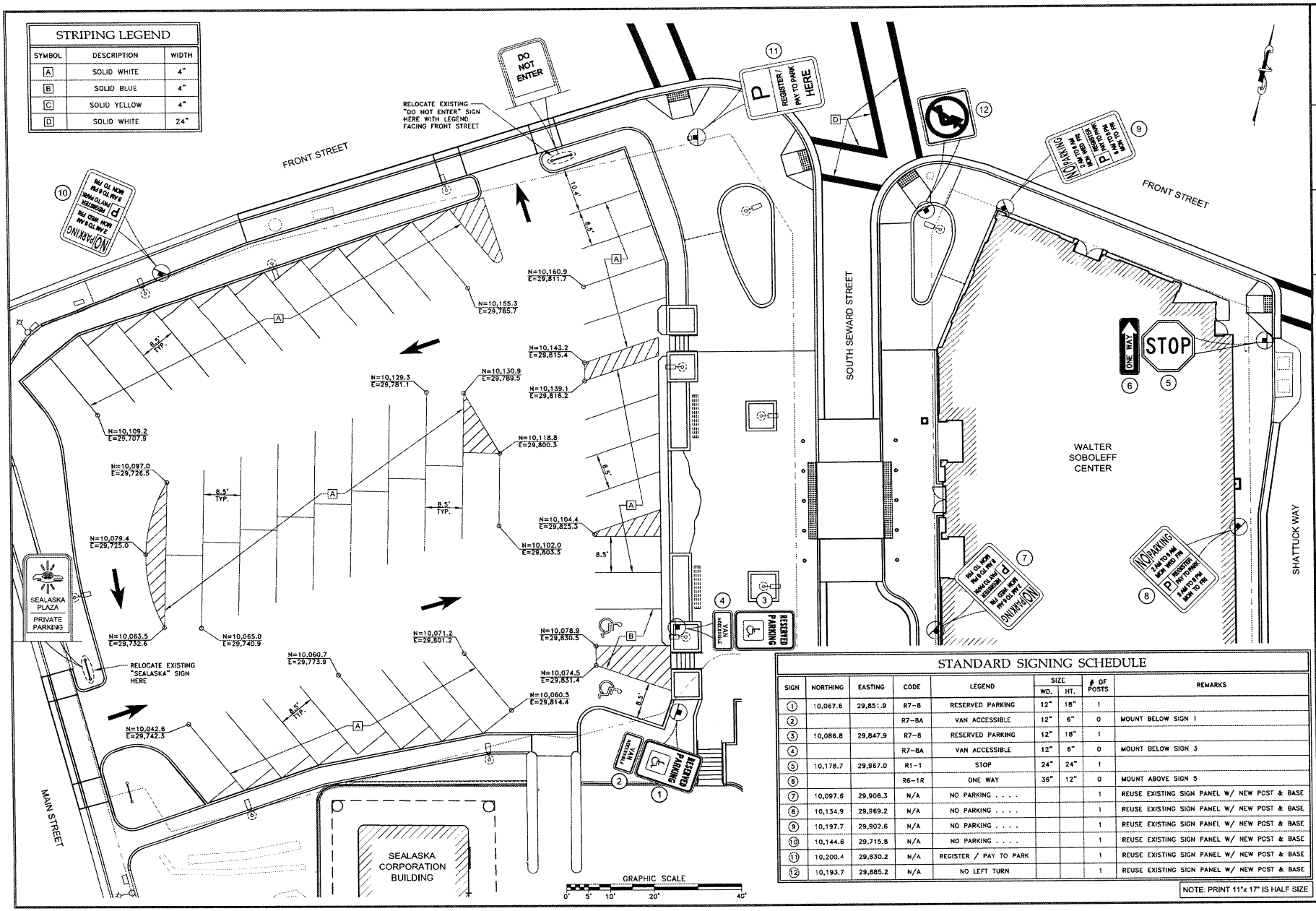
MRV 1022

SHEET TITLE:
SITE ALTERNATE #2

DATE: 05/09/2013
SCALE:
DRAWN:
CHECKED: PV

SHEET NO.
A103

8/22/2013 10:23:24 AM C:\Users\mrv\Documents\SH MRV CENTRAL_spencer.rvt



STANDARD SIGNING SCHEDULE

SIGN	NORTHING	EASTING	CODE	LEGEND	SIZE WD.	SIZE HT.	# OF POSTS	REMARKS
①	10,067.6	29,851.9	R7-8	RESERVED PARKING	12"	18"	1	
②			R7-8A	VAN ACCESSIBLE	12"	6"	0	MOUNT BELOW SIGN 1
③	10,086.8	29,847.9	R7-8	RESERVED PARKING	12"	18"	1	
④			R7-8A	VAN ACCESSIBLE	12"	6"	0	MOUNT BELOW SIGN 3
⑤	10,178.7	29,957.0	R1-1	STOP	24"	24"	1	
⑥			R6-1R	ONE WAY	36"	12"	0	MOUNT ABOVE SIGN 5
⑦	10,097.6	29,906.3	N/A	NO PARKING			1	REUSE EXISTING SIGN PANEL W/ NEW POST & BASE
⑧	10,134.9	29,969.2	N/A	NO PARKING			1	REUSE EXISTING SIGN PANEL W/ NEW POST & BASE
⑨	10,197.7	29,902.6	N/A	NO PARKING			1	REUSE EXISTING SIGN PANEL W/ NEW POST & BASE
⑩	10,144.6	29,715.8	N/A	NO PARKING			1	REUSE EXISTING SIGN PANEL W/ NEW POST & BASE
⑪	10,200.4	29,830.2	N/A	REGISTER / PAY TO PARK			1	REUSE EXISTING SIGN PANEL W/ NEW POST & BASE
⑫	10,193.7	29,885.2	N/A	NO LEFT TURN			1	REUSE EXISTING SIGN PANEL W/ NEW POST & BASE

NOTE: PRINT 11"x 17" IS HALF SIZE

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

R&M ENGINEERING, INC.
6205 GLACIER HIGHWAY
JUNEAU, AK 99801
907-780-6060
FAX 907-780-4611
rmengineering@mmjuneau.com

1022

CONSTRUCTION DOCUMENTS 100% UNSIGNED

WALTER SOBOLEFF CENTER

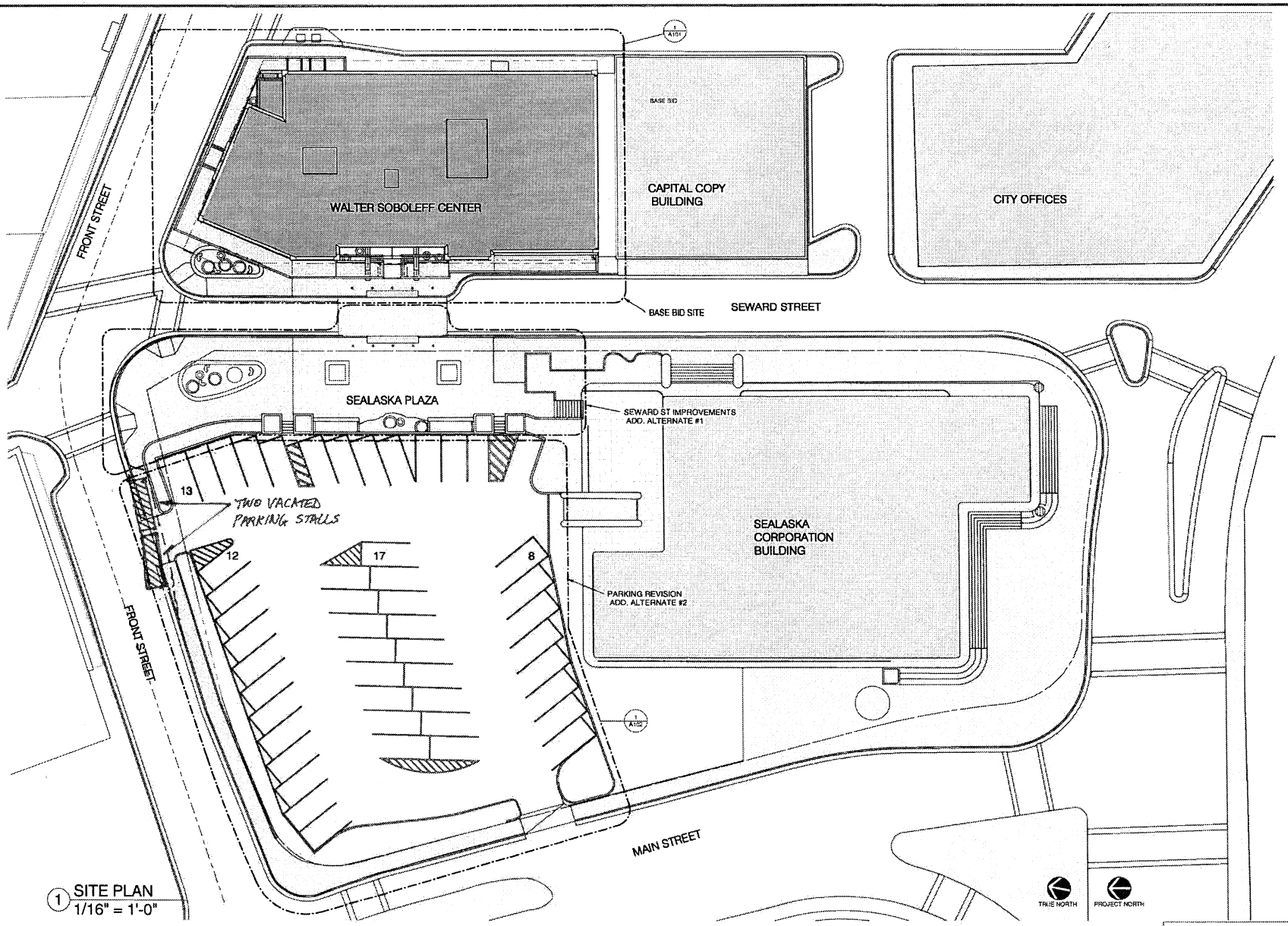
for

SEALASKA HERITAGE INSTITUTE

SHEET TITLE:
SIGNING AND STRIPING PLAN

DATE: MAY 6, 2013
SCALE: AS NOTED
DRAWN: KAP
CHECKED: JMP

SHEET NO.
C500



1 SITE PLAN
1/16" = 1'-0"

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

100% UNSIGNED CONSTRUCTION DOCUMENTS

WALTER SOBOLEFF CENTER

for

SEALASKA HERITAGE INSTITUTE

MRV 1022

Attachment A

SHEET TITLE:
SITE PLAN

DATE: 05/09/2013
SCALE:
DRAWN:
CHECKED: PV

SHEET NO.
A100

5/9/2013 10:05:48 PM C:\Users\Admin\Documents\SH MRV CENTRAL_Zane.rvt

Downtown Juneau Parking:

Usage Patterns Through December 2012

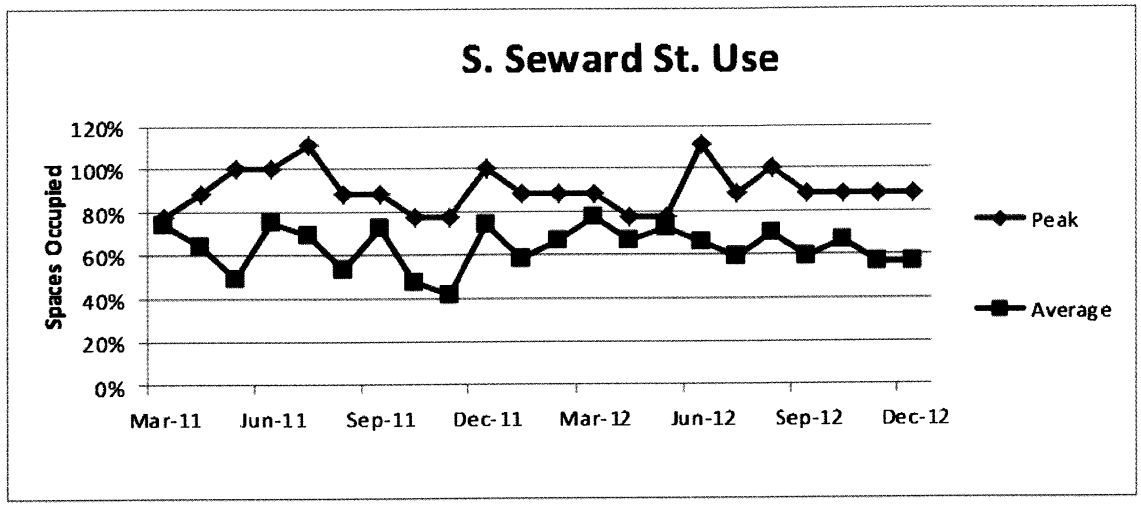
Compiled by the City and Borough of Juneau
Community Development Department
With the Parks & Recreation Department
and
Bootlegger Parking Enforcement

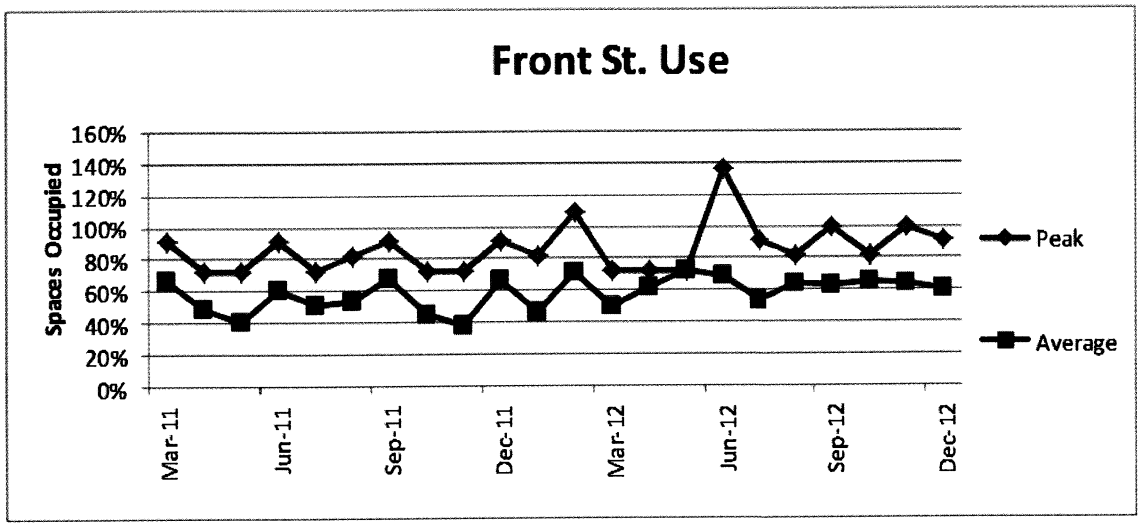
February 12, 2013
Ben Lyman, Senior Planner

Attachment B

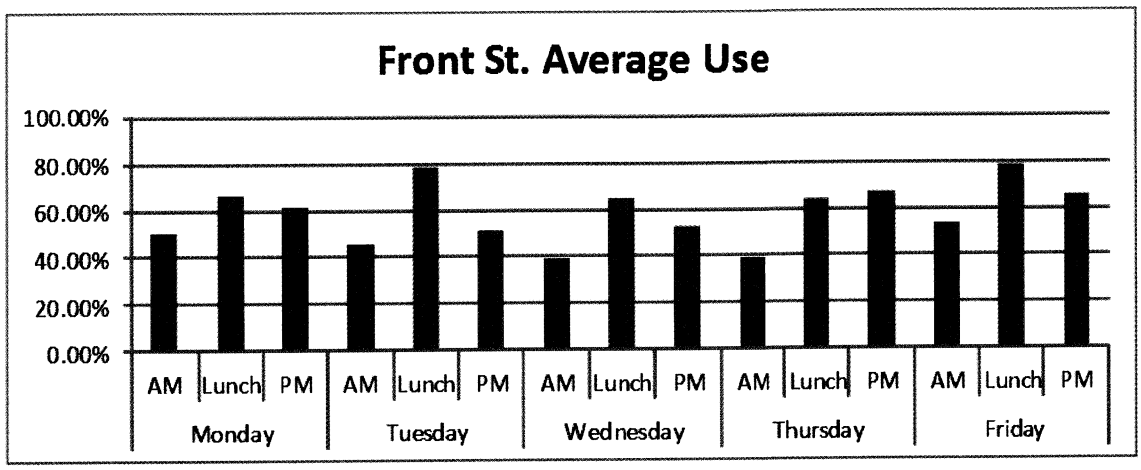
Parking use data collection did not begin on the South Seward St. or Front St. survey blocks until late February 2011, almost a year after the survey began on other streets. These streets were added to the survey in order to fill what was perceived by staff as a hole in the survey; although the two streets are adjacent to each other and share an intersection at one end of each segment, they are often parked at different rates, and staff perceived that collecting data on both streets could prove informative. In retrospect, after two years of data have been collected, it is clear that the two segments experience very similar average and peak use, with trends in use between the streets being very similar although not identical.

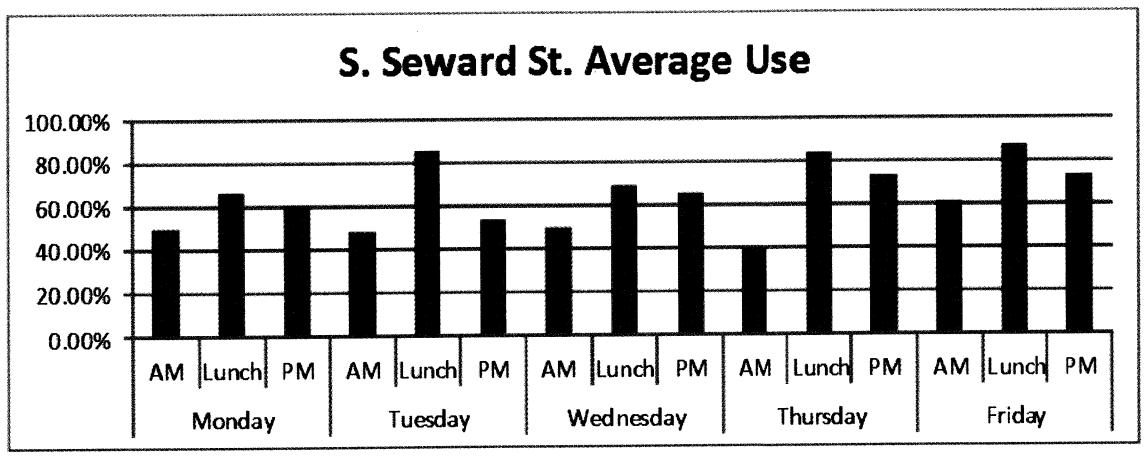
Fall use of both streets appears to be lower than in other seasons, with peak use occurring during summer months. Typical peak use of both streets is 80-90%, although capacity and over-capacity events do occur. The fact that these record peaks are generally documented during months with fairly low average use (50-60%) indicates that they are not the norm, and that spaces are available on these blocks the majority of the time.

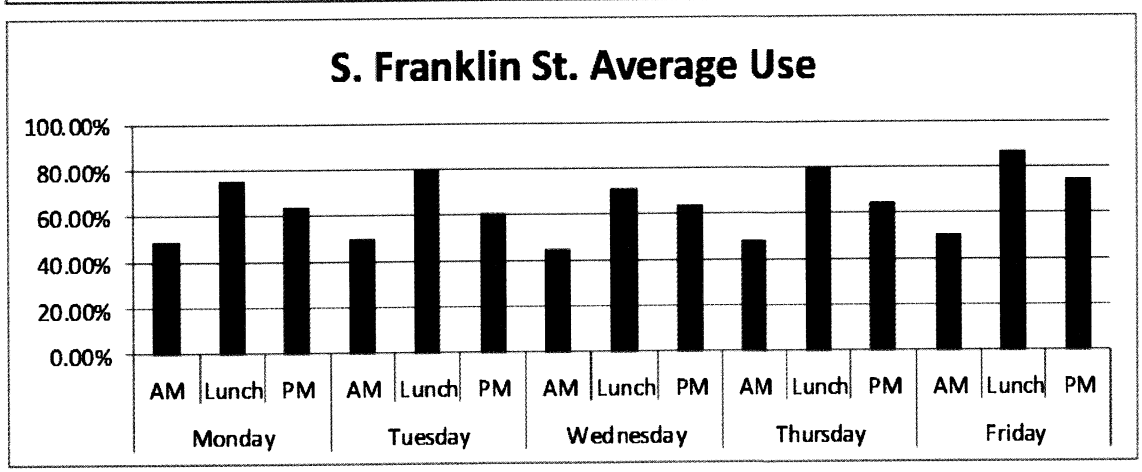




The parking survey blocks in the "downtown core," S. Franklin St., Front St., and S. Seward St., show very similar use patterns by day part and day of week. With the sole exception of Thursday PM on Front St., all three survey blocks experience higher average use during the lunch survey period than during any other day part on any given day. Mondays and Wednesdays experience the lowest average use, with Fridays experiencing the highest use. Tuesdays and Thursdays are generally utilized at an intermediate rate. All of the data shown on this page is for the period after parking pay stations began to be utilized on downtown streets.







Downtown Core Average Use by Day Part

Beth McKibben

From: Ron King
Sent: Thursday, May 23, 2013 11:55 AM
To: Beth McKibben; Hal Hart
Cc: Ed Foster; Chad 'Kit' Watts; Dan Jager; Mark Millay; Autumn Lowrey
Subject: Sobeloff Use Permit

General Engineering objects to the closure of Seward Street. The blocking of Seward Street presents an issue of health and safety. Seward Street is critical to turning movements and fire department apparatus access. Also blocking the street eliminates the high use **LOADING ZONE** next to Copy Works as the access will be cut off. The sketch misrepresents the impact on parking.

Parking downtown is a premium and should not be removed. General Engineering objects to the removal of four parking stalls on Seward and the three stalls on Front St.

Another aspect of the site that is not mentioned in this proposal is the use of Shattuck Way and the possible vacation.

The project is area specific and does not harmonize with the needs of the general public that live in Juneau.

Attachment C

Beth McKibben

From: Darrell Wetherall <Darrell.Wetherall@aelp.com>
Sent: Thursday, May 09, 2013 11:19 AM
To: Beth McKibben
Subject: FW: Review Requested USE2013 0014, USE2013 0012, VAR20130014, CSP2013 0010 and CSP2013 0007 Sealaska Heritage Center, off site staging and changes to sidewalks on street parking
Attachments: Staging Photo.jpg; front vacation.jpg; Application_USE13-14.pdf; Application_VAR13-14.pdf; Canopy Lids.jpg

Beth,

Staging: I don't see any issues with using the SeaAlaska parking lot for a staging area. However, the permit application referenced a separate ROW request (memo) for using the Seward ROW for staging (as does the sketch) and talked about a secured fence during construction. We have lines running up and down Seward in the ROW. A switch cabinet and man-hole lid/vault is within the fenced area (see photo and markup to PDF). Is the off chance we need to access this during construction slim? Probably. If something were to happen, would the fence be a problem? Probably. Can the fence be brought to the left of our equipment so as to keep it accessible from Seward? Keep this in mind for any permanent vehicular road closures as well, if this is to become a permanent pedestrian thoroughfare. Any bollards or blockades should be to the front street side of our switch cabinets.

Parking vacation: Your drawing does not show an AELP utility lid/vault near the 3 stalls on front street for vacation. As long as the new design does not impact this lid/vault, I do not see any problems with vacating any of the 7 parking stalls from a utility perspective.

Canopy: From a utility perspective, I'm not sure that it matters one way or the other. The canopy would not extend past the curb, so unless our taller/larger vehicles are curb hopping, I don't see a conflict.

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

From: Beth McKibben [mailto:Beth_McKibben@ci.juneau.ak.us]
Sent: Monday, May 06, 2013 3:53 PM
To: Ron King; Charlie Ford; Brent Fischer; Gary Gillette; Ed Foster; Kirk Duncan; Dave Crabtree; Dan Jager; Tom Trego; 'Steve_Brockmann@fws.gov'; "Timothy, Jackie L (DFG)'; "Sally Wanstall, DEC'; Eric Eriksen; Cindee A. Brown-Mills; Greg Chaney; Heidemann, Marie E (DOT) (marie.heidemann@alaska.gov); Rorie Watt; Jay Srader; Darrell Wetherall
Cc: Quinn Tracy
Subject: Review Requested USE2013 0014, USE2013 0012, VAR20130014, CSP2013 0010 and CSP2013 0007 Sealaska Heritage Center, off site staging and changes to sidewalks on street parking

Hello All
Please find attached the above referenced permits for review.
The project is the proposed Sealaska Heritage Center. There is a conditional use permit for the center, a conditional use permit for off-site staging during construction, 2 city/state project reviews for proposed changes to the sidewalks and on street parking for Seward and Front streets. There is also a variance request for the canopy requirement on Shattuck Way. Note there is no attachment for CSP2013 0010 –the review materials are the same at CSP20130007.

Attachment D

May 21, 2013

Planning Commission
City and Borough of Juneau
155 So. Seward St.
Juneau, AK 99801

Dear Planning Commission:

The Board of Directors of the Downtown Business Association requests that you not approve the following requests:

CSP2013 0007	Front Street Parking 3 Spaces
CSP2013 0010	Seward Street Parking 4 spaces
CSP2013 0014	Removing Canopy Requirements

As a guiding principal the board does not support any plans that require a loss of parking spaces in the downtown core area. While we are supportive and excited about the cultural center that Sealaska will build downtown, and we feel that it will be a wonderful asset to the area, we also believe that all businesses should conform to the standards that have been developed with much thought and effort over time and we oppose any exceptions because they inevitably lead to more exceptions and a degradation of the area.

Parking is a challenge and recent efforts and improvements have helped, especially the new garage and the 2 hour free parking on the streets. Street parking spaces in the Sealaska area are still at a premium and we do not want to see a loss of any of them. It is worth noting that we have lost the option of using the sub port lot already.

Likewise the request to forego the canopy on Shattuck Way should not be approved, for the same reason given above – all businesses should meet the standards we have in place, and canopies have enhanced the downtown district as an enjoyable destination in all kinds of weather.

Thank you,

Paul J Thomas

Paul Thomas
Vice President, Board of Directors
Downtown Business Association

Attachment E

Alaska Cache Liquor Inc.
Paul Thomas
156 South Franklin Street
Juneau, Alaska 99801
907.723.7717

May 20, 2013

Planning Commission
City and Borough of Juneau

RE: May 28, 2013 Meeting to discuss CSP2013 0007, CSP2013 0010, CSP2013 0014

To the Members of the Juneau Planning Commission:

I am writing to voice my opposition of CSP2013 0007, CSP2013 0010, and CSP2013 0014.

CSP 2013 0007, CSP 2013 0010

Downtown has been criticized for parking shortages for as long as I can remember. I have worked on several committees involved with the issue of downtown parking over the years and the goal has always been to improve the situation by adding parking or improving efficiencies in parking to have a net effect of more parking spots. I am puzzled as to why we would want to eliminate seven prime parking spots in the downtown core area. Add to this the loss of parking at the subport lot and the new SLAM project and our situation is getting critical. Not to mention the fact that during the construction of the new Heritage Center, Sealaska also has tentative approval to close Shattuck Way which will impact another seven parking spots.

After construction Sealaska has stated that they intend to use Shattuck Way as a utility corridor for the Heritage Center. I understand that the Center will be heated by wood pellets which will require regular delivery by large commercial trucks on the Shattuck side of the building and may quite possibly require the loss of more public parking. There is also a plan/push, not yet approved, tied in with this new building and the Miner's Mercantile Building to turn Shattuck Way into a pedestrian corridor resulting in the permanent loss of seven parking spots. We need to maintain what parking spaces we have left and continue working on creative ways to improve the perception of parking downtown.

CSP 2013 0014

We are just finally realizing the benefits of upgrades and additions to sidewalk canopies both private and public installed over the past few years. These and the future planned canopies, such as the Main Street renovations currently in progress, are making downtown a more enjoyable destination year round and in any weather condition. We should not deter from this progress now when we are making such wonderful gains by making exceptions and going backwards at this point. The Heritage Center stands to be a great addition to downtown, but it should conform to the rules and planning guidelines the rest of the area works within to better our city and the downtown district.

Thank you for your consideration,

Paul J Thomas

Paul Thomas, Owner

Attachment F

Beth McKibben

From: owners@shoeflyalaska.com
Sent: Tuesday, May 21, 2013 3:58 PM
To: Beth McKibben
Cc: owners@shoeflyalaska.com
Subject: Public Hearing for Walter Soboleff Heritage Center

Dear Ms. McKibben,

I co-own Shoefly located at 109 Seward Street. After reviewing the Notice of Public Hearing for permanently vacating four parking spaces on Seward Street and three parking spaces along Front Street for the Walter Soboleff Heritage Center, I would like to submit written testimony for inclusion in the public hearing process.

I chose to locate my business in downtown Juneau because I wanted to contribute to a vibrant and fun downtown area. I enjoy a busy downtown with an eclectic assortment of successful retail shops, great dining, space for gathering and arts and culture. I am excited to welcome the Walter Soboleff Heritage Center to downtown Juneau.

As a downtown business owner, I do have some reservations about the request to eliminate seven prime parking spots near our store.

The biggest perceived barrier to our local Shoefly customers (who make up 70% of our business) to coming to our downtown shop location, is parking. With the recent change in the paid parking system in downtown, I became even more aware of how perceptions about parking can hurt our ability to run a successful business. Our local sales levels dipped with the launch of the new parking system. So I immediately went out and took photos and published a step-by-step guide for our customers which I published on our Shoefly web site. I received over a hundred emails thanking me for providing this information – more emails than I have ever received for a special event or service we promote. The availability of parking in downtown Juneau and especially near our shop on Seward Street and Front Street is critical to our ability to provide exceptional customer service. I respectfully ask the Planning Commission to deny the request to vacate any parking spaces on Seward Street and along Front Street.

I serve on the Board of the Downtown Business Association and we have worked with the city for years to make downtown an enjoyable destination year-round and in any weather. A big part of Juneau being "walkable" especially on rainy days, are the canopies that are provided by the buildings that line our downtown sidewalks. As a retail business owner located on the side of Seward with canopies, I can tell you that most people choose to walk on that side of the street. Again, I respectfully ask the Planning Commission to consider the long term use of Shattuck Way. If the desire is to welcome pedestrians along this street, then the canopy requirements should be observed by the new Walter Soboleff Heritage Center.

Again, I am completely supportive of this new center in downtown Juneau and recognize that over the long term it will greatly enhance the downtown experience of both locals and visitors. I am excited to welcome a center that will share and honor Alaskan Native cultures.

Respectfully Yours,
Sydney K. Mitchell
President,
Shoefly Inc.

Attachment G

Beth McKibben

From: Holly Kveum
Sent: Wednesday, May 22, 2013 12:46 PM
To: Beth McKibben
Subject: FW: Removal of Parking Spaces

This email wouldn't allow me to do a conventional forward. I can do a print out for attachment purposes.

Holly Kveum
Administrative Assistant II
Community Development Department
907-586-0736

To Whom It May Concern:

In light of the lack of parking spaces in Downtown Juneau I am opposed to the removal of the 3 parking spaces on Front Street (CSP2013 0007) and 4 parking spaces on Seward Street (SCP2013 0010). With such limited parking in the downtown area Juneau needs all the spaces currently available.

I would also like to have the current canopy requirements (CSP2013 0014) kept for Downtown Juneau as they are a nice addition to making a special ambience of our beautiful city.

Best Regards,

Denise Grant, Vice President
Downtown Business Association
--

Denise Grant
Alaskan Brewing Co.
907-780-5941

Attachment H

"campus" would solidify its' position, drawing more people to the area and reinforcing the year-round health of the adjacent business district.

9. Protect and facilitate access to Mt. Juneau and Mt. Roberts trails.

10. Promote mixed uses downtown. Encourage small-scale neighborhood-serving retail and personal service businesses and increased multifamily development within the urban center. Encourage housing over ground-floor retail space, Single-Room-Occupancy (SRO) dwellings and/or loft-style housing in the Downtown.

11. Encourage use of the downtown waterfront area as a mixed use waterfront serving residential, recreational, tourist, and maritime uses as identified in the CBJ-adopted Long Range Waterfront Plan. Such development should avoid view blockage of the Downtown historic districts as viewed from the Channel.

12. Develop design guidelines for buildings in the Downtown that create a year-round design aesthetic that is attractive and respects the historic and contemporary urban character of the district, particularly for display window treatments, signage and outdoor lighting of Downtown commercial buildings.

13. Provide additional parking and fast, mass transit opportunities, per the Downtown subarea guidelines and implementation actions identified in the Transportation Chapter 8 of this Plan. Develop a parking management component of a Downtown Juneau Transportation Management Program that could include the following elements:

    A. Establish a covered walkway network throughout the Downtown.

    B. Establish a parking policy that will guide planners in determining the amount of parking that should be provided for specific uses Downtown.

    The CBJ should re-examine the parking requirement for development of residential units and for tourist-oriented uses in the Downtown.

    In addition to the Fee-In-Lieu-of-Parking program, the CBJ should provide alternatives, such as participation in a coordinated Downtown Transportation Management Program, for Downtown developers whose proposals do not meet on-site parking requirements. Provisions should be added to accommodate use of parking structures, shuttles, and other means to meet the parking need. However, ensure that these programs do not induce property owners to demolish historic structures to make way for higher intensity uses or taller structures.

ATTACHMENT I

C. Modifications in the current management of the existing parking supply, such as shared daytime and nighttime and week-day and week-end parking, should be made to make parking more accessible to patrons of area cultural arts or commercial businesses and for area residents.

D. Development of additional parking supply: construction of centralized parking structures should be phased in and reevaluated on a case-by-case basis. Surface lots can be established on a temporary basis to act as place-holders for potential future structures and provide additional parking while a centralized structure is being developed and the initial use of the structure evaluated.

E. Management of downtown parking should be centralized, though still coordinated with other CBJ Departments, to coordinate all aspects of the parking program. The parking program should be continually-monitored to determine how programs are working. Developing a program is an on-going process that will need continuous review and revision. The CBJ needs to involve the State and Federal governments in shared development of solutions, since parking demand created by State and Federal offices are a major factor in Downtown parking shortfalls.

F. The CBJ should continue its efforts to develop a convenient transportation terminal near the Downtown. The terminal should provide a transfer station for mass and rapid public transit where commuter busses, and possibly a light rail system would connect to shuttle busses for localized distribution. Commuters may park their automobiles at the terminal, and catch a shuttle to the downtown core.

G. Other methods suggested to ease the parking problem downtown include construction of a light rail or similar system between the valley and town, supplemented with fast, efficient, localized shuttles; and development of high-density mixed use, but predominantly residential, areas that would provide the opportunity for people to live near their work, shopping and recreation needs, thereby significantly reducing or eliminating the need for a private vehicle altogether.

H. Another suggestion related to parking is to eliminate the parking requirement for certain affordable high-density dwelling units in the downtown core area, such as the small, Single Room Occupancy (SRO) units, other student housing, senior housing and/or seasonal worker housing whose occupants are likely not to own vehicles. This would facilitate the development of affordable housing downtown that, in turn, would create a more dynamic, 24-hour downtown and would free up rental housing elsewhere in the CBJ. This concept may not work for all types of dwelling units developed in the Downtown, such as loft housing, family-size housing or artist housing whose occupants are more likely to own vehicles; those developments may participate in the Downtown Fee-in-Lieu of Parking program established in 2006.