Agenda

Planning Commission - Regular Meeting
City and Borough of Juneau

March 9, 2021
Virtual Meeting Only
7:00 PM

This virtual meeting will be by video and telephonic participation only. To join the webinar, paste this URL into your browser: https://juneau.zoom.us/j/91522199344. To participate telephonically, call: 1-346-248-7799 or 1-669-900-6833 or 1-253-215-8782 or 1-312-626-6799 or 1-929-436-2866 or 1-301-715-8592 and enter Webinar ID: 915 2219 9344.

I. ROLL CALL

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

A. February 9, 2021 Draft Minutes, Regular Planning Commission Meeting - APPROVED

IV. BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. ITEMS FOR RECONSIDERATION

VII. CONSENT AGENDA

A. USE2021 0001: Modification of Conditional Use Permit USE2020 0027 access requirements from one ingress/egress to two: Ingress off of Main Street and Egress onto Front Street - APPROVED WITH AMENDMENTS

VIII. UNFINISHED BUSINESS

IX. REGULAR AGENDA

A. CSP2020 0011: Complete street and underground utility maintenance (and replacements as necessary) on Calhoun Avenue - RECOMMENDED APPROVAL TO ASSEMBLY WITH AMENDMENTS

X. BOARD OF ADJUSTMENT

XI. OTHER BUSINESS

A. Presentation by Southeast Alaska Watershed Coalition: Stormwater BMP - POSTPONED

XII. STAFF REPORTS

XIII. COMMITTEE REPORTS

XIV. LIAISON REPORT

XV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XVI. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVII. EXECUTIVE SESSION

XVIII. SUPPLEMENTAL MATERIALS

A. Additional Materials for March 9, 2021 Planning Commission

XIX. ADJOURNMENT

PLANNING COMMISSION AGENDA
THE CITY AND BOROUGH OF JUNEAU, ALASKA

February 9, 2021 Draft Minutes, Regular Planning Commission Meeting - APPROVED

ATTACHMENTS:

	Description	Upload Date	Type
	February 9, 2021 Draft Minutes, Regular Planning Commission Meeting	2/24/2021	Minutes

Minutes
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Michael LeVine, Chairman
February 9, 2021

I. ROLL CALL

Michael LeVine, Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held virtually via Zoom Webinar and telephonically, to order at 7:01 pm

Commissioners present: All Commissioners present via video conferencing – Michael LeVine, Chairman; Nathaniel Dye, Vice Chairman; Paul Voelckers, Clerk; Travis Arndt, Deputy Clerk; Dan Hickok; Mandy Cole; Josh Winchell; Erik Pedersen

Commissioners absent: Ken Alper

Staff present: Jill Maclean, CDD Director; Teri Camery, CDD Staff; Alexandra Pierce, CDD Staff; Sherri Layne, LAW; Teresa Bowen, LAW

Assembly members: Loren Jones

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA- None

III. APPROVAL OF MINUTES

A. Draft Minutes – January 12, 2021 Planning Commission Regular Meeting

MOTION: *by Mr. Voelckers to approve the Planning Commission Regular Meeting January 12, 2021 minutes.*

IV. BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION - Chairman LeVine briefly explained the rules for participating via Zoom format.

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS –

Emily Ferry – 836 Calhoun Ave – Spoke on the Calhoun project supporting a study to increase pedestrian and bike safety and suggested a contractor, Dan Burton, and his firm as someone she thought could perform the study well.

Frankie Pillifant – Ms. Pillifant is familiar with Dan Burton and his work and said she supports Ms. Ferry's suggestion.

VI. ITEMS FOR RECONSIDERATION- None

VII. CONSENT AGENDA- None

VIII. UNFINISHED BUSINESS- None

IX. REGULAR AGENDA

AME2021 0002:	Text amendment to update Title 49 flood management regulations to meet Federal Emergency Management Agency requirements
Applicant:	City and Borough of Juneau
Location:	Borough-wide

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings, and make a recommendation to the Assembly to APPROVE the proposed text amendment to update Title 49 flood management regulations to meet Federal Emergency Management Agency requirements.

Staff Presentation

Planner Camery presented **AME2021 0002**.

Questions for Staff

Commissioner Winchell asked why easement, covenants, and deed restrictions were removed. Ms. Layne explained the revisions were written by City Attorney Palmer and the changes were meant to clarify the Ordinance and make it more precise but there were no major changes.

Ms. Maclean explained covenants are usually civil matters and often are not enforceable by CDD and that is why they were removed. As they are not enforceable, it would make sense to remove them in the rewrite.

Mr. Arndt had wordsmithing questions. Ms. Pierce explained that most of the changes are written as prescribed by FEMA and cannot be changed.

Mr. Arndt accepted that and put forth to following questions:

- Packet Page 35 Item 3 lines 2-17 itemizes what must be collected and must be provided before processing a floodplain development permit. However, not all of those items apply to all situations. What is done in those cases?

  Ms. Camery answered that in cases where items do not apply, they are not required to be submitted.

- Packet Page 36 item G1b reads "*A manufactured homes must*". The singular 'a' and plural 'homes' do not work together.

  Ms. Maclean said that could and would be corrected.

- Page 7 item 5 "*Review of floodplain developments must include"* and item D "*Provision of an elevation certificate".* It is unclear as written. Does this mean the applicant must provide a certificate or is this a heading?

  It was decided this is a grammatical error and could be corrected. Ms. Layne agreed.

- Page 12 item 6 "*Industrial Uses"* sub-item A "*sand gravel operations recreational activities open space and parking lots*" Why are recreation activities, open space, and parking lots included as industrial uses?

  Ms. Pierce explained this is referring to specific uses within the 100-year flood plain wherever in the community it exists. It is required FEMA language saying these types of uses are allowed as long as they do not increase the flood hazard.

Mr. Voelckers asked why it is dated August 24, 2020 and whether that needs to be updated. Mr. LeVine explained item A was passed August 24, 2020, they are looking at Attachment Item C now.

<u>Public Comment</u>

<u>Dave Hanna</u> – 11495 Mendenhall Loop Road – Mr. Hanna had a few questions saying some of the terms seemed overly vague. Mr. Hanna had concerns with the sections of the ordinance addressing berms around stockpiles, flood openings under structures, and locating septic systems and thought they might need to be 'tightened up.'

<u>Additional Questions for Staff</u>

Ms. Maclean spoke to remind everybody that CDD has very limited flexibility with this as it is written under FEMA guidelines. The purpose of this is to allow CBJ to participate in the flood insurance program. If it is changed significantly, CBJ could be out of compliance.

Mr. Voelckers mentioned Mr. Hanna's concerns with the potential contradiction in the terms of requirements regarding the location of septic tanks and asked whether this was a new issue or if the language could be reviewed.

Ms. Camery answered the septic language is mandated by FEMA.

Mr. Arndt mentioned Mr. Hanna's comments about building play structures within the flood way. Mr. Arndt clarified there is a difference between the flood hazard area and the flood way. Substantially, is this the same requirement that has always existed? Ms. Camery affirmed that it is the same, they have only changed a single word in that section.

Mr. Dye commented FEMA has some definitions that are not the same as CBJ definitions. In particular, is the "on site waste disposal system" defined separately from sanitary sewage system. Is it important to have those listed somewhere other than in Title 49?

Ms. Camery explained there is very little flexibility for them to make changes to the Ordinance but the standard is 'reasonably safe from flooding'.

MOTION: *by Mr. Arndt to accept staff's findings and recommend the assembly approve text amendment* ***AME2021 0002*** *subject to minor grammatical changes.*

The motion passed with no objection.

X. BOARD OF ADJUSTMENT - None

XI. OTHER BUSINESS

A. *Notice of Withdrawal of Appeals for Decisions* ***NCC2020 0065****,* ***NCC2020 0066****, and* ***NCC2020 0067***
Ms. Bowen explained the applicant has withdrawn their appeals and are asking for concurrence from the Commission to close the matter.

MOTION: *by Mr. Dye to accept the order to dismiss Appeal numbers* ***2020 0004, 2020 0005*** *and* ***2020 0006*** *for decisions* ***NCC2020 0065, 2020 0066,*** *and* ***2020 0067***

The motion passed with no objection.

B. ***AME2019 0005****: South Douglas West Juneau Area Plan Steering Committee Assignment*

MOTION: *by Mr. Dye to appoint Liz Smith to the South Douglas West Juneau Area Plan Steering Committee*

The motion passed with no objection.

C. Subcommittee Assignments
Title 49 Committee: Mr. Dye, Chair; Mr. Arndt; Ms. Cole; Mr. Pedersen; Mr. Winchell
Governance Committee: Mr. Voelckers, Chair; Mr. Alper; Mr. Cole; Mr. Hickok

Liaison Assignments:
JCOS – Mr. Alper
Lands – Mr. Hickok
PWFC – Mr. Voelckers
Wetlands – Mr. Arndt; Mr. Winchell
Blueprint Downtown – Mr. Dye
Douglas – Mr. Pedersen

XII. STAFF REPORTS

Ms. Maclean reported:

- Mr. Hudson from the Southeast Watershed Coalition will give a brief presentation to the Commission at an upcoming meeting
- All Commissioners can attend the Commissioner training at the upcoming APA Conference this year. Please respond by tomorrow.
- Governance Committee is meeting tomorrow
- Title 49 Committee will meet on February 18 to discuss downtown parking
- COW is tentatively scheduled March 9th 5:30 pm to discuss downtown parking
- Please remember to check and respond promptly to Staff emails

Mr. Voelckers asked about the status of Auke Bay and downtown zoning. Ms. Maclean answered downtown parking is the priority CDD has been assigned to work on. She believes the revisions will be before the commission soon. Then, her preference would be to move Auke Bay forward.

Mr. Arndt asked if it would help to move items in the table of permissible used from 3s to 1s. as a way to reduce the number of conditional use permits and shift some workload away from the staff. Ms. Maclean answered that it has come up but is not a priority at this time.

Mr. Dye asked what comes next after parking for Title 49. Ms. Maclean and Mr. Dye will meet and discuss upcoming topics outside of this meeting.

Mr. LeVine stressed the Commissioner training opportunity stating it is very useful training.

Mr. LeVine also reminded the commission to check and promptly respond to staff emails.

XIII. COMMITTEE REPORTS

- Mr. Voelckers reported as liaison with Public Works and Facilities Committee. They have met twice to discuss Calhoun and it is likely to come back to the PC.
- Mr. Pedersen reported JCOS met last week. They reelected officers and discussed federal funding and EV charging stations.
- Mr. Dye reported Title 49 will meet on February 18th.
- Mr. Dye reported Blue Print has a meeting coming up

Ms. Maclean added because of COVID, there are two packets available. When looking for the packet on the website, the online agenda is the most up to date.

- Mr. LeVine reported Governance committee will be meeting tomorrow at noon

XIV. LIAISON REPORTS

- Deputy Mayor Jones reported the Assembly meeting on Monday was cancelled.
- The Landfill will likely be an issue on the Assembly COW meeting on the 22nd

Mr. Dye asked for an update on the Norwegian property. Mr. Jones answered he is not sure it will come before the Planning Commission.

XV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS-

Dave Hanna – Spoke to ask when the draft streamside setback ordinance would be available to the public for comment.

Mr. LeVine explained that this is a time for Public testimony but Commissioners are not able to answer questions at this time.

XVI. PLANNING COMMISSION COMMENTS AND QUESTIONS

Mr. LeVine reiterated the importance of the APA training
Mr. Dye agreed all members should attend.

XVII. EXECUTIVE SESSION – None

XVIII. ADJOURNMENT – 8:30 p.m.

DRAFT

PLANNING COMMISSION AGENDA
THE CITY AND BOROUGH OF JUNEAU, ALASKA

USE2021 0001: Modification of Conditional Use Permit USE2020 0027 access requirements from one ingress/egress to two: Ingress off of Main Street and Egress onto Front Street - APPROVED WITH AMENDMENTS

AGENDA ITEM:

Case No.: USE2021 0001
Applicant: Sealaska Heritage Institute
Location: 1 Sealaska Plaza
Proposal: Modification of Conditional Use Permit USE2020 0027 access requirements from one ingress/egress to two: Ingress off of Main Street and Egress onto Front Street

RECOMMENDATION:

Staff recommends the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Conditional Use Permit. The permit would allow the modification of USE202027 access requirements from one ingress / egress on Front Street to two: ingress off of Main Street and egress on to Front Street.

The approval is subject to the following conditions:

Modified Condition of USE2020 0007 (underlined):
10. Access to the surface parking lot shall be limited to one (1) curb cut located on Front Street <u>and one (1) curb cut on Main Street</u>.
New Conditions:
11. Circulation (vehicular): Site Plan Required. Prior to the issuance of a building permit for the proposed project, a plan for appropriate parking lot vehicle control signs and pavement markings must be submitted for review to the CDD and be found to meet all applicable CBJ ordinances and CDD regulations. This plan will include:

- A sign indicating one-way traffic from Main Street into the parking lot.
- A sign prohibiting entry off of Front Street.
- Sign(s) for traffic exiting the parking lot, clarifying:
  - Front Street is one-way traffic.
  - Left turn only leaving the parking lot.
  - No exit onto Main Street.
- Painted arrow markings for one-way circulation.
- Dimensions from the travelled way to the edge of the driveway.
- Dimensions between driveways.
- Engineered plan for drainage and construction of the raised sidewalk. Include Seward Street width, parking space widths on Seward and Front Street for revised parking spaces, and sidewalk width and grades.

12. Circulation (vehicular): Signs Required. All vehicle control signs shown on the project site plan shall be applied to the parking and circulation area shown on the site plan in a medium designed for such purposes prior to the issuance of a Temporary Certificate of Occupancy.

ATTACHMENTS:

Description	Upload Date	Type
Staff Report for USE2021 0001, Part 1	2/26/2021	Staff Report

Staff Report for USE2021 0001, Part 2	2/26/2021	Staff Report
Stipulated Settlement Agreement for USE2021 0001	3/9/2021	Miscellaneous
Presentation for USE2021 0001	3/11/2021	Presentation
Notice of Decision for USE2021 0001	4/2/2021	Notice of Decision

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

DATE: February 26, 2021

TO: Michael LeVine, Chair, Planning Commission

BY: Irene Gallion, Senior Planner

THROUGH: Jill Maclean, Director, AICP

PROPOSAL: Applicant requests a modification of USE2020 0007 access requirements from one ingress/egress on Front Street to two: ingress off of Main Street and egress on to Front Street.

STAFF RECOMMENDATION: Approval with conditions

KEY CONSIDERATIONS FOR REVIEW:

- USE2020 0007 limited surface parking access to one ingress/egress on Front Street.
- Staff recommendation has changed based on two-access safety analysis by a Professional Traffic Operations Engineer.

GENERAL INFORMATION	
Property Owner	Sealaska Heritage Institute, Inc., and Sealaska Corporation
Applicant	Sealaska Heritage Institute
Property Address	1 Sealaska Plaza
Legal Description	Sealaska Lots 1 and 2
Parcel Number	1C070K770011 and 1C070K770012
Zoning	(MU) Mixed Use
Land Use Designation	Traditional Town Center
Lot Size	24,713 square feet, 0.5673 acres
Water/Sewer	CBJ
Access	Under consideration
Existing Land Use	Commercial
Associated Applications	USE2020 0027

ALTERNATIVE ACTIONS:

1. **Amend:** require additional conditions, or delete or modify the recommended conditions.
2. **Deny:** deny the permit and adopt new findings for items 1-6 below that support the denial.
3. **Continue:** to a future meeting date if determined that additional information or analysis is needed to make a decision, or if additional testimony is warranted.

ASSEMBLY ACTION REQUIRED:

Assembly action is not required for this permit.

STANDARD OF REVIEW:

- Quasi-judicial decision
- Requires five (5) affirmative votes for approval
- Code Provisions:
  - 49.15.330
  - 49.80

The Commission shall hear and decide the case per *49.15.330(a) Conditional Use Permit.* *A conditional use is a use that may or may not be appropriate in a particular zoning district according to the character, intensity, or size of that or surrounding uses. The conditional use permit procedure is intended to afford the commission the flexibility necessary to make determinations appropriate to individual sites. The commission may attach to the permit those conditions listed in subsection (g) of this section as well as any further conditions necessary to mitigate external adverse impacts. If the commission determines that these impacts cannot be satisfactorily overcome, the permit shall be denied.*

SITE FEATURES AND ZONING

SURROUNDING ZONING AND LAND USES	
North	Front Street
South	Egan Drive/Marine Way
East	Seward Street
West	Main Street

SITE FEATURES	
Anadromous	No
Flood Zone	No
Hazard	No
Hillside	No
Wetlands	No
Parking District	PD-1
Historic District	No
Overlay Districts	Fee-in-Lieu

BACKGROUND INFORMATION

Project Description – Sealaska Heritage Institute (SHI) requests modification to previously-approved access to surface parking (**Attachment A**). Surface parking is proposed at the corner of Main Street and Front Street. Proposed ingress is through a curb cut off Main Street. Proposed egress is through a curb cut onto Front Street.

Background – Under USE2020 0007, the proposed parking lot was approved with one ingress / egress on Front Street (**Attachment B**).

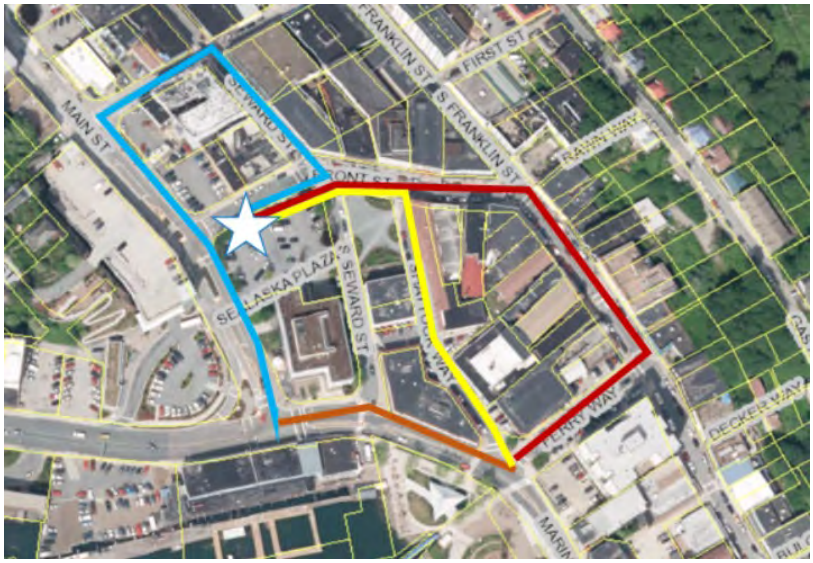


Figure 1: *Routing required to use proposed entrance off of Front Street.*

SHI's concerns with this condition include:

- **Maneuvering:** The single entry/exit on to Front Street would make maneuvering in the relatively small parking lot difficult for users.
- **Difficult Access:** (**Figure 1**) Front Street is accessed via Seward Street (one-way, south, cyan line), Shattuck Way (one-way, north, yellow line) or Franklin Street (one-way, north, red line). Each access requires out-of-the-way routing.
- **Delivery:** Occasional delivery of large items (logs for carving, for example) would be difficult.

- **Congestion:** Drivers unable to see empty spaces from the street, would enter the parking lot to determine if spaces are available. This would require maneuvering in the parking lot, furthering conflicts with traffic.

SHI appealed the Planning Commission's decision to the Assembly (APL2020 0002). SHI and the Planning Commission have filed a joint request that the Assembly stay the appeal while the parties discuss possible resolution. The parties have until March 15, 2021 to resolve the issue.

Per mediation between the Director and the applicant (appellant), a possible resolution is to present the Commission with a traffic study, done by a Professional Traffic Operations Engineer (PTOE), and ask the Planning Commission to modify the original condition based on expert guidance not previously available with the original application (USE2020 0007).

SHI hired Kinney Engineering, LLC, a traffic engineer, to analyze the impacts of access from Main Street on pedestrian safety, vehicle safety, mobility, and parking lot operations:

- While CBJ dissuades driveways from a functionally-classified minor arterial, driveways are not banned outright.
- Flow of traffic will be interrupted about 6% of the time for right turns into the parking lot, with delays less than 0.5 seconds.
- From 2013 to 2018, two curb cuts served Sealaska Plaza from Main Street. Zero crashes occurred on Main Street between Egan Drive and Front Street.
- Location of a new driveway 40 feet from the Front Street intersection will result in acceptable sight distances.
- Vehicles turning from Main Street will experience pedestrian conflicts about 1% of the time.
- Since the light at Egan Drive has vehicles passing in "platoons," drivers anticipate vehicles in front of them slowing.

The table below summarizes relevant history for the lot.

Item	Summary
INQ2020 0004	Noise permit for construction, 7:00 am to 7:00 pm, incl. weekends.
BLD2020 0459	New Arts Campus – foundation and parking garage only.
BLD2020 0310	Excavation and grading of parking lot.
MIF2020 0010	Minor subdivision creating two lots (vacation of interior lot lines).
USE2020 0007	Sealaska Heritage Institute arts campus building and plaza.

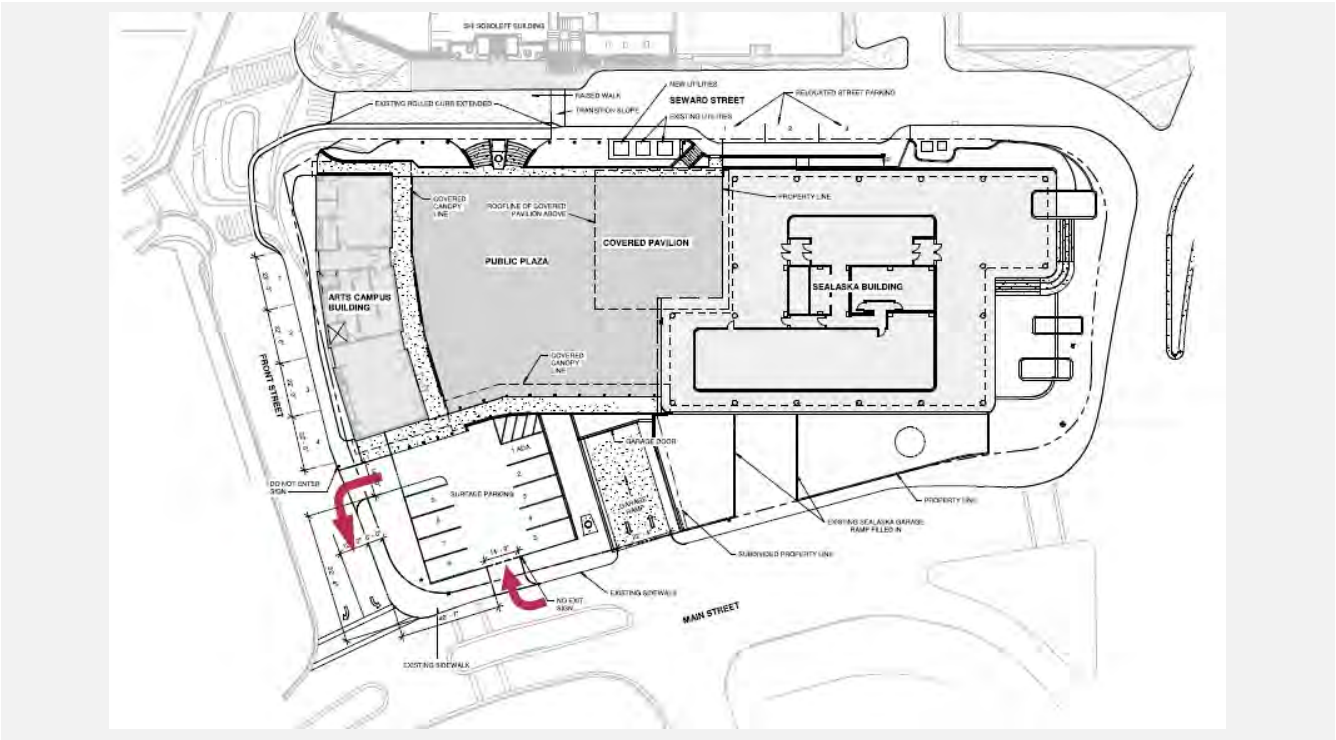
ZONING REQUIREMENTS

While the proposed modification is on Lot 1, the original USE2020 0007 being modified impacted both Lots 1 and 2. This zoning analysis is for the project as a whole, on both lots.

Standard		**Requirement**	**Proposed**	**Existing**	**Code Reference**
Lot	Size, square feet	4,000		46,827	49.25.400
	Width, linear feet	50	~306[A]	~306[A]	49.25.400
	Depth, linear feet	80	~154[A]	~154[A]	49.25.400
Setbacks (linear feet)	Front (West)	0	~4.5[B]	~4.5[B]	49.25.400
	Rear	0	N/A	N/A	49.25.430(3)
	Street Side (North)	0	~1.4[B]	~1.4[B]	49.25.400
	Street Side (East)	0	~10.7[B]	~10.7[B]	49.25.400
	Side (South)	0	~2.7[B]	~2.7[B]	49.25.400
Lot Coverage Maximum		None	44%[B]	44%[B]	49.25.400
Vegetative Cover Minimum		None	Unknown	~16%[C]	49.50.300
Height	Permissible	None			49.25.400
	Accessory	None			49.25.400
Maximum Dwelling Units		N/A	N/A	N/A	49.25.500
Use		Commercial	Commercial	Commercial	49.25.300

Notes:
A – Assumed access on Main Street, scaled Parcel Viewer
B – Scaled site plan,
C – Scaled off of Parcel Viewer, `4,000 square feet.

SITE PLAN



ANALYSIS

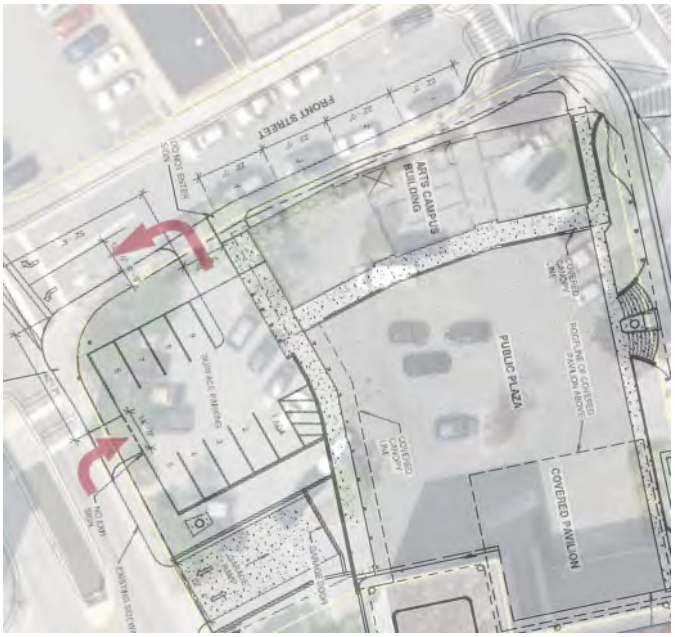


Figure 2: *Proposed parking juxtaposed on imagery of existing conditions.*

This review is specific to the proposal to modify parking access. The analysis of the rest of the project can be found in USE2020 0007 (**Attachment B**).

Conditions under USE2020 0007 are recommended to remain unless explicitly modified in this staff report.

Project Site – The proposed parking lot uses the northwest corner of the existing site (**Figure 2**) to provide approximately 4,400 square feet of parking, maneuvering and parking lot features.

New Condition: None.

Project Design – The project proposes one-way traffic flow through the parking lot, with ingress from Main Street, and egress to Front Street (**Figure 2**).

Under USE2020 0007 (**Attachment B**), access had been limited to a single ingress / egress off of Front Street. Main Street is classified a Minor Arterial [CBJ 49.35.230, Map D]. The 2013 Comprehensive Plan recommends

minimizing access on Minor Arterials (8.5-DG4, page 110).

The proposed ingress from Main Street is 40 feet 7 inches from the intersection with Front Street. The proposed egress onto Front Street is 52 feet 4 inches from the intersection with Main Street. Proposed curb cuts are 14 feet wide.

New Condition: None.

Traffic – Proposed uses remain the same as USE2020 0007 (**Attachment B**). A traffic impact analysis is not required [CBJ 49.40.300(a)(2)].

For the year 2020 (assuming no pandemic), the study determined six percent of the traffic delayed due to right-turning traffic from Main Street to the SHI Arts Instruction Campus. The study anticipated traffic conditions over a 20-year horizon. The average delay per vehicle was anticipated to be half a second and remain less than one second by the year 2040 (**Attachment A, Page 12**).

New Condition: None.

Vehicle Parking & Circulation – The one-way ingress / egress reduces maneuvering conflicts in the parking lot and improves traffic circulation.

Due to limited street visibility, drivers are expected to enter the parking lot to determine if parking spaces are available. The parking lot's two-lane maneuvering width is adequate for through traffic or for vehicles backing out of their parking space. Under the currently-approved single driveway configuration, if no parking spots are available, drivers would need to make a multi-point-turn in a full parking lot, or have to back out of the parking lot onto the street. Such maneuvers increase conflicts with vehicles and pedestrians.

The one-way parking lot traffic circulation reduces traffic on local streets**.** As discussed in "Background" above, Front Street is one-way, requiring navigation of multiple one-way streets to position for the Front Street curb cut.

The site plan proposes two signs to direct traffic:

- A "ONE WAY" arrow from Main Street into the parking lot.
- A "DO NOT ENTER" facing Front Street.

Staff recommends additional signs as the driver approaches Front Street from the parking lot. One would indicate that Front Street is "ONE WAY." The other would clarify, "LEFT TURN ONLY." Approaching Main Street, a sign would advise drivers they could not turn onto Main Street with a "DO NOT ENTER" or similar sign. Staff recommends painted arrow markings illustrating one-way circulation.

In USE2020 0007, CBJ's General Engineering reminded the applicant of requirements for the building and right-of-way permitting processes.

- The plan submitted for the driveway entrances will need dimensions from the traveled way to the edge of the driveway and between driveways.
- Submit an engineered plan for drainage and the construction of the raised cross walk. The plan will also include dimensions of the width of Seward Street, the parking space width and length on both Seward and Front Street for the revised parking spaces, and sidewalk widths and grades. The electrical transformers along Seward Street will need to be protected as required by AEL&P.

Current parking-related conditions (in italics) include:

2. Prior to issuance of a building permit, a Shared Use Parking Agreement musts be approved by the Community Development Department, and must be recorded with the State Recorder's Office. The parking agreement must state that it may be nullified only when the Director has approved the nullification of the agreement on an instrument that is recorded with the State Recorder's Office.

6. Prior to issuance of a building permit for the proposed structure, the applicant must submit a revised site plan showing all required parking complies with the requirements of CBJ 49.40.

7. Prior to issuance of a Temporary Certificate of Occupancy, wheel stops or striping shall be placed in the parking lot to define the location of parking spaces.

8. Prior to the issuance of a Temporary Certificate of Occupancy, all pavement markings, including directional arrows, parking space stripes, and other markings shown on the project plan, shall be applied to the parking and circulation area as shown on the site plan in a medium designed for such purposes.

Proposed conditions include:

Modified Condition (underlined):

10. Access to the surface parking lot shall be limited to one (1) curb cut located on Front Street <u>and one (1) curb cut on Main Street</u>.

New Conditions:

11. Circulation (vehicular): Site Plan Required. Prior to the issuance of a building permit for the proposed project, a plan for appropriate parking lot vehicle control signs and pavement markings must be submitted for review to the CDD and be found to meet all applicable CBJ ordinances and CDD regulations. This plan will include:

- A sign indicating one-way traffic from Main Street into the parking lot.
- A sign prohibiting entry off of Front Street.
- Sign(s) for traffic exiting the parking lot, clarifying:
    - Front Street is one-way traffic.
    - Left turn only leaving the parking lot.
    - No exit onto Main Street.
- Painted arrow markings for one-way circulation.
- Dimensions from the travelled way to the edge of the driveway.
- Dimensions between driveways.
- Engineered plan for drainage and construction of the raised sidewalk. Include Seward Street width, parking space widths on Seward and Front Street for revised parking spaces, and sidewalk width and grades.

12. Circulation (vehicular): Signs Required. All vehicle control signs shown on the project site plan shall be applied to the parking and circulation area shown on the site plan in a medium designed for such purposes prior to the issuance of a Temporary Certificate of Occupancy.

Non-motorized Transportation – The traffic study analyzed conflicts with pedestrians at the proposed driveway on Main Street, anticipating a 0.8 percent probability of conflict in the year 2020. Assuming that pedestrian traffic and vehicle traffic grow at the same rate of 1.8 percent a year, year 2040 conflicts are forecasted to be 1.1 percent.

New Condition: None.

Proximity to Transit – The transit analysis under USE 2020 0007 remains the same (**Attachment B**).

New Condition: None.

Noise – The noise analysis under USE 2020 0007 remains the same (**Attachment B**).

New Condition: None.

Lighting – The lighting analysis under USE 2020 0007 remains the same (**Attachment B**). According to 49.40.230(d), parking areas shall be suitably lit and all proposed fixtures shall be full cut-off design. A lighting plan is required with the building permit application for CDD review and approval; and is a condition of approval under USE2020 0007.

New Condition: None.

Vegetative Cover & Landscaping – The MU zoning district has no minimum vegetative cover requirement.

New Condition: None.

Habitat – There are no habitats protected by Title 49 that the proposed driveway configuration will impact.

New Condition: None.

Drainage and Snow Storage – Proposed snow storage locations are indicated in Figure 3. Drainage review occurs during the building permit process.

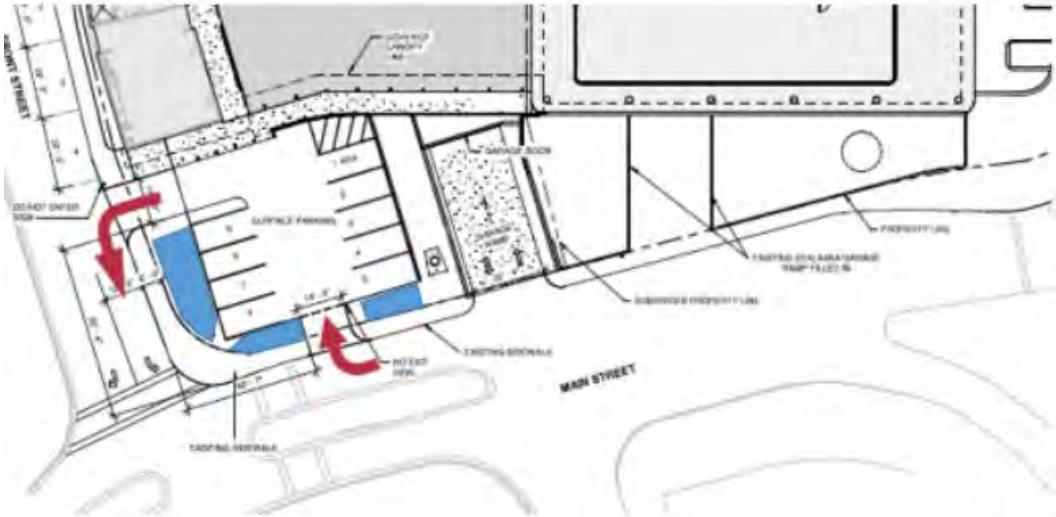


Figure 3: *Proposed snow storage areas.*

New Condition: None.

Historic District – The lot is outside of the Downtown Historic District Boundaries. Front Street, along the lot's northern property line, is located within the boundary of the Downtown Historic District.

New Condition: None.

Hazard Zones – The lot has less than 18 percent slope so does not require a Hillside Endorsement. The lot is outside of FEMA-mapped special flood areas. The lot is outside of mapped hazard zones (Map 1 of 7 [CBJ 49.70.300(a)(2)]).

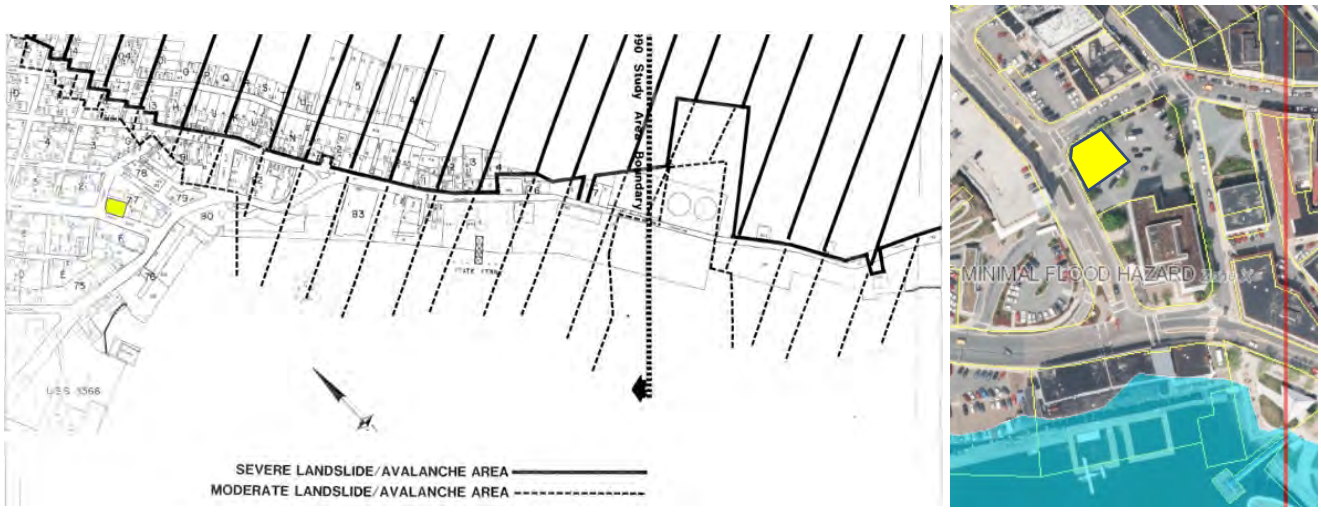


Figure 4: *Left, hazard maps with the lot highlighted in yellow, outside of hazard zones. Right, the lot is also outside of flood zones.*

New Condition: None.

Public Health, Safety, and Welfare – Zero accidents occurred on Main Street between Egan Drive and Front Street between 2013 and 2018. During that time Sealaska had two driveways on Main Street. The PTOE posits that the low speed and "platoon" effect of the Egan Drive stop light will continue as a countermeasures to crashes.

The proposed curb cut on Main Street is approximately 50 feet closer to the intersection with Front Street than the existing curb cut. Sight distance for those turning from Front Street onto Main Street is acceptable.

- If a vehicle is turning into the parking lot from Main Street, their likely speed is estimated at five miles per hour (**Attachment A, page 18**) when crossing the curb cut and sidewalk. Traffic behind this vehicle is slowed, reducing the required sight distance.
- Without a turning vehicle, the 115 foot sight distance between the intersection and north bound traffic at 20 miles per hour is maintained (**Attachment A, page 23**).

The one-way parking lot reduces maneuvering conflicts in the parking lot, improving traffic safety. One concern is that drivers would have to enter the parking lot to determine if parking spaces are available, due to limited street visibility. The parking lot lane width is adequate for through traffic or for vehicles backing out of their parking space. If no parking spaces are available, drivers using a single driveway accessing Front Street would need to make a multi-point-turn in a full parking lot, or have to back out of the parking lot onto the street. Such maneuvers increase conflicts with vehicles and pedestrians.

There is a crosswalk on Main Street just south of the intersection with Front Street, and "downstream" of the proposed driveway from Main Street to the parking lot. Less than 7 vehicles an hour are expected to turn into the parking lot from Main Street. Turning vehicles slow the vehicles platooned behind them to a comparable speed of five miles per hour. At that speed, a vehicle needs 25 feet to stop. The vehicle behind the turning vehicle would be about 30 feet from the crosswalk.

If an un-platooned vehicle is able to maintain 20 miles per hour they need 115 feet to stop for a pedestrian in the crosswalk. Sight distance from the crosswalk to the south edge of the proposed Main Street driveway is 85 feet. In these circumstances it would fall to the pedestrian to enter the crosswalk when safe to do so, in accordance with state law (**Attachment A, page 27-29**).

New Condition: None.

Property Value or Neighborhood Harmony – The proposed parking lot access reduces congestion on Front Street from vehicles entering and exiting the same driveway. Parking lot access off of Main Street reduces vehicle impact on Second Street, Seward Street, Front Street, Franklin Street, and Shattuck Way.

New Condition: None.

AGENCY REVIEW

CDD conducted an agency review comment period between February 1 and February 8, 2021. Agency review comments can be found in **Attachment C.**

Agency	Summary
Capital City Fire and Rescue	Looks good and makes sense
CBJ Streets	Concerns: Reduced parking on Front Street. Pedestrian and traffic congestion at Front and Main. Snow storage on Seward Street.
General Engineering	No issues with this change.
Juneau Police Department	No comments.

CBJ Streets expressed concerns about reduced parking on Front Street resulting from the parking lot exit. During agency comments for USE2020 0007, General Engineering commented, "There will be one or possibly two on-street spaces removed as proposed in the preliminary plan. We have spoken to the City Manager and he does not object to the removal of the on-street spaces." (**Attachment B**)

CBJ Streets expressed caution regarding impacts to the crosswalks in the area. As discussed in "Public Health, Safety and Welfare" above, sight distance impacts will be "relatively rare," and remedied through pedestrian judgment regarding when to enter the crosswalk.

CBJ Streets expressed concerns with snow storage on Seward Street with the revised parking.

PUBLIC COMMENTS

CDD conducted a public comment period between February 4 and February 16, 2021. Public notice was mailed to property owners within 500 feet of the proposed driveway reconfiguration (**Attachment D**). A public notice sign was also posted on-site two weeks prior to the scheduled hearing (**Attachment E**). No public comments were submitted at the time of writing this staff report.

CONFORMITY WITH ADOPTED PLANS

The proposed driveway reconfiguration conforms with the 2013 Comprehensive Plan.

PLAN	Chapter	Page No.	Item	Summary
2013 Comprehensive Plan	8	116	Policy 8.8	Coordinated planning to improve pedestrian and traffic circulation downtown.
	8	110	8.5-DG4	Minimize access onto minor arterials.
	10	136	10.7-IA1	Consider impacts to surrounding properties when developing parking.
	10	140	10.13-SOP2	In mixed use zoning, evaluate parking for compatibility with the neighborhood.
	12	208	12.10-SOP2	Prohibit loss of parking spots to driveway cuts unless the driveway spaces "greatly exceed" the loss of the parking spot.

The 2010 Downtown Juneau Parking Management Plan has no specifically applicable strategies. While the "Sealaska arts center" is mentioned in the 2015 Juneau Economic Development Plan, driveway access for surface parking is not specifically referenced.

FINDINGS

Conditional Use Permit Criteria - Per CBJ 49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

1. ***Is the application for the requested conditional use permit complete?***

   Analysis: No further analysis needed.

   Finding: Yes. The application contains the information necessary to conduct full review of the proposed operations. The applicant's submittal, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. ***Is the proposed use appropriate according to the Table of Permissible Uses?***

   Analysis: The application is for access modification to a previously-approved parking lot. The arts campus use is listed at CBJ 49.25.300, Sections 2.200, 3.050, 4.070, 5.300 and 10.100 for the mixed use zoning district.

   Finding: Yes. The requested permit is appropriate according to the Table of Permissible Uses.

3. ***Will the proposed development comply with the other requirements of this chapter?***

   Analysis: Access to minor arterials should be minimized [2013 Comprehensive Plan, page 110, 8.5-DG4], though is not prohibited outright. The impacts of driveway access from Main Street create less than 1 percent conflict between vehicles and pedestrians in 2020. Traffic delays are forecasted to be less than 0.5 seconds for vehicles behind turning traffic.

Finding: Yes. With the recommended conditions, the proposed driveway configuration will comply with Title 49, parking and access provisions.

4. Will the proposed development materially endanger the public health, safety, or welfare?

Analysis: The impacts of driveway access from Main Street create less than 1 percent conflict between vehicles and pedestrians in 2020. Traffic delays are forecasted to be less than 0.5 seconds for vehicles behind turning traffic. Intersection sight distance is maintained due to the slow speed of turning traffic (about 5 miles an hour) or the adequate sight distance for unimpeded Main Street traffic at 20 miles per hour. For traffic able to maintain a 20 mile per hour speed, a turning vehicle may create reduced sight distances for stopping. Engineers anticipate this will be "relatively rare," and accommodated by pedestrian judgment when using the crosswalk.

Finding: No. With appropriate conditions, the requested parking lot access, in a MU zoning district, will not materially endanger public health or safety.

5. Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?

Analysis: One-way use of the parking lot may alleviate congestion on Front Street. Pedestrian conflicts on Main Street are anticipated one percent of the time, and 6 percent of traffic will experience delays of 0.5 seconds.

Finding: No. With appropriate conditions, the proposed dual driveway and one-way parking lot operations, in a MU zoning district, will not substantially decrease the value or be out of harmony with the property in the neighboring area.

6. Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?

Analysis: This proposal balances access from a minor arterial with systemic improved traffic circulation and safety.

Finding: Yes. The proposed dual curb cut and one-way parking lot operations, with the recommended conditions, conforms to the 2013 Comprehensive Plan.

RECOMMENDATION

Staff recommends the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Conditional Use Permit. The permit would allow the modification of USE202027 access requirements from one ingress / egress on Front Street to two: ingress off of Main Street and egress on to Front Street.

The approval is subject to the following conditions:

Modified Condition of USE2020 0007 (underlined):

10. Access to the surface parking lot shall be limited to one (1) curb cut located on Front Street <u>and one (1) curb cut on Main Street</u>.

New Conditions:

11. Circulation (vehicular): Site Plan Required. Prior to the issuance of a building permit for the proposed project, a plan for appropriate parking lot vehicle control signs and pavement markings must be submitted for review to the CDD and be found to meet all applicable CBJ ordinances and CDD regulations. This plan will include:

- A sign indicating one-way traffic from Main Street into the parking lot.
- A sign prohibiting entry off of Front Street.
- Sign(s) for traffic exiting the parking lot, clarifying:
    - Front Street is one-way traffic.
    - Left turn only leaving the parking lot.
    - No exit onto Main Street.
- Painted arrow markings for one-way circulation.
- Dimensions from the travelled way to the edge of the driveway.
- Dimensions between driveways.
- Engineered plan for drainage and construction of the raised sidewalk. Include Seward Street width, parking space widths on Seward and Front Street for revised parking spaces, and sidewalk width and grades.

12. Circulation (vehicular): Signs Required. All vehicle control signs shown on the project site plan shall be applied to the parking and circulation area shown on the site plan in a medium designed for such purposes prior to the issuance of a Temporary Certificate of Occupancy.

STAFF REPORT ATTACHMENTS

Item	Description
Attachment A	Application Packet
Attachment B	USE2020 0007, NOD and staff report
Attachment C	Agency comments
Attachment D	Abutters
Attachment E	Public Notice Sign

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant

PROPERTY LOCATION

Physical Address
Property bounded by Main, Front, and Seward Sts. and One Sealaska Plaza

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)
Tidelands Addition Block 77, Lot 1 Sealaska Subdivision + SEALASKA LT 2

Parcel Number(s)
1C070K77001, 1, 1C070K770012

☐ This property located in the downtown historic district
☐ This property located in a mapped hazard area, if so, which _____

LANDOWNER/ LESSEE

Property Owner	Contact Person
Sealaska Heritage Institute	Lee Kadinger

Mailing Address	Phone Number(s)
105 S. Seward St. Suite 201, Juneau, AK 99801	907-463-4844
E-mail Address: 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 _____ 1/21/2021
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

If the same as OWNER, write "SAME"

Applicant	Contact Person
SAME	

Mailing Address	Phone Number(s)
E-mail Address	

X _____ 1/21/2021
Applicant's Signature — Date of Application

----------DEPARTMENT USE ONLY BELOW THIS LINE----------

Intake Initials	
Case Number	Date Received
USE 21-001	1/21/21

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

To be completed by Applicant

PROJECT SUMMARY

Sealaska Heritage Institute is constructing an Arts Plaza and Instructional Arts Facility on the parcel, to include an Arts Instructional building, pedestrian plaza, and underground parking, and a surface parking lot on the corner of Front and Main. This application seeks to amend condition #10 of the attached NOD, changing single ingress/egress on Front St to an ingress from Main St. and an egress onto Front. St.

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

○ Accessory Apartment – Accessory Apartment Application (AAP)

◉ Use Listed in 49.25.300 – Table of Permissible Uses (USE)

Table of Permissible Uses Category: 4.050, Light Manufacturing ("Manufacturing, Processing, Creating.....Goods")

IS THIS A MODIFICATION or EXTENSION OF AN EXISTING APPROVAL?

◉ YES – Case # USE2020 0007 ○ NO

UTILITIES PROPOSED

WATER: ☑ Public ☐ On Site SEWER: ☑ Public ☐ On Site

SITE AND BUILDING SPECIFICS

Total Area of Lot 23,200 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) 7,568 sf + 15,830 gar. square feet

EXTERNAL LIGHTING

Existing to remain ◉ No ○ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

Proposed ○ No ◉ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

ALL REQUIRED DOCUMENTS ATTACHED

☑ **Narrative including:**

- ☑ Current use of land or building(s)
- ☑ Description of project, project site, circulation, traffic etc.
- ☑ Proposed use of land or building(s)
- ☑ How the proposed use complies with the Comprehensive Plan

If this is a modification or extension include:

- ☑ Notice of Decision and case number
- ☑ Justification for the modification or extension
- ☑ Application submitted at least 30 days before expiration date

☑ **Plans including:**

- ☑ Site plan
- ☑ Floor plan(s)
- ☑ Elevation view of existing and proposed buildings
- ☑ Proposed vegetative cover
- ☑ Existing and proposed parking areas and proposed traffic circulation
- ☑ Existing physical features of the site (e.g.: drainage, habitat, and hazard areas)

----------DEPARTMENT USE ONLY BELOW THIS LINE----------

ALLOWABLE/CONDITIONAL USE FEES	Fees	Check No.	Receipt	Date
Application Fees	$ 4,000			
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50			
Pub. Not. Sign Deposit	$ 100			
Total Fee	$ 4,150			

RECEIVED
JAN 20 2021
Permit Center/CDD

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Case Number	Date Received
USE21-001	1/27/21

Allowable/Conditional Use Permit Application Instructions

Allowable Use permits are outlined in CBJ 49.15.320, Conditional Use permits are outline in CBJ 49.15.330

Pre-Application Conference: A pre-application conference is required prior to submitting an application. There is no fee for a pre-application conference. The applicant will meet with City & Borough of Juneau and Agency staff to discuss the proposed development, the permit procedure, and to determine the application fees. To schedule a pre-application conference, please contact the Permit Center at 586-0770 or via e-mail at permits@juneau.org.

Application: An application for an Allowable/Conditional Use Permit will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

1. **Forms:** Completed Allowable/Conditional Use Permit Application and Development Permit Application forms.
2. **Fees:** Fees generally range from $350 to $1,600. Any development, work, or use done without a permit issued will be subject to double fees. All fees are subject to change.
3. **Project Narrative:** A detailed narrative describing the project.
4. **Plans:** All plans are to be drawn to scale and clearly show the items listed below:
   - A. Site plan, floor plan and elevation views of existing and proposed structures
   - B. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances
   - C. Proposed traffic circulation within the site including access/egress points and traffic control devices
   - D. Existing and proposed lighting (including cut sheets for each type of lighting)
   - E. Existing and proposed vegetation with location, area, height and type of plantings
   - F. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

Document Format: All materials submitted as part of an application shall be submitted in either of the following formats:

1. Electronic copies in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf (other formats may be preapproved by the Community Development Department).
2. Paper copies 11" X 17" or smaller (larger paper size may be preapproved by the Community Development Department).

Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

Review: As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. During this review period, the Community Development Department also sends all applications out for a 15-day agency review period. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All Allowable/Conditional Use Permit Applications must be reviewed by the Planning Commission for vote. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting.

Public Notice Responsibilities: Allowable/Conditional Use requests must be given proper public notice as outlined in CBJ 49.15.230:

The Community Development Department will give notice of the pending Planning Commission meeting and its agenda in the local newspaper a minimum of 10-days prior to the meeting. Furthermore, CDD will mail notices to all property owners within 500-feet of the project site.

The Applicant will post a sign on the site at least 14 days prior to the meeting. The sign shall be visible from a public right-of-way or where determined appropriate by CDD. Signs may be produced by the Community Development Department for a preparation fee of $50, and a $100 deposit that will be refunded in full if the sign is returned within seven days of the scheduled hearing date. If the sign is returned between eight and 14 days of the scheduled hearing $50 may be refunded. The Applicant may make and erect their own sign. Please contact the Community Development Department for more information.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Development Permit Application - corner parking lot access

Final Audit Report 2021-01-21

Created:	2021-01-21
By:	Russell King (russell.king@sealaska.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAQdaHUBFkIaG8RgpbjQbFcERbd3NS620z

"Development Permit Application - corner parking lot access" History

Document created by Russell King (russell.king@sealaska.com)
2021-01-21 - 8:12:33 PM GMT- IP address: 66.230.100.7

Document emailed to Lee Kadinger (lee.kadinger@sealaska.com) for signature
2021-01-21 - 8:13:12 PM GMT

Email viewed by Lee Kadinger (lee.kadinger@sealaska.com)
2021-01-21 - 8:31:15 PM GMT- IP address: 107.77.205.109

Document e-signed by Lee Kadinger (lee.kadinger@sealaska.com)
Signature Date: 2021-01-21 - 8:31:32 PM GMT - Time Source: server- IP address: 107.77.205.109

Agreement completed.
2021-01-21 - 8:31:32 PM GMT

Adobe Sign

SEALASKA HERITAGE

Project: Sealaska Heritage Institute - Arts Instruction Plaza
Re: Project Description, Conditional Use Application – Request for Modification of Conditional Use
To: Irene Gallion, CDD Senior Planner
By: Russell King, SHI Project Manager
Date: January 18, 2021

Project: Sealaska Heritage Institute (SHI), is currently in the process of constructing an Arts Instruction Plaza on the parcel formerly occupied by the surface parking lot serving One Sealaska Plaza. The project will comprise a significant arts instruction/pedestrian plaza bounded by Sealaska Building to the south, Main Street to the West, and Seward Street to the East, a new Arts Instruction Building to the North along Front Street, and open to the Soboleff Building along Seward Street, an underground parking garage beneath the plaza, and a small surface parking area of nine (9) spaces on the northwest corner of the parcel, bounded by Main and Front streets.

The Arts Instructional Building will be two stories in height, with three primary art workshops, and ancillary support areas. The instructional areas will include a wood carving area, a weaving area, and a metal arts area. The ground level of the building will feature operable doors which can be opened to the plaza in good weather. The upper level will include instructional areas for metal arts and support spaces to include work rooms, a small library, and resident artist offices.

Property: The project site is the parcel bounded by Main, Front, and Seward streets and One Sealaska Plaza and has an area of approximately 23,200 sq.ft. The Arts Instruction Plaza includes a potential covered canopy element which will partially overlap the Sealaska Building property, requiring a joint-use agreement between SHI and Sealaska Corporation.

Current Land Use: The previously-existing Sealaska Corporation surface parking lot has been demolished, site excavation for the project is nearly complete, and construction of the underground parking facility is currently underway.

Project Description: The main project elements include a substantial below-grade parking area which provides new parking to replace 40 of the current above-grade parking lot. This lot will connect with the existing basement parking at the Sealaska Building. A new parking lot access ramp will be provided in a safer location further up Main Street, and the existing garage access ramp in-filled.

Nine spaces for parking above grade will be provided, with van aisle ADA access. That parking will be accessed from Main Street, with an exit onto Front Street. Total parking with the basement and surface parking totals 49, exceeding the new calculated parking requirement.

The other major elements include a new pedestrian plaza (above the buried parking) that provides public assembly areas, and a new two-story building along Front Street for a Native Arts instruction totaling 7,568 sq.ft. A large covered pavilion located closer to Sealaska Building is desired, but may not be constructed at this time due to budget constraints. It will provide a 55' x 55' covered space for flexible all-weather event use in the plaza.

Design Features: The buildings will be finished and detailed similar to the Walter Soboleff Building, with yellow cedar as the predominant finish material, with glass areas and copper accents. A glass canopy will be provided along three sides of the Arts building. A glass canopy will also be provided between the Arts building and the Sealaska Building, creating an attractive pedestrian link. The walkway has sufficient width to incorporate artist work and sales spaces along the walkway.

The plaza will be finished with concrete pavers over a structural concrete roof structure. The plaza will have a general gentle slope toward Front Street, with surface run-off captured through the use of trench drains along the interior plaza frontage of the Arts building. That drainage will be consolidated with piped roof drainage, perimeter drainage, and garage drainage to a sump pump basin, which is then pumped to CBJ drainage piping in Front Street.

Site lighting has not yet been designed. Existing sidewalk lighting will be replaced by new fixtures, or met with lighting integrated with new canopy lighting. Lighting will be managed to avoid glare, and spill projecting off-site. Details of lighting will be incorporated with the final permit drawings.

Compliance with Comprehensive Plan: The Instructional Arts Plaza aligns very well with the Comprehensive Plan for downtown, as well as more recent documents such as the Vision component for *Blueprint Downtown.*

Positive aspects include a focus on pedestrian spaces, creation of year-round economic and cultural vitality, and reducing the negative impact caused by significant surface parking lots. The new plaza, with its focus on pedestrian amenities, and use of positive urban planning steps like covered canopies, will help vitalize the downtown cultural center, provide increased economic activity, and emphasize cultural and community values.

Modification Requested: SHI seeks to modify Condition #10 of the attached Notice of Decision, Dated May 14, 2020, which limits SHI to a single curb cut for both ingress and egress on the Front Street side of the above-referenced surface parking area. SHI requests that this condition be modified to allow a curb cut for ingress only from Main Street and a second curb cut for egress only onto Front Street. To assist CBJ in assessing this request, SHI is providing an independent traffic study commissioned from Kinney Engineering, LLC, and a plan drawing clarifying the proposed traffic control measures and indicating traffic flow into and out of the surface parking lot.

SEALASKA HERITAGE

Justification for Request for Modification of Use Conditions

January 20, 2021

Sealaska Heritage Institute (SHI) requests modification of Condition 10 of the attached Notice of Decision for Conditional Use Permit USE2020 0007, dated May 14, 2020. SHI requests that the number of curb cuts to the surface parking lot permitted be increased from one—an ingress/egress onto Front Street—to two—an ingress-only from Main Street and an egress-only onto Front Street. SHI makes this request based on the following factors:

- Driveway into existing Sealaska parking garage will be eliminated and replaced with new ramp at approximate location of entrance existing surface lot.
- SHI prefers a one-way entrance into proposed small surface lot with exit onto Front St. as indicated in application packet.
- Total number of Sealaska/SHI driveways from Main St. will remain at present number of two.
- A single entrance/exit on Front St. would require difficult maneuvering by vehicles to both enter from and exit to Front St.
- A Front St. entrance/exit would require all users of the surface lot to access it either via 2nd and Seward Streets or via Shattuck Way or Franklin St. increasing traffic on those streets and interaction with pedestrians.
- A single entrance/exit on Front St. would negatively impact the ability to receive deliveries, including occasional deliveries of large items such as logs for carving.
- Surface lot will be available for use by the general public after business hours.

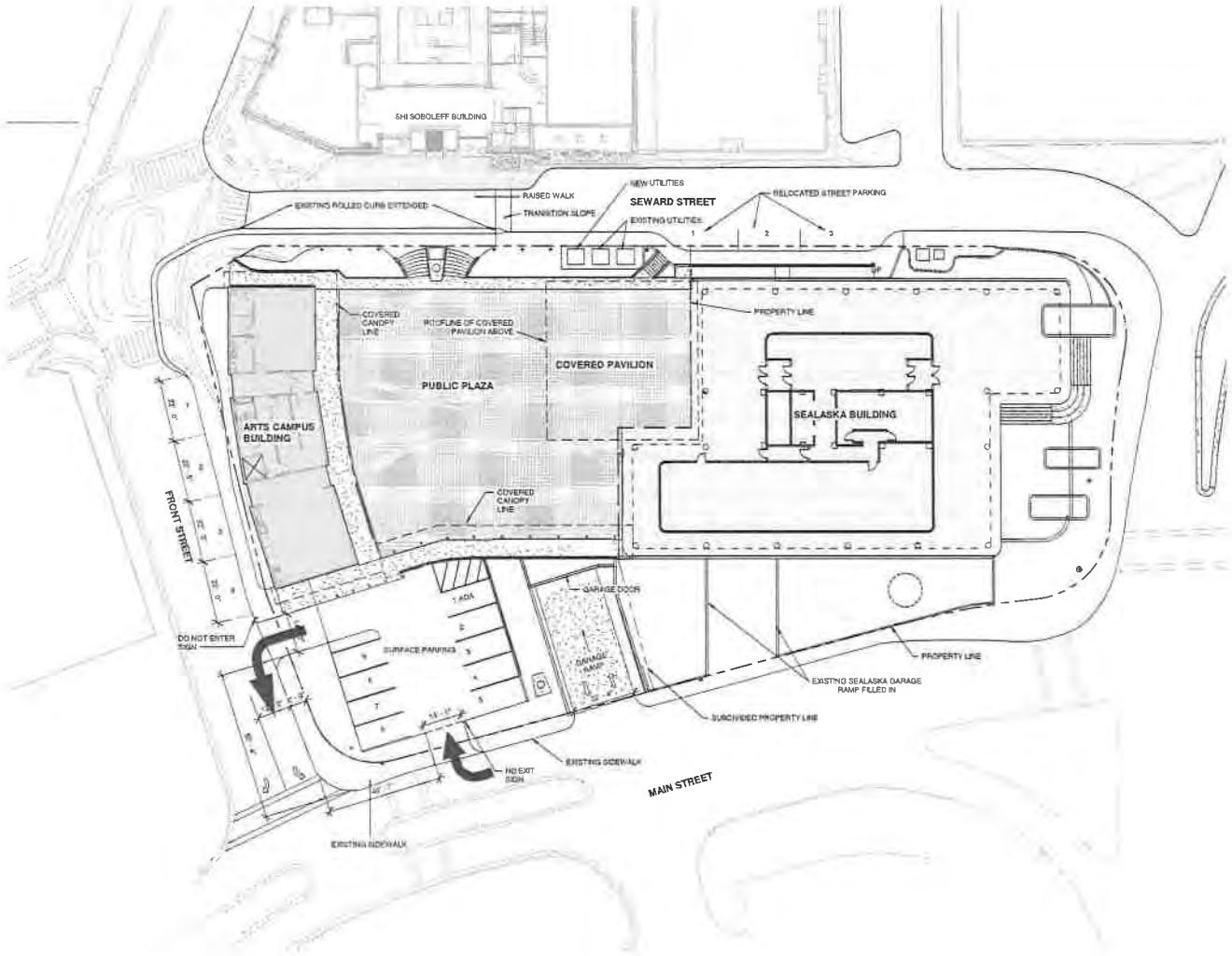
105 S. Seward St. Suite 201 | Juneau AK, 99801 | 907-463-4844 | sealaskaheritage.org

SHI is providing as attachments to this application for modification an independent traffic study drafted by Kinney Engineering, LLC, and a revised site plan showing the proposed traffic control and traffic direction/flow into the referenced surface parking lot.

Thank you for your consideration of this application.

Regards,

Russell King
Project Manager
Sealaska Heritage Institute



1 SITE PLAN
1" = 20'-0"

0" 6" 1' 2'

TRAFFIC FLOW AT SITE

NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION

MRV ARCHITECTS

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

MRV 2003

CONSTRUCTION DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

SEALASKA HERITAGE INSTITUTE

No.	Description	Date

SHEET TITLE:
SITE PLAN

DATE: 12.04.2020
DRAWN: MRV
CHECKED: PA

SHEET NO.
A-A10

TO: Russell King- Sealaska Heritage Institute

FROM: Randy Kinney, PE, PTOE- Kinney Engineering, LLC

DATE: October 28, 2020 *(With Minor Revisions November 11, 2020 and February 18, 2021 including Section 5, new summary)*

SUBJECT: Traffic Engineering Analysis of Main Street Access to the Sealaska Heritage Institute Arts Campus Parking Lot

1 Introduction

1.1 Description of the Issues

Sealaska Heritage Institute (SHI) has retained Kinney Engineering, LLC (KE) to provide a traffic engineering analysis of proposed curb cut access to their new Arts Campus 9-stall surface parking lot from Main Street. The parking lot includes 9-foot by 18-foot perpendicular stalls and a 25-foot aisle width, which complies with the state-of-the-practice and satisfactorily accommodates both one-way and two-way traffic flow. The site is being designed by MRV Architects for SHI. As currently planned and approved by the City and Borough of Juneau Planning Commission, the parking lot ingress and egress access will only be available on Front Street, a one-way westbound street. The current site plan is presented in Figure 1 below. Permitted movements on the street system and parking lot circulation are presented with green arrows.

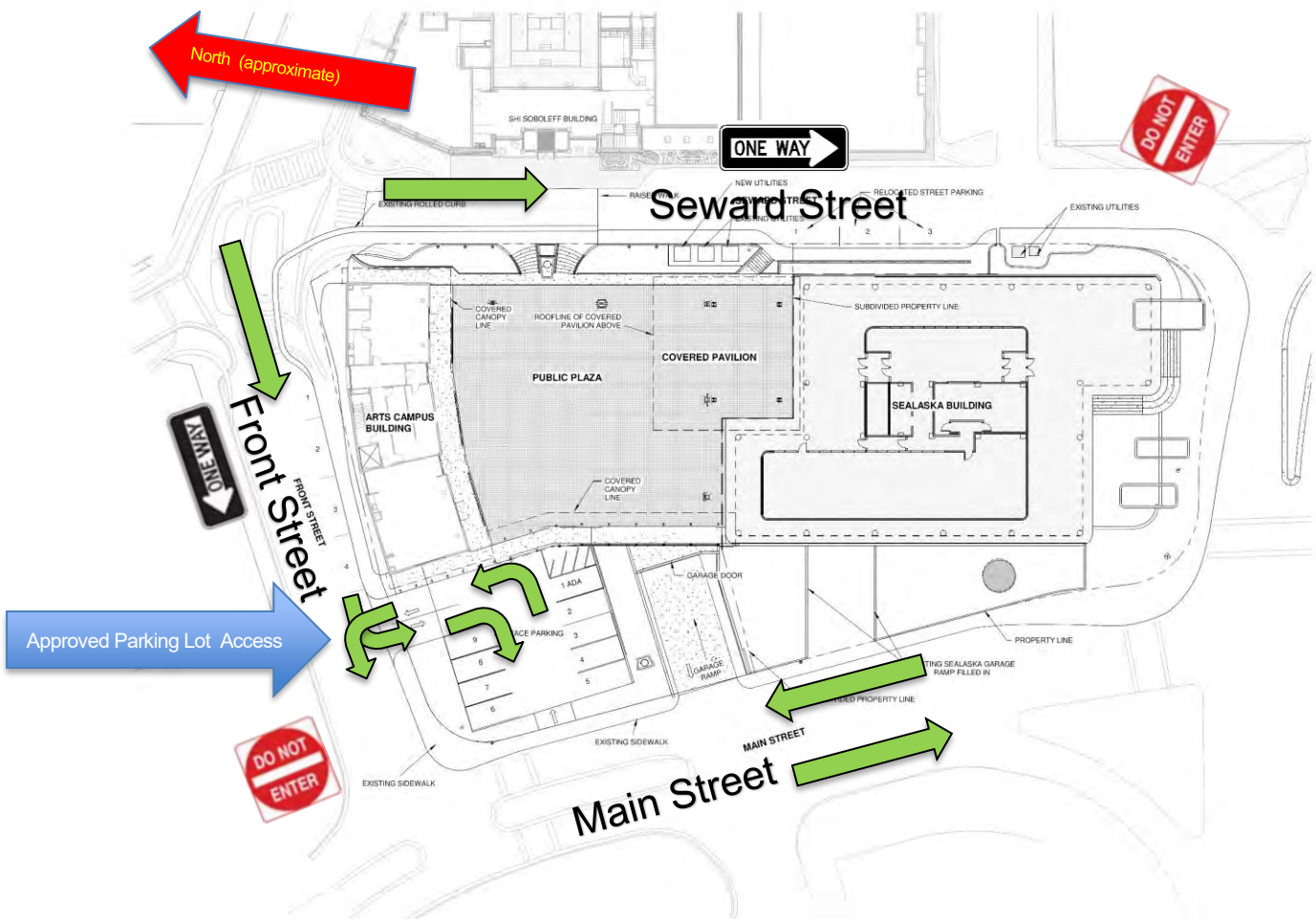
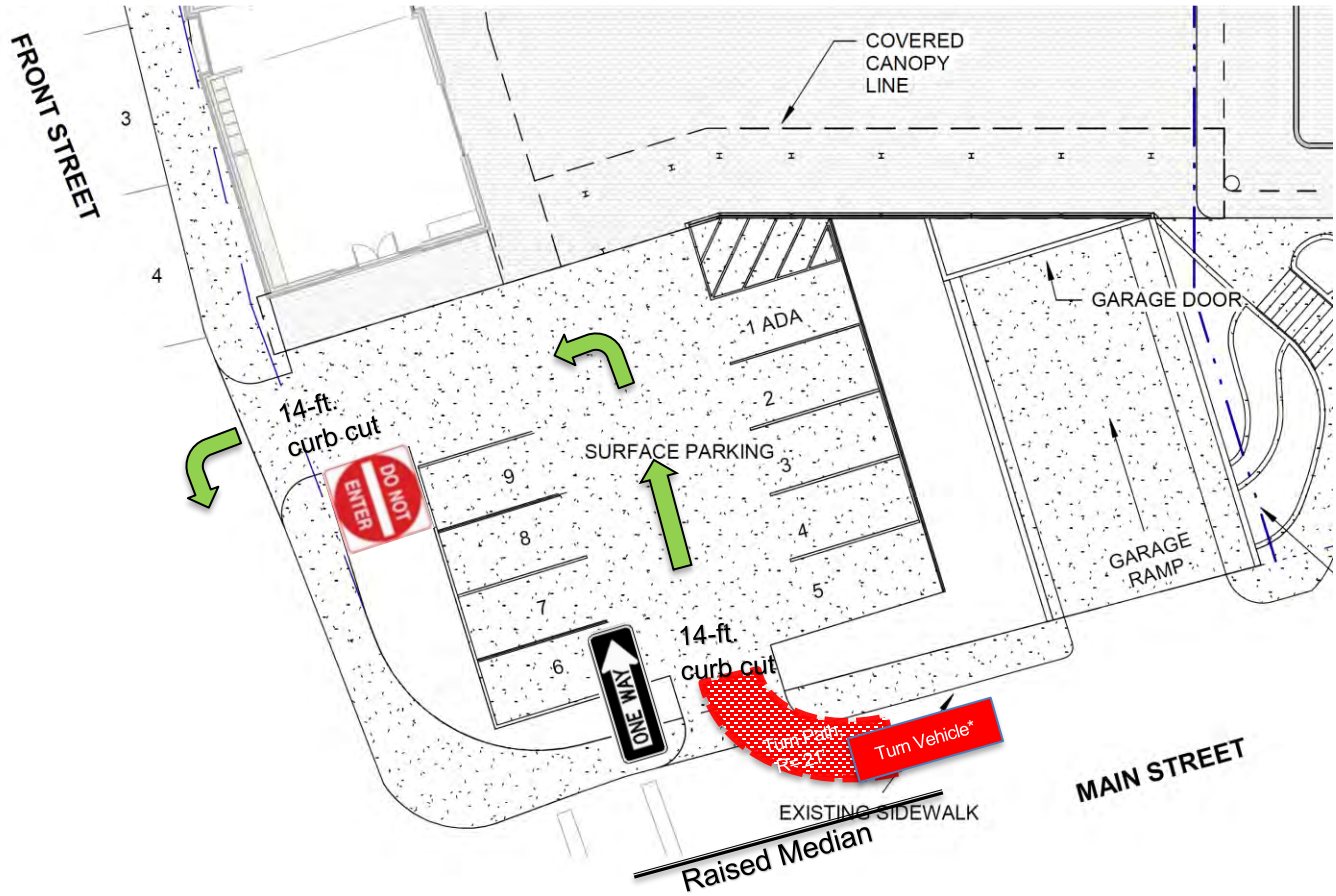


Figure 1- SHI Arts Campus (source: MRV Architects 85% construction plans September 2020)

SHI prefers the parking lot access and circulation configuration originally submitted to the City and Borough of Juneau (CBJ) for Planning Commission approval. The preferred configuration is presented in Figure 2 below, which uses a one-way circulation pattern with 14-foot curb cut ingress from Main Street (right-in only, controlled by raised median) and 14-foot curb egress onto Front Street (left-out only).



**Note: Turn Vehicle, Turn Path, and minimum turn radius, R=21 feet, are for the American Association of State Highway and Transportation (AASHTO) Passenger Car Vehicle, sized approximately relative in size to the background site in this figure. This vehicle is discussed in more detail under 3.5* Design Criteria Used in Analysis *on page 8.*

Figure 2- Preferred SHI Parking Lot Access and Circulation (source: MRV Architects Schematic Documents May 2020)

In the May 4, 2020 memorandum to the Planning Commission, CBJ Community Development Staff recommended that the Commission reject the Main Street curb cut driveway, and require the curb cut on Front Street to provide all ingress and egress for the parking lot. Staff cited that the CBJ functional classification of Main Street is a Minor Arterial and that access onto minor arterials should be avoided. The ramp access on Main Street to the two below-grade parking garages was approved. Staff cited that the combined garage access is consistent with the 2013 Comprehensive Plan Policy 8.5 Design Guideline 4, and that the "…*combined access promotes pedestrian safety by providing fewer curb cuts" [emphasis added].*

As such, we interpret that the CBJ Community Development staff's recommendation to deny the Main Street access to the surface lot is because:

1) The stated reason for CBJ functional class access policies to minimize arterial access points, and;
2) In applying the pedestrian safety principles cited in the discussion of the garage access that by minimizing vehicle crossings of the sidewalks at driveways, vehicle-pedestrian conflicts are reduced, and pedestrian safety is increased.

The Hearing was held on May 12, 2020, and the Notice of Determination issued on May 13, 2020, states as a condition of approval the only access for the surface parking lot will be provided on Front Street.

SHI wishes to appeal this finding and re-establish as acceptable their preferred configuration shown in Figure 2. Part of their reasoning is that prior to SHI Art Campus improvements, there were two driveways from Main Street into their facilities; one serving a below-grade garage, and a second serving a surface parking lot. The second reason is that they wish to establish one-way traffic flow to minimize conflicts and maneuvering problems. The parking lot dimensions of 9-foot by 18-foot perpendicular stalls and a 25-foot aisle width complies with state-of-the-practice and satisfactorily accommodates two-way traffic flow.

1.2 The Scope and Methodology of this Analysis

The scope of this analysis is focused on vehicle and pedestrian safety and operational issues associated with the Main Street curb cut driveway into the 9-space parking lot. It specifically excludes a review and confirmation of parking requirements for the facility as these requirements were prepared by the Architect and have been evaluated and approved by CBJ staff and the Planning Commission. Also, the geometric and compliance evaluations of the parking layout that include stalls, aisle, curb cut width, driveway spacing, and intersection corner clearance requirements were not performed except as needed to support this analysis.

There were no field observations conducted for this study because of the 2020 pandemic influence on traffic patterns, especially pedestrian counts and patterns.

Operational and safety analyses were conducted for the current year, 2020, and the horizon year of 2040, yielding a 20-year analysis period. The 2020 conditions, especially vehicle and pedestrian volumes, are assumed to be what would have occurred without the current pandemic.

Because of the absence of current data, and the uncertainty of parking assigned uses as well as other parameters, this analysis adopts a “Worst Case” approach for some of the operations and safety evaluations. We use the least favorable values for applicable parameters and assume that those parameters occur simultaneously. For example, we will evaluate potential conflicts between Main Street sidewalk pedestrians and ingress vehicles bound for the SHI parking lot. As you will find, the data clearly shows that parking lot turnover peaks and pedestrian peaks (estimated from the Egan/Main intersection counts) are unlikely to occur at the same time. This analysis assumes that these do overlap. In adopting this approach, if performance is satisfactory under the most restrictive conditions, then the parking lot access can be approved.

2 Summary and Recommendations

The impacts of the proposed Main Street curb cut access into the SHI Arts Campus surface parking lot are summarized below.

1. Main Street is functionally classified by CBJ as a minor arterial. CBJ indicates that access onto minor arterials should be minimized. However, CBJ permits arterial access in its Code and comprehensive plan if impacts are low and there are system benefits to providing access.

2. With regards to the impact to minor arterial mobility caused by the proposed curb cut access, our analysis indicates that Main Street northbound traffic flow will be interrupted about 6% of the time by vehicles turning into the lot during peak hours. However, the overall average delay per vehicle caused by the parking lot turners is less than 0.5 seconds per vehicle and considered insignificant.

3. With regards to vehicle safety impacts of the proposed curb cut access, there were no crashes on Main Street between Egan Drive and Front Street between 2013 and 2018, the 6 most recent years on record. During that time period, there were two accesses on Main Street that served the Sealaska facility. The analysis evaluates safety issues, particularly rear-end crashes caused by right-turning

vehicles slowing to turn into the proposed curb cut driveway. We found that the low speeds (20 mph) and platoon traffic patterns (formed at the Egan/Main traffic signal) probably serve as countermeasures to crashes and likely will do so in the future over the 20-year analysis period.

4. In addition to rear-end crash evaluations at the curb cut, the proposed curb cut driveway was evaluated to determine if the closer spacing, 40 feet, would be detrimental to the intersection sight distance required for Front Street stop-controlled vehicles that wish to turn onto Main Street. The previous entrance was located about 100 feet from Front Street. This analysis determined that the closer location will not restrict sight distance to unacceptable levels.

5. With regard to vehicle-pedestrian conflicts at the proposed driveway, there will be conflicts about 1% of the time during peak hours over the 20-year analysis period. Also, when conflicts do occur, crashes are avoided by adjustments made by pedestrians or vehicles, likely enabled by low 20-mph speeds.

This report also identified two impacts to the street system and users if the proposed curb cut access into the SHI Arts Campus surface parking lot is not provided. These impacts are as follows.

1. Without an access off of Main Street, patrons from the west will have to travel out of direction to access the Front Street Driveway. This out of direction travel adds one to two minutes to the trip. The required route would also require the vehicles to traverse 4 to 5 additional intersections, as well as increase exposure to pedestrian and vehicle conflicts.

2. Under the current design, westbound vehicles on Main Street that want to use the parking lot may not be able to see empty parking stalls from the street. In that case, they have to enter the lot through the single entrance on Front Street to determine availability and if none are available, they must turn around to position themselves to exit the lot. Although the 25-foot aisle width is adequate for two-way flow, it does not provide enough width for convenient turn around, and vehicles would have to do so with multi-point back and forth maneuvers or just backing out. Either of these actions increases the possibility of collisions with other vehicles or pedestrians. This issue disappears with permitted access from Main Street and one-way flow through the parking lot. As the vehicle enters from Main Street and finds no empty stalls, it can proceed to Front Street and exit.

(Added February 18, 2020): After release of this report, CBJ planning requested the following: *What is the analysis of the proposed Main Street entrance's impact (positive or negative) to the pedestrian crosswalk just to the north of it, before you get to the Front Street intersection?*

1. In summary, there is a relatively rare situation that the close proximity of the proposed curb cut to the crosswalk restricts sight distance when curb cut is occupied by a right-turning vehicle and negatively affects an approaching northbound vehicle's ability to yield to crosswalk pedestrians. The negative impact, though, is mitigated by pedestrian's obligation to select safe crossing conditions, which is achieved by waiting for the right turning vehicle to clear and restore sight distance.

With this analysis and report we find no substantive engineering reasons that would prohibit reestablishing curb cut access into the SHI Arts Campus surface parking lot, and some evidence that the entrance would have system and public benefits. That said, the primary reason for not allowing this proposed access is policy-based, which we believe to be justified but ultimately requires CBJ agreement and approval.

3 Background Data

3.1 Daily Traffic Volumes and Forecasting Methods

Average Annual Daily Traffic (AADT) is defined as the total number of vehicles using a street during a year divided by 365 days. During the course of a year, daily volumes vary with seasonal peaks and between weekdays and weekends. AADT between 2012 and 2019 for the street segments abutting the Sealaska properties are summarized in the following table.

Table 1- 2012 through 2019 AADT for Area Streets

Street Name	2012	2013	2014	2015	2016	2017	2018	2019	Average
Egan Drive (west of Main)	10,825	10,815	12,250	13,267	13,796	13,320	13,212	13,748	12,654
Egan Drive (east of Main)	11,625	11,610	no data	11,610	12,385	13,748	13,754	14,054	12,684
Seward Street	2,210	2,195	1,850	1,880	1,299	1,441	1,252	1,279	1,676
Main Street	9,210	8,750	no data	8,750	8,425	9,352	9,356	9,560	9,058
Front Street	2,830	2,810	no data	2,810	2,235	2,378	2,354	2,509	2,561
All Streets Totals	36,700	36,180	-	38,317	38,140	40,239	39,928	41,150	38,632

Hourly turning movement counts for vehicles and pedestrians at the intersection of Egan Drive and Main Street that were collected in June 2015. As such, 2015 is used for the base year to compute growth rates from which existing traffic volumes can be extrapolated to future years. The computed average annual traffic growth rates between 2015 and 2019 for Main Street is 2.2% per year. However, using the total volume from all streets, the area average annual traffic growth rate is 1.8% per year. Applying the area growth rate of 1.8% per year to the 2019 volumes yields AADT estimates for 2020. These AADTs were then extrapolated to 2040 AADT. Since this analysis uses 2015 summer condition turning movements, factors are computed for expanding 2015 hourly pedestrian and vehicle volumes to 2020 and 2040. This information is presented in Table 2 below.

Table 2- Future AADT Area Streets

Street Name	2020 (1.8% per year, 1 year from 2019 AADT)	Factor to convert 2015 AADT to 2020 AADT = 42,200 / 38,317	2040 (1.8% per year, 20 years from 2020 AADT)	Factor to convert 2015 AADT to 2040 AADT = 60,200 / 38,317
Egan Drive (west of Main)	14,000		20,000	
Egan Drive (east of Main)	14,400		20,500	
Seward Street	1,400		2,000	
Main Street	9,800		14,000	
Front Street	2,600		3,700	
Segment Totals	42,200	1.10	60,200	1.57

Note: AADT is rounded to 100 vehicles.

3.2 Main Street Vehicle Hourly Volumes

As configured, the proposed curb cut access from Main Street into the parking is only affected by northbound traffic. Southbound traffic is prohibited from turning into the lot by the median. The following table presents 2015 northbound and southbound hourly traffic volumes from the June 25, 2015, Egan/Main intersection counts, and the factored 2020 and 2040 northbound hourly traffic volumes from Table 2 above. Although the proposed curb cut is about 240 feet from the Egan/Main intersection with additional intermediate access points, it is assumed that all vehicles departing the intersection in a northbound travel direction will also pass the proposed curb cut.

Table 3- Main Street Hourly Traffic Volumes

Hour	Southbound	Northbound	Southbound		Northbound	
	2015 Hourly Volume (HV_{2015})		2020 (HV_{2015} x 1.10)	2040 (HV_{2015} x 1.57)	2020 (HV_{2015} x 1.10)	2040 (HV_{2015} x 1.57)
12:00:00 AM	45	49	50	71	54	77
1:00:00 AM	24	27	26	38	30	42
2:00:00 AM	21	22	23	33	24	35
3:00:00 AM	13	18	14	20	20	28
4:00:00 AM	26	34	29	41	37	53
5:00:00 AM	30	38	33	47	42	60
6:00:00 AM	75	142	83	118	156	223
7:00:00 AM	195	395	215	306	435	620
8:00:00 AM	190	446	209	298	491	700
9:00:00 AM	191	338	210	300	372	531
10:00:00 AM	193	291	212	303	320	457
11:00:00 AM	214	336	235	336	370	528
12:00:00 PM	335	482	369	526	530	757
1:00:00 PM	313	447	344	491	492	702
2:00:00 PM	287	407	316	451	448	639
3:00:00 PM	326	454	359	512	499	713
4:00:00 PM	429	587	472	674	646	922
5:00:00 PM	**461**	**588**	**507**	**724**	**647**	**923**
6:00:00 PM	262	352	288	411	387	553
7:00:00 PM	251	307	276	394	338	482
8:00:00 PM	186	232	205	292	255	364
9:00:00 PM	176	207	194	276	228	325
10:00:00 PM	109	147	120	171	162	231
11:00:00 PM	71	90	78	111	99	141
June 2015 Totals	10,859					

*Note: Highest hourly volumes are **highlighted yellow and bolded**.*

The total daily traffic for June 25, 2015 was counted at about 10,859 which is significantly higher than the published AADT of 8,750 (see Table 1 on page 5). However, that is expected because the count occurred on a Thursday, a weekday, during the summer seasonal peak period.

3.3 Main Street Pedestrian Hourly Volumes

The June 2015 intersection counts included pedestrian crosswalk volumes for each hour. These are presented in the table below.

Table 4- Egan/Main Intersection June 2015 Pedestrian Counts

Hour	Egan/Main Crosswalk Volumes (both crossing directions)			
	Crosswalk on Egan Drive West Leg (peds walking north and south)	**Crosswalk on Egan Drive East Leg (peds walking north and south)**	**Crosswalk on Main Street North Leg (peds walking east and west)**	**South Side of Egan (peds walking east and west on sidewalk)**
12:00:00 AM	8	7	2	4
1:00:00 AM	2	10	1	3
2:00:00 AM	1	7	0	0
3:00:00 AM	1	1	1	0
4:00:00 AM	4	0	0	0
5:00:00 AM	4	5	1	0
6:00:00 AM	4	16	0	1
7:00:00 AM	30	67	13	13
8:00:00 AM	55	42	9	9
9:00:00 AM	47	68	23	36
10:00:00 AM	**129**	86	34	31
11:00:00 AM	118	129	63	66
12:00:00 PM	122	169	94	97
1:00:00 PM	114	**183**	93	**103**
2:00:00 PM	122	162	**107**	75
3:00:00 PM	124	150	55	49
4:00:00 PM	95	119	66	54
5:00:00 PM	112	88	85	50
6:00:00 PM	73	85	37	41
7:00:00 PM	55	51	20	45
8:00:00 PM	42	47	21	29
9:00:00 PM	16	34	9	19
10:00:00 PM	15	7	14	8
11:00:00 PM	7	18	23	4

Notes: Peds are an abbreviation for Pedestrians. The highest hourly crosswalk volumes are ***highlighted yellow and bolded.*** *The green column is assumed to be representative of the volumes that occur at the proposed curb cut.*

Since there are no available pedestrian counts in the vicinity of the proposed parking lot access point, the intersection pedestrian counts presented in Table 4 above are used to estimate pedestrian volumes across the curb cut. This assumes that all northbound and southbound pedestrians in the Egan Drive crosswalk on the east leg of the intersection continue to or from Main Street's east side sidewalk and also cross the proposed curb cut that serves the surface parking area (presented in the green column).

This approach presents a plausible "Worst Case" scenario (higher pedestrian volumes crossing the curb cut) for the analysis. The highest hourly volume that was observed and transferred to the curb cut crossing is 183

pedestrians per hour in June 2015. Applying the same traffic growth factors (1.10 for 2020, 1.57 for 2040 per Table 2 on page 5) to pedestrians will yield 200 and 290 pedestrians per hour in 2020 and 2040, respectively. These volumes will be used in the analyses.

3.4 Surface Parking Lot Traffic Volumes

At this time, SHI managers have not identified the specific assigned users of the surface parking lot, except that it will probably be dedicated to campus use. Therefore, the assumption is that all use of the surface parking lot will be by Arts Campus patrons and staff. This assumption would produce the highest parking turnover; thus, the highest ingress and egress volumes for analysis.

The CBJ staff memo of May 4, 2020, to the Planning Commission, presented Arts Campus trip generation. That information is duplicated in the table below, along with additional generator peak hour trip generation values.

Table 5- SHI Arts Campus Trip Generation

Use Category	Area (1000 SF)	CBJ Computed Daily Trips	Source: ITE Trip Generation 10th ed. Generator Peak			
			ITE LU Code	Total	Inbound	Outbound
General Office	0.56	6.17	710 (General Office)	2	1	1
Library	0.405	22.78	590 (Library)	4	2	2
Manufacturing	3.437	13.12	140 (Manufacturing)	3	2	1
Specialty Retail	0.388	17.19	879 (Arts and Crafts)	3	1	2
Storage	1.393	4.92	151 (Mini-Warehouse)	2	1	1
Campus Total		64	Combined Highest Hour	14	7	7

If the proposed curb cut access is adopted, then we are assuming the hourly trips that would use the curb cut is a maximum of 7 per hour, typically occurring in the morning or evening peak hour of the generator, which may not coincide with street traffic peak times. Traffic generation does not assume a growth rate over time since the land use characteristic is the predictor of site traffic. As such, the 14 inbound and outbound trips for the parking area are constant for the future facility.

The peak hour of the individual generators in the Campus are likely spread out during the day by morning or evening and not concentrated in one hour. However, the plausible “Worst Case” analysis approach combines the volumes into a single hour as well as assuming all Arts Campus generated traffic use the parking lot.

3.5 Design Criteria Used in Analysis

This analysis uses the following design criteria values in this analysis: speed, stopping sight distance, and pedestrian walk speeds.

Google Earth street view shows a posted speed for Main Street of 20 miles per hour (mph). No posted speeds could be found for Front Street, although the Front Street or Egan Drive information is not needed for this analysis.

According to the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on the Geometric Design of Highways and Streets (GDHS)*, which is the recognized state of the practice, stopping sight distance (SSD) for 20 mph is 115 feet. SSD consists of the distance traveled at speed during a 2.5 second perception and reaction time, 74 feet at 20 mph; and braking distance of 39 feet from 20 mph to stop using a deceleration rate of 11.2 feet per second^2. SSD is also the minimum intersection sight distance, which enables an approaching vehicle to stop or adjust speeds to avoid a vehicle entering the roadway from a driveway or stop-controlled cross street.

The Federal Highways Administration's Manual on Uniform Traffic Control Devices (MUTCD) guidelines indicate that pedestrian walking speed is 3.5 feet per second.

The design vehicle for the parking lot is AASHTO's Passenger Car Vehicle and is depicted in Figure 3 below. AASHTO's Passenger Car vehicle represents the larger side of the passenger car fleet. However, the size of this car is also representative of pick-up and SUV models as well, which are ubiquitous in Alaska.

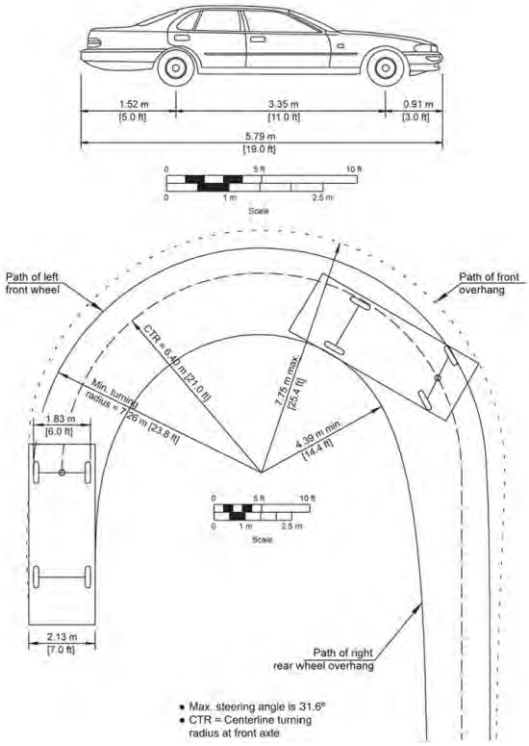


Figure 3- AASHTO Passenger Car Dimensions and Turning Path (source: GDHS Figure 2.1)

The GDHS indicates that the minimum center turning radius for a passenger car is 21 feet. As illustrated conceptually in Figure 2 on page 2, the maneuver from Main Street into the 14-foot curb cut at the proposed access would probably be performed at or about the ingress vehicle's minimum radius. GDHS formulas for safe speeds on horizontal curves compute safe turning speeds as a function of radius, friction (friction is a function of surface type and turning speed), and superelevation (banking) of the turning lane. For a 21-foot turning radius, on flat pavement (no superelevation), the safe speed in urban conditions is computed to be 10 mph (rounded). This analysis uses a 5-mph turning speed since the parking vehicle traverses both the curb cut and sidewalk.

3.6 Crash Experience

We contacted the Alaska Department of Transportation and Public Facilities Southcoast Traffic Engineering Section for crash history data in the vicinity of the Arts Campus between 2013 and 2018. The results show that there were no crashes on the Main Street segment between Egan Drive and Front Street, although there were 5 crashes at other locations near the campus. A map showing the request area and the peripheral crashes is shown in Attachment A.

3.7 Functional Classification

Street functions include mobility and access. Streets are classified as arterial streets, local streets, and collector streets depending on the degree of which function they serve. Arterials are designed to carry large volumes at an efficient speed, with little or no access function, and thus arterials emphasize mobility over access. Local streets serve the terminal ends of a trip, entirely access oriented and thus emphasizes access over mobility. Collector streets gather and distribute trips between local streets and arterials, and collectors are

likely to serve both limited mobility and limited access functions. In addition to these three broader classifications, AASHTO and other agencies further provide sub-categories. For example, arterials may be classified as freeways (no access), expressways, principal or minor arterials (restricted access) and collectors may include major and minor collectors.

The following figure illustrates mobility and access by classification, and conceptually annotates street sub-categories upon the continuum of the access-mobility function.

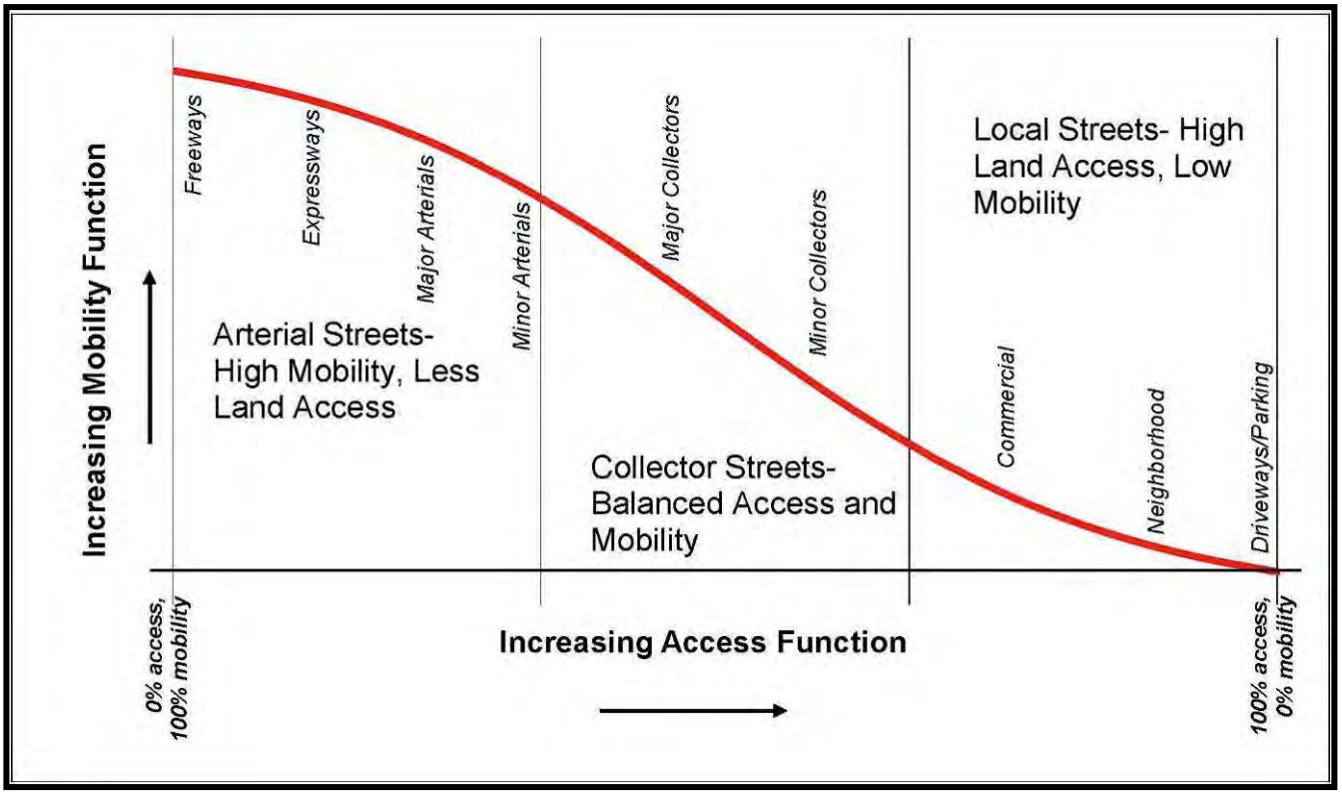


Figure 4 - Functional Classification Mobility and Access Relationship

A second objective for a functional street network is to promote hierarchical flow on the system. Just as we want to limit access on and off of an arterial, we would not want our local streets to be used for mobility and through trips. This hierarchical trip flow is illustrated in the figure below.

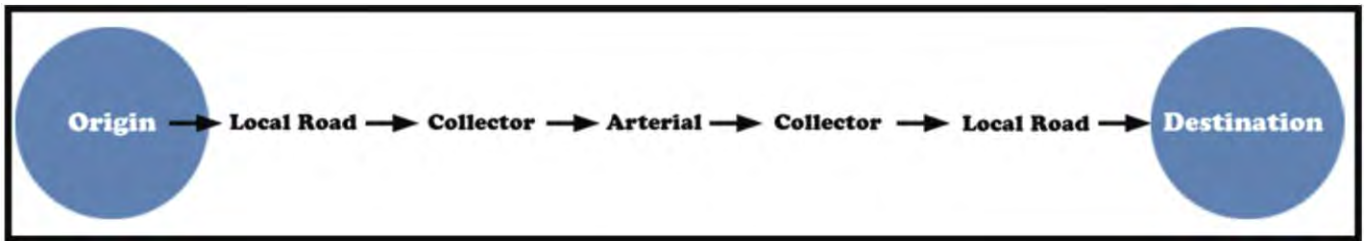


Figure 5- Hierarchical Trip Flow

Downtown Juneau's street system function classification is presented in Figure 6 on page 11.

Figure 6- Downtown Juneau CBJ Functional Classifications (source: CBJ maps)

CBJ classifies Main Street as a minor arterial and Front Street as a collector street. CBJ Code concerning street systems (CBJ Code 49.35.210) provides conditions for access connections to arterial and collectors streets, but the Code states in general that access is restricted, but not explicitly prohibited on minor arterials.

2013 Comprehensive Plan Policy 8.5 Design Guideline 4 states: *Minimize* [*emphasis added*] access roadways or driveways onto major and minor arterial roadways or highways by requiring shared access points, such as a frontage road, and connections to adjacent subdivisions' roadways that lead to a "downstream" controlled or grade-separated intersection.

It is also worth noting that the Downtown Juneau street network largely promotes good hierarchical trip flow, in that most local streets connect to a collector.

4 Analysis

4.1 Analysis Regarding Functional Class Policies

As indicated above, Main Street is functionally classified by CBJ as a minor arterial. As a minor arterial, mobility should be emphasized over access, and eliminating the proposed Main Street curb cut access into the surface parking lot serves that end. However, as noted above, CBJ's minor arterials do not explicitly prohibit access, and by inference recognize that there are cases in which access can be permitted.

The point made here is that this Main Street access can be allowed if impacts are negligible. The remaining sections of this analysis evaluate the operational and safety impacts of the proposed access and present an engineering opinion on the significance of the impact. Moreover, there are impacts of the single access from Front Street that will be presented as well.

If these points are found to be substantive by CBJ, then they may be the basis of reconsideration of prohibiting the Main Street access

4.2 Analysis Regarding Mobility Impacts

With regard to the impact on minor arterial mobility caused by the proposed curb cut access, we can estimate the influence on travel speed and yielding delay caused by a turning vehicle. Only northbound vehicles can access the proposed parking lot by right-turn movements into the curb cut since the raised median prohibits southbound left-turns. The right-turns into the parking lot will have few conflicts that will cause them to stop in the northbound lane; no yielding conflicts with vehicles and only occasionally yielding to pedestrians (as shown below), and most of the time will proceed from the lane into the lot unimpeded.

Since the northbound flow is metered by the Egan/Main intersection traffic signal, both single vehicles and platoons will be formed, that is multiple vehicles in a group with time gaps of 2 or 3 seconds between them. If a turning vehicle into the surface parking lot has no following vehicles, then the turning vehicle causes no delay to others during deceleration and low-speed maneuvering across the curb cut. But with following vehicles, the turning vehicle impedes free flow while decelerating and then turning into the lot at 5 mph, and will cause delays for following vehicles that otherwise would travel at 20 mph along this segment.

Attachment B presents a time-space diagram for idealized platoon flow. In a graphical analysis of platoons impacted by turning vehicles, the average delay for the following vehicles is between 7 and 8 seconds per following vehicle. In addition to the model and assumptions shown in Attachment B, another model with a different deceleration rate was evaluated and the delay results are similar, in the 7- to 8-second range.

To determine the operational impact of the vehicles turning into the proposed surface parking lot access from Main Street, a Poisson distribution model was developed by estimating the frequency of platoons formed at the Egan/Main intersection traffic signal ranging from 2 vehicles to 15 vehicles in length. The arrival period was assumed to be 16 seconds in duration resulting from the time needed for a turning vehicle to decelerate from 20 mph to 5 mph, turn into the parking lot, and clearing the travel lane to let other following vehicles proceed at 1 to 1.5 second intervals. Also, the signal releases eastbound left-turn and westbound left-turn movements on a time cycle, so it was assumed that the peak hour northbound traffic would be released on only 1,800 seconds of the 3,600 seconds in the peak. This had the effect of concentrating traffic. The analysis peak hour volumes for 2020 and 2040, 647 vehicles-per-hour (vph) and 1,016 vph, respectively, were developed in Sections 3.1 and 3.2 with results summarized in

Table 3 on page 6.

Similarly, a Poisson model estimates the likelihood of a scenario where one or more of the Arts Campus surface parking lot inbound vehicles are present when a platoon is formed. The peak hour for the Arts Campus parking lot is presented on page 8 in Table 5, and the peak hour entry volume, 7 vph, is assumed to occur during the Main Street peak hour. The following table summarizes the estimated operational impacts of vehicles turning right into the Main Street access, if opened.

Table 6- Delays to Platooned Vehicles caused by Right Turns into Parking Lot

Year	Peak Hour Main Street Northbound Volume (vehicles)	Arts Campus Generated Traffic (vph)	Proportion of Time When Traffic is Delayed	Estimated Average Delay per All Northbound Vehicles

Year	Peak Hour Main Street Northbound Volume (vehicles)	Arts Campus Generated Traffic (vph)	Proportion of Time When Traffic is Delayed	Estimated Average Delay per All Northbound Vehicles
2020	647	7	6.0%	<1 second/vehicle
2040	923	7	5.9%	<1 second/vehicle

It is worth commenting on why when the turning traffic is at 1% or less of the total Main Street northbound volume, the model shows traffic is delayed 6% of the time. That is because most of the traffic is expected to travel in platoons given the overall higher volumes and the metered discharge at the upstream traffic signal. Therefore, the turning vehicle is highly likely to delay one or more vehicles in that platoon, depending on its position in the platoon.

As the results show, the overall total average delay per vehicle for 2020 and 2040 peak hours is negligible. Delays caused by turning traffic occurs during off-peak hours as well, but would be less than the impacts predicted above because both Main Street traffic and the site generated traffic volumes are lower.

4.3 Analysis Regarding Crash Potential at the Proposed Curb Cut Driveway

There were no recent crashes in the Main Street segment between Egan Drive and Front Street when two driveways were serving the facility (See 3.6 Crash Experience and

In response to CBJ Planning's question:
What is the analysis of the proposed Main Street entrance's impact (positive or negative) to the pedestrian crosswalk just to the north of it, before you get to the Front Street intersection?

In summary, there is a relatively rare situation that the close proximity of the proposed curb cut to the crosswalk restricts sight distance when curb cut is occupied by a right-turning vehicle and negatively affects an approaching northbound vehicle's ability to yield to crosswalk pedestrians. The negative impact, though, is mitigated by pedestrian's obligation to select safe crossing conditions, which is achieved by waiting for the right turning vehicle to clear and restore sight distance.

Attachment A- 2013 to 2018 Crashes). Therefore, the proposed curb cut for the surface parking lot is not a safety countermeasure to correct an existing crash pattern.

One of the potential safety issues with allowing the proposed curb cut driveway on Main Street is the turbulence and conflicts caused by vehicles slowing to turn into driveways. Prior to the Arts Campus renovation, the condition existed with the two driveways. Slowing and turning vehicles can cause rear-end collisions if the following vehicle fails to recognize and make adjustments. Moreover, as Table 6 on page 12 indicates, 6 % of the traffic is subject to driveway turn delays and can be interpreted as conditions contributing to rear-end collisions which occur about 6% of the time. Still, crashes were not occurring on this segment, probably because of these reasons.

- Traffic speeds are low, 20 mph, resulting in short stopping distances which allow drivers adequate time to assess conflicts. If crashes do occur, they are more likely to be of very low severity.
- The traffic signal forms platoons and drivers are immediately aware of leading vehicle actions and less likely to be caught unexpected by a slowing vehicle.

It appears from Google Earth Street View that both of the former driveways into the parking garage and surface lot were accessible by right- and left-turns from Main Street. The proposed driveway curb cut access point is opposite a raised median, and left-turn movements will not be permitted with only access granted to northbound right-turning traffic. Right-turn vehicles into driveways are less prone to rear-end collisions since they are less exposed to following traffic than left-turn vehicles which often have to stop and wait for gaps in oncoming traffic.

We conclude that by maintaining two points of access, the parking garage ramp and the proposed curb cut driveway into the surface parking lot, coupled with the proposed one-way circulation through the surface parking lot will not likely increase crashes on Main Street.

4.4 Analysis Regarding Intersection Sight Distance at the Proposed Curb Cut on Front Street

The existing surface parking lot is located about 100 feet from Front Street (separation edge of edge). The proposed curb cut driveway into the parking lot, if allowed, would have its downstream edge at about 40 feet from Front Street. There should be a concern about whether this reduced separation between the driveway and Front Street will impact intersection sight distance and increase the likelihood of angle crashes at the Front Street intersection with Main Street. The right-turners into the parking lot may obstruct sight lines between Main Street vehicles following the right-turning vehicle and Front Street vehicles at the stop sign, affecting the sight distance needed to judge and select suitable gaps to allow safe turns onto Main Street. If so, then angle crashes may result.

The minimum sight distance between the northbound Main Street approach vehicle and the Front Street turning vehicle is stopping sight distance (SSD) for 20 mph (see Section 3.5 Design Criteria Used in Analysis on page 8), or 115 feet. With SSD used as intersection sight distance, the approaching Main Street vehicles have the time to adjust speeds to slow or stop for a Front Street vehicle entering the intersection. As shown in the Attachment B time-space diagram, any vehicle in a platoon that follows the right-turning vehicle must slow or stop (note that slopes of lines indicate speeds, the flatter the slope the slower, and horizontal lines indicate stopped vehicles). Since these following vehicles will likely be at a crawl speed or stopped at the curb cut driveway, intersection sight distance requirements are greatly reduced for this case and not of concern.

What is more likely to be of concern is the case where the following vehicle is just outside the boundaries of the platoon formation (that being, separation gaps that are greater than 2 seconds) and immediately upstream of right-turning vehicles. In this situation, the following vehicle travels at 20 mph, but may have its restricted sightlines to Front Street that would be less than adequate for SSD. The restricted SSD would exist until the blocking vehicle completes its turn. The headway distance (front to front) at 20 mph speed is about 80 feet which includes a vehicle length of 20 feet and a 2-second gap distance of 60 feet. Therefore, vehicles beyond

the platoon envelope and with speeds unaffected by the right-turning vehicle should have at least 120 feet of sight distance to Front Street once the right turner clears the Main Street travel way (80-foot headway + 40-foot driveway street separation).

The primary reason that the 40-foot driveway and Front Street separation should not be a safety issue is the 20 mph speeds on Main Street which greatly reduce SSD and intersection sight distance requirements.

4.5 Analysis Regarding Conflicts between Pedestrians and Driveway Ingress Traffic

One concern of CBJ is that the additional driveway access point would increase pedestrian and driveway vehicle conflicts. In this context, the term conflict means that a pedestrian and vehicle occupy the driveway space simultaneously. Conflict does not imply that a pedestrian-vehicle crash is imminent, and in fact, the vast majority of conflicts do not result in crashes. But, from a traffic safety perspective, the elimination of a conflict point eliminates any chance of a crash.

Pedestrian volumes on the sidewalk are derived from the Egan/Main intersection counts as discussed under Section 3.3 Main Street Pedestrian Hourly Volumes on page 7. The bi-directional pedestrian volumes are the maximum hourly volume presented in Table 4 on page 7. The table shows 183 pedestrians per hour in 2015 which was observed during the mid-afternoon period. This analysis assumes that pedestrian volumes will increase at the same rate as vehicle traffic volumes. Growth factors are presented in

Table 3 on page 6: a growth factor of 1.10 for the 2015 to 2020 increase; and a growth factor of 1.57 for the 2020 to 2040 increase. The 2015 pedestrian volumes were then factored to 2020 and 2040 pedestrian volumes of 200 and 290 pedestrians per hour, respectively.

The conflicting traffic will be the peak hour trips generated by the Arts Campus. All trips are assumed to use the surface parking lot and thus would enter by way of the proposed curb cut. It should be noted that this assumption presents a worst-case scenario. In addition, it is unlikely that the actual parking lot peak traffic, which occurs probably in the morning or evening, is likely to coincide with the pedestrian peak observed mid-afternoon, but the analysis assumes the peaks do coincide to evaluate a plausible worst case.

The conflict probability is estimated using the Poisson distributions discussed previously. The Poisson distribution model is applicable here because of the random arrivals of both pedestrians and vehicles to the conflict point. One of the inputs required for the model is the time duration during which arriving pedestrians or vehicles occupy the conflict zone. From the previous time-space diagram analysis of platoon impacts, we find that a vehicle will require about 7 seconds to complete a turning maneuver into the driveway. We can compute the time that a pedestrian occupies the curb cut by dividing the walking speed of 3.5 feet per second into the 14-foot width of the curb cut. This calculation yielding about 4 seconds that the pedestrian is in the driveway. Given these times, 10 seconds (increased) is used for the analysis.

The following table summarizes the conflict analysis between driveway traffic and sidewalk pedestrians.

Table 7- Probability of Pedestrian and Vehicle Conflicts at Proposed Driveway

Year	Probability of Pedestrian during any 10-second duration of Peak Hour, P(Ped)	Probability of Vehicle during any 10-second duration of Peak Hour, P(Veh)	Probability of Conflict, P(Ped) x P(Veh)
2020	42.8%	1.9%	0.8%
2040	54.9%	1.9%	1.1%

As indicated in the analysis, there is a very low likelihood of pedestrian-vehicle conflicts occurring at the driveway in a worst-case scenario. Even so, a crash outcome is mitigated by street and sidewalk design, and low speeds. Any conflict that does occur can be resolved by either the pedestrian or vehicles making adjustments. As a final comment on the matter, these conflicts were occurring in the existing site driveways that preceded the Arts Campus improvements, and no crashes were observed.

4.6 Analysis Regarding Impacts that Will Result From Eliminating the Main Street Curb Cut Access Into the Parking Lot

This final section evaluates the benefits of retaining the proposed curb cut driveway on Main Street and discusses the impacts of closing the access.

4.6.1 Additional System Travel Distance, Delay, and Exposure

Without a Main Street access into the parking lot, patrons from the west will travel out of direction through the Downtown street network to reach the Front Street driveway. If trips use Shattuck Way from Egan Drive to Front Street, it will require an additional 900 feet of travel through 4 intersections adding another minute or more of travel time, with increases in exposure to other pedestrian and vehicle conflict points. However, Shattuck Way is a local street, and using the local street as the cut-through route between the Egan Drive arterial and Front Street collector violates the hierarchical flow depicted in Figure 5 on page 10.

The most desirable route that maintains system hierarchical flow and would be entirely on collector streets through downtown is the route from Egan-Ferry-Franklin-Fourth. This route requires an additional 1,200 feet of travel through five intersections adding 1 to 2 minutes of travel time compared to what the direct route along Main Street would be.

4.6.2 Single Front Street Access Maneuvering Issues

Under the current design, westbound vehicles on Main Street that want to use the parking lot may not be able to see empty parking stalls from the street. In that case, they have to enter the lot through the single entrance on Front Street to determine availability and if none are available, they must turn around to position themselves to exit the lot. Although the 25-foot aisle width is adequate for two-way flow, it does not provide width for a convenient turnaround, and vehicles would have to do so with multi-point back and forth maneuvers or just backing out. This is depicted in Figure 7 on page 16.

Figure 7- Multi-Point Turns with Single Access from Front Street

Either of these actions, multi-point turns or backing, increase the possibility of collisions with other vehicles or pedestrians walking through the lot. Therefore, at a minimum, this results in a degree of inconvenience for Arts Campus patrons, but at worst may result in minor damage or injuries.

This issue disappears with permitted access from Main Street and one-way flow through the parking lot. As the vehicle enters from Main Street and finds no empty stalls, it proceeds to Front Street and exits. This circulation pattern is presented in Figure 2 on page 2.

5 Impacts on Main Street Crosswalk at Front Street

CBJ Planning requested additional information as to how the proposed driveway may affect the unsignalized crosswalk on south approach of the Main Street/Front intersection. They asked:

What is the analysis of the proposed Main Street entrance's impact (positive or negative) to the pedestrian crosswalk just to the north of it, before you get to the Front Street intersection?

The proposed driveway is about 6 feet upstream of the crosswalk.

5.1 Crosswalk Existing Conditions Operations and Safety

This is a marked crosswalk with a center median refuge that allow pedestrians to cross in two-stages, one lane and conflicting traffic stream at a time. This configuration reduces the overall delay and sight distance requirements for pedestrians over that occurring on a single crossing of the entire street. Each lane crossing distance between the sidewalk curb and the median curb is about 16 feet (measured from MRV drawings), and requires a time of about 7.6 seconds to perceive, react, and then walk at 3.5 feet/seconds to clear travel way. As such, the gap between leading and following vehicles must be 7.6 seconds or more to enable pedestrian passage. In order to perceive and decide on whether to cross a vehicle traffic stream with 20 mph speeds, a pedestrian must have 225 feet of sight distance upstream of the crossing for each lane direction (7.6 sec x 20 mph x 1.47 mph/fps). This sight distance is available at this location, in both directions.

The Alaska Administrative Code requires vehicles to yield to pedestrians within marked or unmarked crosswalks. In addition, the Code states that pedestrians may not "*leave a curb or other place of safety and*

walk or run into the path of a vehicle which is so close as to constitute an immediate hazard", thereby making the pedestrian responsible for initiating and completing a crossing safely. Vehicle yielding to crosswalk pedestrians is not consistent, and yielding occurs about 35% of the time per the Highway Capacity Manual (HCM). This HCM level of yielding is consistent of those levels observed by Kinney Engineering, LLC in Ketchikan on the Tongass Avenue project. Using HCM methodologies, the pedestrian crossing level of service in 2040 is provided in the following table assuming both no yielding and 35% yielding.

Table 8- Crosswalk Level of Service

Two-Stage Crossing Lanes	**2040 PM Traffic (vph)** Table 3*, on page 6*	**HCM Average Pedestrian Delay, No Vehicle Yielding**	**No Yield Level of Service (LOS) & HCM Comment on Risk**	**HCM Average Pedestrian Delay, 35% of Vehicles Yield**	**35% Yield Level of Service (LOS) & HCM Comment on Risk**
Northbound	923*	15.7	LOS C- Moderate likelihood of accepting gaps that are less than critical crossing gap, t_G	6.9	LOS B- Between low and moderate likelihood of accepting gaps that are less than critical crossing gap, t_G
Southbound	724	10.3	LOS C- Moderate likelihood of accepting gaps that are less than critical crossing gap, t_G	6.3	LOS B- Between low and moderate likelihood of accepting gaps that are less than critical crossing gap, t_G
		26 seconds for both stages	LOS D	13.2 seconds for both Stages	LOS C

**Although the analysis methodology assumes random arrival distribution, northbound traffic may be metered by the Egan-Main signal and arrive in platoons. This, however, should not change significantly the average delay reported in the table, but instead may result is a wider range of delay.*

The level of service C or better for each stage in the horizon year of 2040, pm peak hour is acceptable. Moreover, each stage crossing delay is brief enough so that the waiting pedestrian is less likely to grow impatient and engage in risky behavior by darting out into a traffic gap that would normally not safe.

5.2 Driveway Effects

Ideally, conditions will allow and promote vehicle yielding to pedestrians in marked and unmarked crosswalks, but also provide pedestrian awareness of whether it is safe to enter the crosswalk.

The driveway curb cut serves a peak of 7 right-turning vehicles per hour (see Table 5 on page 8). As such, there is a low likelihood that crosswalk pedestrians and driveway right-turning vehicles will be at the driveway and crosswalk simultaneously (similar to the low probabilities shown in Table 7 on page 15). Since all vehicles movements into the driveway will be right-in from the northbound lane in advance of the crosswalk, and there are no egress movements allowed from the driveway, there are no opportunities for direct conflicts with crosswalk pedestrians. The pedestrians and driveway vehicles have good sight lines between them with ample time to observe and be aware of the other's intentions. Driveway inbound right-turns will be at very low speeds, thus providing additional time for pedestrians to ascertain whether safe to cross. Therefore, conflicts between the right-turning vehicles and the crosswalk pedestrian are minimal and sight lines are such that either the vehicle or pedestrian can adjust actions to yield to the other.

A second concern may be that the vehicle right-turning operation into the driveway affects sight distances between a crossing pedestrian and following vehicles, either within or outside of a platoon. Sight distance is the key contributing factor to promote vehicle yielding to pedestrians in the crosswalk, as well allowing the pedestrian to initiate safe crossings. We evaluate two cases to answer this question.

Consider the case when the driveway right-turn vehicle is within a northbound platoon, more than likely formed and discharged by the Egan-Main signal (and likely to occur frequently). A platoon can be defined as a group of vehicles traveling at a consistent speed with no more than 2 to 3 seconds of gap between them (or at 20 mph, 60 to 90 feet spacing). The right-turning maneuver into the curb cut requires a low speed of about 5 mph and any following vehicles in the platoon must also decelerate to a stop or crawl speed as well. This is illustrated by the time-space diagram in Attachment B (on page 21), showing the upstream effect of the turning vehicle on the deceleration of following vehicles. After the right-turning vehicle clears, the next vehicle in line is traveling at a crawl speed of 5 mph or less. Given the separation between crosswalk and curb cut is 6 feet, the curb cut width of 14 feet, and the gap between the right turning vehicle and following vehicle is about 15 feet at 5 mph, the following vehicle should be about 30 to 35 feet from crosswalk once the right-turning vehicle clears the travel way. Stopping sight distance for 5 mph is less than 25 feet, so that the vehicle immediately following right-turning vehicle can immediately adjust speeds or stop if caught unaware of pedestrian in the crosswalk.

Now, consider the antithesis of the previous case, where a vehicle following the right-turning vehicle into the curb cut driveway is not part of a platoon and maintains a distance far enough back so that its speed is a constant 20 mph. To not affect the following vehicle's speed, the right turning vehicle clears the travel way at least 2 seconds ahead of when the following vehicle reaches the curb cut, and thus provides an unobstructed sight line between following vehicle and pedestrian at the curb. This is depicted in the following figure.

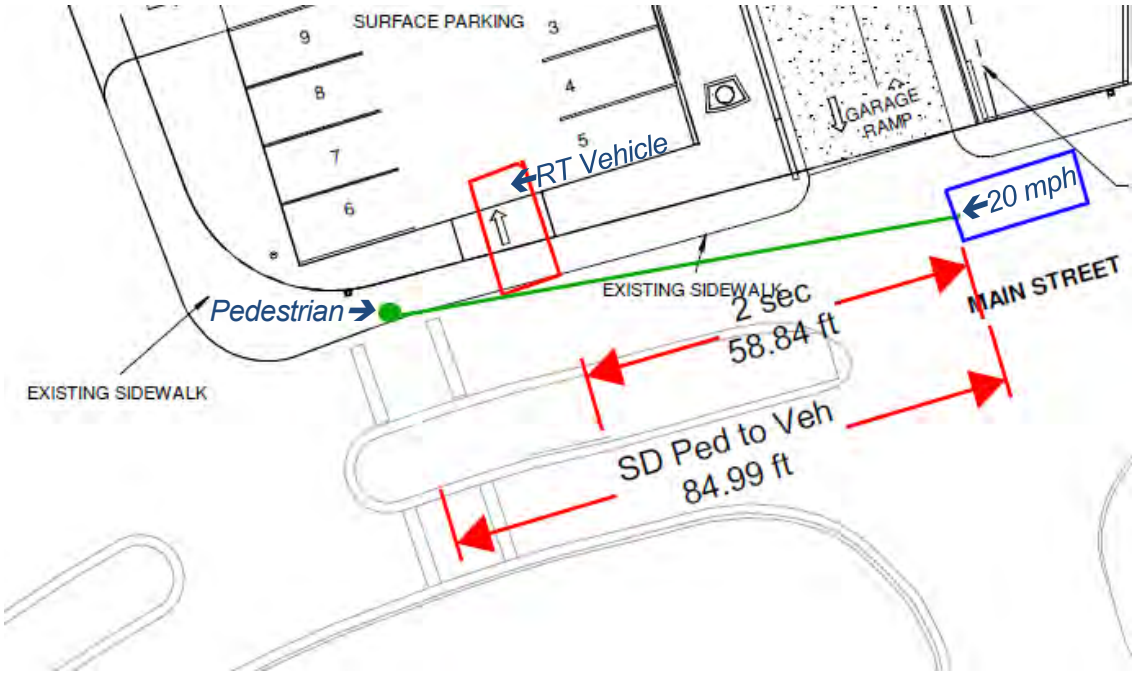


Figure 8- Crosswalk Sight Distance, One Vehicle Follows Right-Turner at 20 mph

In this situation, the following vehicle would only have 85 feet of SSD, which is adequate for 15 mph, but less than the 115 feet required for 20 mph design speeds as recommended by AASHTO. So, with this precise scenario, it would be difficult for the following vehicle to yield to the pedestrian in the crosswalk. The likelihood of a pedestrian wishing to the crosswalk while sight lines are blocked by the right-turning vehicle is low, because volumes into the driveway are low (7 per hour or less). However, when sight lines are blocked temporarily by the right-turning vehicle, the pedestrian bears responsibility to determine whether it is safe prior to initiating the crossing as required by the AAC.

In response to CBJ Planning's question:

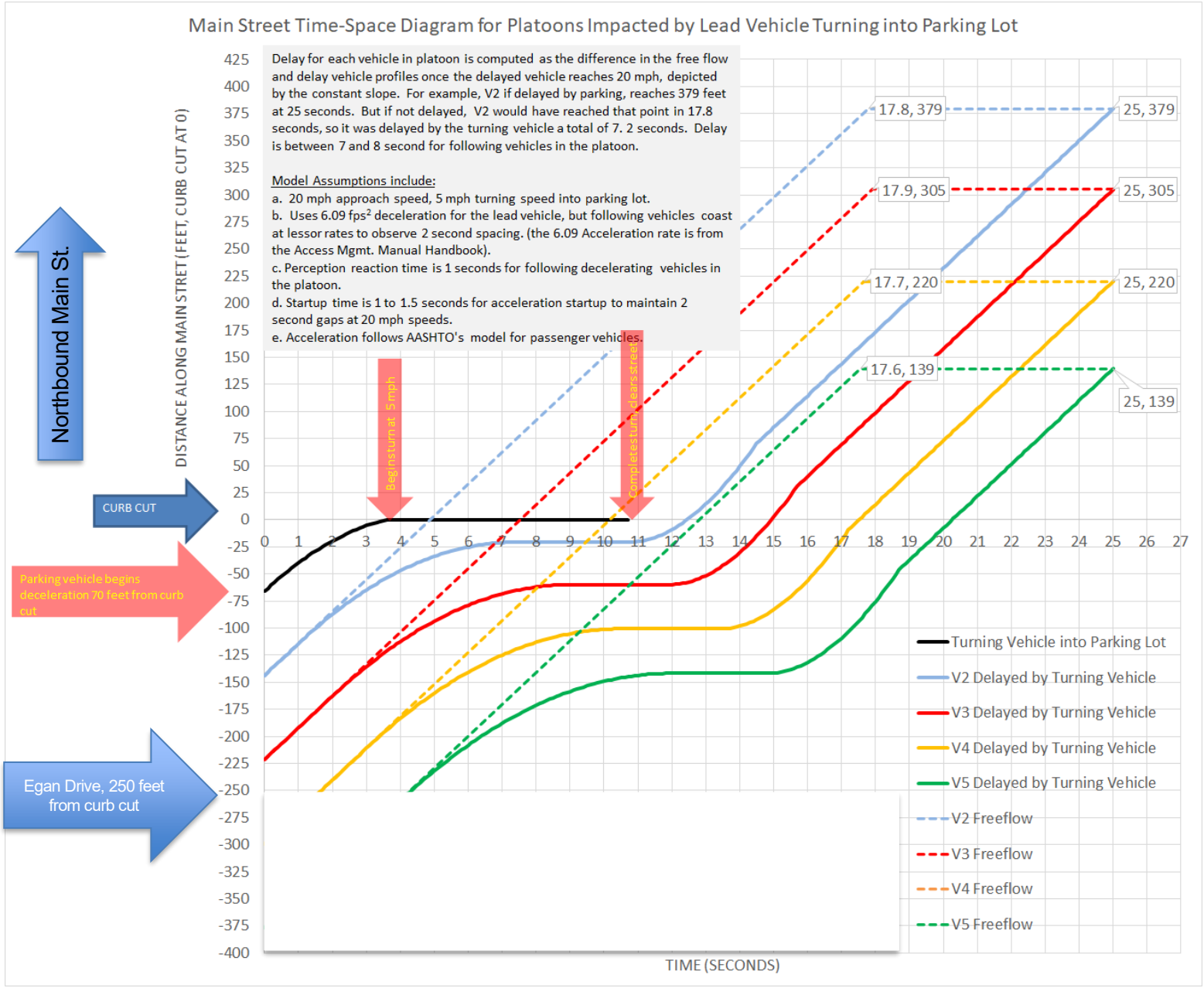
What is the analysis of the proposed Main Street entrance's impact (positive or negative) to the pedestrian crosswalk just to the north of it, before you get to the Front Street intersection?

In summary, there is a relatively rare situation that the close proximity of the proposed curb cut to the crosswalk restricts sight distance when curb cut is occupied by a right-turning vehicle and negatively affects an approaching northbound vehicle's ability to yield to crosswalk pedestrians. The negative impact, though, is mitigated by pedestrian's obligation to select safe crossing conditions, which is achieved by waiting for the right turning vehicle to clear and restore sight distance.

Attachment A- 2013 to 2018 Crashes

A total of 5 crashes were reported in the area bounded in red and were located as shown. Four crashes involved only vehicles and one involved a pedestrian. The severity of three of the vehicle collisions were property damage only (green), and one was an injury severity (orange). No crashes occurred at the two access points into the Sealaska facility from Main Street.

Attachment B- Time-Space Diagram of Platooned Vehicles following a Right Turn into the Parking Lot



KINNEY ENGINEERING, LLC

Randy Kinney, PE, PTOE

EDUCATION

BS Civil Engineering, University of Alaska Fairbanks, 1979

Master of Civil Engineering, University of Alaska Anchorage, 1983

MS Engineering Management, University of Alaska Anchorage, 1993

27 university credits in Transportation Engineering and Statistics, 2005-2016 University of Idaho.

Numerous continuing education courses on safety, capacity, signalization, transit planning, and public involvement.

REGISTRATION

Professional Engineer
Alaska C-6036

Professional Traffic Operations Engineer (PTOE)

HONORS AND AWARDS

ITE District 6 2005 Annual Meeting Best Paper Award

1998 Alaska Engineering Societies Engineer of the Year

Best Journal Paper Award 1996 ASCE Journal of Management in Engineering

1999-2000 & 2001-2002 Professor of the Year, Selected by the Engineering Students of UAA

Randy has 40 years of experience serving clients across Alaska. His background has been very diverse: working as a construction engineer for a major heavy construction contractor; traffic engineer and highway engineer for the DOT&PF; a civil engineer, project manager, and department manager for two regional consulting firms; a faculty member teaching transportation engineering and engineering management at UAA and UAF; and finally as an owner of Kinney Engineering, LLC. In his present position, he focuses on traffic engineering and planning issues, including safety, demand modeling, capacity analyses, signals, roundabouts, signing and striping, transit, parking, and pedestrian/bicycle elements.

Randy's expertise is in the planning, analysis, and design for urban and rural projects, and his experience includes projects where mobility and safety were emphasized for both vehicles and pedestrians. He has completed research on unsignalized pedestrian crossing capacity, traffic safety, and capacity topics which he has presented at several ITE regional and national conferences. In addition, he was the principal investigator on a project to update crash reduction factors for DOT&PF's Highway Safety Improvement Program Handbook. He assisted in preparing collector road standards for the MOA Design Criteria Manual and prepared past revisions of the Highway Preconstruction Manual. He has conducted training for 3 separate T2 courses on traffic safety, roadside design, and 3R methods in Fairbanks, Juneau, and Anchorage.

PROJECT EXPERIENCE:

Dimond Center Intermodal Facility Feasibility Study, Anchorage. Randy was the project manager for this study which evaluated the expansion of the Dimond Transit Center to include a commuter rail station in addition to the existing bus transit center. A focal point of the study is the enhancement of the existing commercial shopping area through improved pedestrian and bicycle connections, improved bus transit level of service, and improved mode choice.

Egan-Yandukin Intersection Preliminary Engineering, Juneau- Randy was an analyst for this DOT&PF project, which considered at-grade and interchange solutions for an ongoing crash and congestion hot spot. His primary role was in the modeling of cost effectiveness of crash cost reduction and delay reduction benefits for each proposed alternative, as well as a QA/QC reviewer.

Ketchikan – Tongass Avenue and Water Street Viaduct and Tunnel. This study, completed for DOT&PF, resulted in the recommendations for reducing Tongass Avenue's 4-lane section to 3 lanes, providing designated unsignalized pedestrian crossings with center refuges, and reconfiguring signalized intersections. Randy was brought into the project to assist in public outreach to Ketchikan elected officials and community leaders on the merits of the proposed alternative, particularly for pedestrians and cyclists, using a combination of displays and VISSIM and SimTraffic animations that depicted before-after conditions.

Cushman-Barnette Complete Streets Traffic Project, Fairbanks. Randy was the project manager for this couplet upgrade of Fairbanks' CBD streets. Complete streets converts unused or excess vehicle roadway capacity to increase pedestrian, bicycle and transit capacity. Cushman Street was reduced from three lanes to two lanes and sidewalks were widened accordingly. In addition to travel demand modeling, safety studies, and capacity studies of alternatives, Randy led the urban design, public involvement, and planning elements. Randy was the project manager for the traffic design elements, and the award-winning project was completed in 2016.

Planning Commission

(907) 586-0715
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155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION
NOTICE OF DECISION

Date: May 13, 2020
Case No.: USE2020 0007

MRV Architects
Attn: Paul Voelckers
1420 Glacier Avenue
Juneau, AK 99801

Proposal:	Sealaska Heritage Institute arts campus building and plaza
Property Address:	1 Sealaska Plaza
Legal Description:	Tidelands Addition Block 77 Lot 1-7
Parcel Code No.:	1C070K770010
Hearing Date:	May 12, 2020

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated May 4, 2020, and APPROVED WITH CONDITIONS the Conditional Use Permit for a Sealaska Heritage Institute arts campus building and plaza, to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Prior to commencement of work, a CBJ Right-of-Way Permit is required for any work being done in the public right-of-way.

2. Prior to issuance of a building permit, a Shared Use Parking Agreement must be approved by the Community Development Department, and must be recorded with the State Recorder's Office. The parking agreement must state that it may be nullified only when the Director has approved the nullification of the agreement on an instrument that is recorded with the State Recorder's Office.

3. Prior to issuance of a building permit, the developer shall submit to the CBJ Engineering Department a detailed drainage plan that includes provisions for managing storm water run-off during construction and details the drainage facilities to be included as part of the development. No building permit shall be issued until such plans are deemed adequate and approved by the CBJ Engineering Department.

4. Prior to the issuance of a building permit, the applicant shall submit a revised site plan showing snow storage location(s).

5. Prior to issuance of a building permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements of CBJ 49.40.230(d).

6. Prior to issuance of a building permit for the proposed structure, the applicant must submit a revised site plan showing all required parking that complies with the requirements of CBJ 49.40.

7. Prior to issuance of a temporary certificate of occupancy, wheel stops or striping shall be placed in the parking lot to define the location of parking spaces.

8. Prior to the issuance of a temporary certificate of occupancy, all pavement markings, including directional arrows, parking space stripes, and other markings shown on the project site plan, shall be applied to the parking and circulation area as shown on the site plan in a medium designed for such purposes.

9. Prior to the issuance of a temporary certificate of occupancy, one or more covered bicycle racks providing spaces for at least four (4) bicycles shall be provided. The rack(s) shall be permanently affixed to the ground, building, or other permanent fixture, and shall be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. Covered bicycle racks shall, at a minimum, be designed in accordance with the standards listed in the Juneau Non-Motorized Transportation Plan.

10. Access to the surface parking lot shall be limited to one (1) curb cut located on Front Street.

Attachments: May 4, 2020, memorandum from Laurel Christian, Community Development, to the CBJ Planning Commission regarding USE2020 0007.

This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ 01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ 01.50.030 (c). Any

action by the applicant in reliance on the decision of the Planning Commission shall be at the risk that the decision may be reversed on appeal (CBJ 49.20.120).

Effective Date: The permit is effective upon approval by the Commission, May 12, 2020.

Expiration Date: The permit will expire 18 months after the effective date, or November 21, 2021, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:

Laurel Christian, Planner II
Community Development Department

Michael LeVine, Chair
Planning Commission

Filed With Municipal Clerk

5/14/2020
Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ-adopted regulations. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

Planning Commission

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PLANNING COMMISSION
NOTICE OF DECISION

Date: May 13, 2020
Case No.: USE2020 0007

MRV Architects
Attn: Paul Voelckers
1420 Glacier Avenue
Juneau, AK 99801

Proposal: Sealaska Heritage Institute arts campus building and plaza

Property Address: 1 Sealaska Plaza

Legal Description: Tidelands Addition Block 77 Lot 1-7

Parcel Code No.: 1C070K770010

Hearing Date: May 12, 2020

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7. Prior to issuance of a temporary certificate of occupancy, wheel stops or striping shall be placed in the parking lot to define the location of parking spaces.

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9. Prior to the issuance of a temporary certificate of occupancy, one or more covered bicycle racks providing spaces for at least four (4) bicycles shall be provided. The rack(s) shall be permanently affixed to the ground, building, or other permanent fixture, and shall be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. Covered bicycle racks shall, at a minimum, be designed in accordance with the standards listed in the Juneau Non-Motorized Transportation Plan.

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Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ-adopted regulations. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

DATE: May 4, 2020

TO: Planning Commission

FROM: Laurel Christian, Planner
Community Development Department

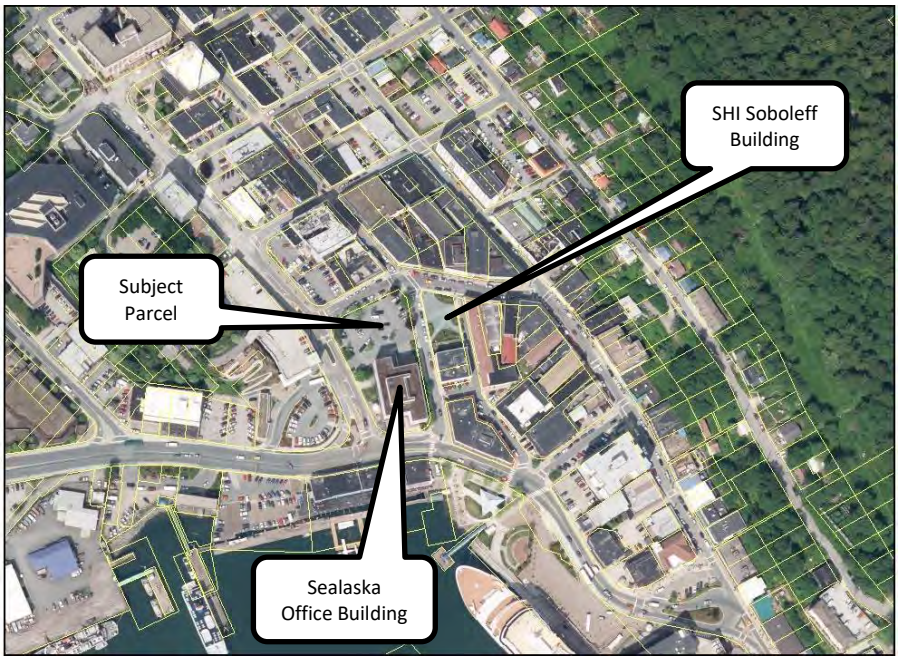
CASE NO.: USE2020 0007

PROPOSAL: Sealaska Heritage Institute arts campus building and plaza

GENERAL INFORMATION

Applicant:	MRV Architects
Property Owner:	Sealaska Corporation
Property Address:	1 Sealaska Plaza
Legal Description:	Tidelands Addition Block 77 Lot 1-7
Parcel Code Number:	1C070K770010
Site Size:	45,732 square feet
Comprehensive Plan Land Use Designation:	Traditional Town Center (TTC)
Zoning:	Mixed Use (MU)
Utilities:	Public Water & Sewer
Access:	Main Street and Seward Street
Existing Land Use:	Mixed use office/commercial building and parking
Surrounding Land Use:	North - Mixed use retail/commercial South - Mixed use retail/commercial East - Mixed use retail/commercial/office West - CBJ Downtown Transit Center

VICINITY MAP



ATTACHMENTS

Attachment A – Application and Project Narrative
Attachment B – Project Drawings
Attachment C – Parking Narrative and Drawings
Attachment D – Maps
Attachment E – Agency Comments

PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit for the development of a mixed-use arts campus and plaza. The project includes the construction of a subsurface parking garage, pedestrian plaza, and a two-story building with a basement for Native Arts instruction (Attachment A).

ANALYSIS

Project Site – The subject site is known as Sealaska Plaza and is comprised of seven (7) small lots according to Plat 340, filed in the Juneau Recording district. According to CBJ records, a lot consolidation has not been completed, and will be required prior to the issuance of a building permit, as buildings cannot cross property lines, even when property is under common ownership. According to the project narrative, the applicants intend to consolidate the existing seven (7) lots into two (2) lots, one lot for the proposed Sealaska Heritage Institute (SHI) arts campus and one lot for the existing Sealaska office building (Attachment A).

Project Design – In the Mixed Use (MU) zoning district, there are no required yard setbacks; no maximum lot coverage; no minimum vegetative cover requirement; and no maximum building height. Preliminary project drawings can be found in Attachment B. The applicant proposes a two-story building with a basement and subsurface parking structure. Additionally, the applicant proposes to construct a canopy, which extends from the proposed SHI arts campus building to the existing Sealaska office building. The covered canopy is wide enough to accommodate a walking path and small vendor areas for outdoor retail booths. In the applicant's drawings, a large covered pavilion area is shown; however, according to the applicant's narrative, the pavilion may not be constructed at this time due to budget constraints (Attachment A).

Traffic – According to CBJ 49.40.300(a)(2) developments that are projected to generate fewer than 250 Average Daily Trips (ADTs) are not required to submit a traffic impact analysis. Staff estimates the project to generate 64 ADTs. A traffic impact analysis is not required.

Use Category	Total Sq. Ft.	Trips Generated	Total Trips
General Office	560	11.03 per 1000 sq. ft.	6.17
Library	405	56.25 per 1000 sq. ft.	22.78
Manufacturing	3437	3.82 per 1000 sq. ft.	13.12
Specialty Retail	388	44.32 per 1000 sq. ft.	17.19
Storage	1393	3.53 per 1000 sq. ft.	4.92
		Total ADTs:	**64.18**

Access – As discussed above, the applicant plans to consolidate the existing seven (7) lots into two (2) lots, one for the new building and one for the existing Sealaska office building. The existing Sealaska office building has a subsurface parking garage with an entrance on Main Street. The applicant proposes to close this existing entrance and share one entrance with the proposed new subsurface parking garage associated with the proposed SHI building. Drawings found in Attachment C show the location of the existing ramp and the proposed shared driveway and ramp.

According to CBJ Engineering & Public Works Standard Detail 103B Note 1, combined driveways are allowed when approved by the Planning Commission through the Conditional Use Permit Process or major subdivision Process.

According to the CBJ Roadway Classification Maps, Main Street is classified as a minor arterial. Access directly onto arterials is discouraged and, when possible, should be avoided. The shared driveway and garage ramp will limit access directly onto the arterial to one point along Main Street, rather than providing multiple garage ramps (one for each building). If this concept is approved by the Planning Commission, easements must be provided through the subdivision

process. Staff finds that the proposal is consistent with the 2013 Comprehensive Plan Policy 8.5 Design Guideline 4 and the proposal promotes pedestrian safety by providing fewer curb cuts. Staff recommends approval of providing a shared driveway for both parking garages.

Staff recommends as a condition of approval the removal of the entrance/exit from Main Street to the surface parking lot, as access should be limited onto arterials. Access to the surface parking lot would be limited to Front Street, better protecting pedestrians in the existing crosswalk on Main Street.

Off-street Parking and Circulation – The subject parcel is located in the PD1 and Fee In Lieu (FIL) Parking Districts (Attachment D). The PD1 Parking District allows for a 60% reduction to the parking requirement for off-street parking and loading spaces. The FIL Parking District allows the applicant to pay a fee in lieu of providing parking. At this time, the applicant is not proposing to utilize the FIL program; all required parking will be accommodated on-site. The proposed parking plan and parking narrative can be found in Attachment C.

The existing building was constructed in 1977 and was in the C-2J zoning district, which had no off-street parking requirement. The subject parcel is located in the PD1 Parking District, therefore parking requirements do not apply to the existing building on the site [CBJ 49.40.120(d)(1)].

The surface parking lot on the subject parcel currently provides the parking required for the SHI Soboleff building across the street permitted through USE2013 0012. The SHI Soboleff building requires 32 off-street parking spaces (USE2013 0012) after applying the PD1 reduction. These spaces must remain on-site and available to the SHI Soboleff building. A recommended condition of approval is prior to the issuance of a building permit for the proposed development, a Shared Use Parking Agreement is approved by CDD and recorded to ensure that these parking spaces remain available.

The table below illustrates that three (3) parking spaces are required for the proposed development after the PD1 parking reduction is applied. Per the Table of Minimum Parking standards (CBJ 49.40.210), staff determined that the art instruction areas most closely relate to light or medium manufacturing, rather than a university or college. The same parking classification of manufacturing was used for a similar project, the Juneau Makerspace, permitted in 2018 (USE2018 0019).

Use Category	Total Sq. Ft.	Parking Requirement	Total Spaces
General Office	560	1 per 300 sq. ft.	1.87
Library	405	1 per 600 sq. ft.	0.68
Manufacturing	3437	1 per 1000 sq. ft.	3.44
Specialty Retail	388	1 per 300 sq. ft.	1.29
Storage	1393	1 per 1000 sq. ft.	1.39
		Total Parking Requirement:	8.67
		Total Parking Requirement w/PD1 Reduction:	**3.47**

With the PD1 reduction applied, the proposed development is required to have three (3) parking spaces. As discussed above, the subject parcel provides 32 required parking spaces for the SHI Soboleff building, and no spaces are required for the existing building on the site. The total parking requirement for the development is 35 spaces. Two (2) ADA accessible spaces are required and one (1) space must be ADA van accessible.

A commercial building measuring 5,000 – 24,999 square feet requires one (1) off-street loading space. In the PD1 Parking District, this requirement is reduced by 60% meaning that .40 loading spaces would be required; this is rounded to the nearest whole number, resulting in zero (0) off-street loading spaces required for the proposed building.

Attachment C contains a preliminary parking plan. The applicant depicts forty-one (41) spaces in the new subsurface parking garage and nine (9) spaces in the proposed surface parking lot. Three (3) of these spaces are ADA accessible; no van accessible spaces are shown. A total of fifty (50) parking spaces are proposed; the existing surface parking lot on the subject parcel currently contains 45 parking spaces. Staff recommends as a condition of approval that a revised parking plan showing the required ADA van accessible space be submitted prior to the issuance of a building permit.

On-street Parking – The applicants propose the relocation of three (3) existing on-street parking spaces on Seward Street, and to remove one (1) on-street parking space from Front Street. The removal of the parking space along Front Street provides access to the entrance/exit to the proposed surface parking lot. These changes are shown on the site plan found in Attachment C.

Removal of the one (1) on-street parking space to accommodate the entrance/exit to the proposed surface parking lot has been reviewed by CBJ Engineering and Public Works (E&PW). Staff recommends as a condition of approval that a CBJ Right-of-Way Permit be obtained for any work in the right-of-way prior to commencing work.

Vegetative Cover and Landscaping – There is no minimum vegetative cover requirement for the MU zoning district. The applicant's conceptual drawings show landscaping within the plaza.

Drainage and Snow Storage – According to CBJ E&PW, an engineered drainage plan is required prior to the issuance of a building permit or right-of-way permit. This requirement was included in the pre-application conference notes found in Attachment A. Engineered drainage and constructions plans for the proposed raised crosswalk on Seward Street are required (Attachment E). Staff recommends that a snow storage plan be provided for building permit review. This has been added as a recommended condition of approval.

Lighting – A lighting plan has not been submitted. According to 49.40.230(d), parking areas shall be suitably lit and all proposed fixtures shall be full cut-off design. A lighting plan is required with the building permit application for review and approval by CDD; this has been added as a recommended condition of approval.

Non-motorized transportation – The applicant proposes to construct an uncovered pedestrian plaza and surrounded by covered walkways. The proposed building will have canopies on three sides. According to the project site plan, portions of the canopy attached to the eastern and western sides of the proposed buildings will encroach into the public right-of-way. Any canopy encroachments into the public right-of-way will be required to meet the criteria in CBJ 49.15.800; this will be reviewed during building permit review.

The project narrative is silent on provisions for users arriving by bicycle. According to the 2009 Juneau Non-Motorized Transportation Plan, *bike racks should be installed in convenient and visible locations as close to the buildings* [sic] *front entrance as possible.* Additionally, the plan calls for bike racks to be designed to accommodate a "U-type lock."

As discussed below, the 2013 Comprehensive Plan and the Nonnotarized Transportation Plan encourage a balanced and multi-modal transportation system. Staff recommends as a condition of approval that the applicant install covered bike racks for at least four (4) bicycles; the racks must meet standards for bicycle racks listed in the 2009 Juneau Non-Motorized Transportation Plan.

Historic District – The subject parcel is not located within the Downtown Historic District Boundaries. Front Street, along the subject parcel's northern property line, is located within the boundary of the Downtown Historic District (Attachment D).

Noise – The proposed arts instructional building will house workshops for woodwork, metalwork, and fiber/textile work. Some noise is expected to be produced from the wood and metal workshops. Light and medium manufacturing uses are allowed with a Conditional Use Permit in the MU Zoning District according to the CBJ 49.25.300 category 4.050 and 4.070.

> *Manufacturing, light, means the processing and/or fabrication of materials or products where no process involved will produce noise, vibration, air pollution, fire hazard or noxious emission that will disturb or endanger neighboring properties.*
>
> *Manufacturing, medium, means the processing and/or fabrication of materials or products where the process involved will produce noises, vibration, emissions or other impacts that are perceptible to neighboring property owners but are not offensive or obnoxious. These uses do not have a measurable negative effect on other businesses or property values.*

While some noise is expected to be generated from these uses, it is not expected to be out of character with the existing neighborhood or cause a negative effect on neighboring properties or businesses.

Public Health or Safety – There is no evidence that the proposed development will negatively impact public health or safety.

Habitat – There are no habitats protected by Title 49 that will be impacted by the proposed development.

Property Value or Neighborhood Harmony – There is no evidence that the proposed development will decrease property values or be out of character with the existing neighborhood.

Agency and Public Comments – Staff held an agency review period between March 26, 2020 and April 10, 2020. CBJ E&PW, Building Division, Assessor's Office, Docks and Harbors, Capital City Fire and Rescue, and the Alaska Department of Transportation and Public Facilities were invited to comment. CBJ E&PW comments are discussed throughout this report and can be found in Attachment E; no other agency comments were received.

At time of writing this staff report, no public comments regarding the proposed development were received.

Conformity with Adopted Plans – The proposed development, with recommended conditions, is in general conformity with the 2004 Long Range Waterfront Plan, the 2009 Juneau Non-motorized Transportation Plan, the 2013 Comprehensive Plan and the 2015 Juneau Economic Development Plan.

2013 Comprehensive Plan – The subject parcel has a Comprehensive Plan Future Land Use Designation of Traditional Town Center (Attachment D):

> *These lands are characterized by high density residential and non-residential land uses in downtown areas and around shopping centers, the University, major employment centers and public transit corridors, as well as other areas suitable for a mixture of retail, office, general commercial, and high density residential uses at densities at 18 or more residential units per acre. Residential and non-residential uses could be combined within a single structure, including off-street parking. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land.*

The proposed development is consistent with policies found in Chapter 5 Economic Development, Chapter 15 Cultural Arts and Humanities, and Chapter 16 Cultural and Historic Resources:

> *POLICY 5.5. TO MAINTAIN AND STRENGTHEN DOWNTOWN JUNEAU AS A SAFE, DYNAMIC AND PLEASANT CENTER FOR GOVERNMENT AND LEGISLATIVE ACTIVITIES, PUBLIC GATHERINGS, CULTURAL AND ENTERTAINMENT EVENTS, AND RESIDENTIAL AND COMMERCIAL ACTIVITIES IN A MANNER THAT COMPLEMENTS ITS RICH HISTORIC CHARACTER AND BUILDING FORMS.*
>
> *POLICY 5.11. TO ENCOURAGE THE LOCATION AND GROWTH OF LOCALLY-BASED BASIC SECTOR INDUSTRIES THAT PROVIDE YEAR-ROUND, FULL-TIME EMPLOYMENT AND PROVIDE TAX REVENUES THAT SUPPORT PUBLIC SERVICES.*
>
> *POLICY 15.1. TO SUPPORT THE ARTS AS A VITAL ELEMENT OF COMMUNITY LIFE AND TO RECOGNIZE THE IMPORTANT ROLE THAT THE ARTS PLAY IN THE CULTURAL, SOCIAL, AND ECONOMIC WELLBEING OF THE COMMUNITY. IT IS FURTHER THE POLICY OF THE CBJ TO STRENGTHEN ITS ROLE AS A REGIONAL CULTURAL RESOURCE TO THE COMMUNITIES OF SOUTHEAST ALASKA.*
>
> *POLICY 16.4. TO PRESERVE AND PROTECT THE UNIQUE CULTURE OF JUNEAU'S NATIVE PEOPLES, INCLUDING BUILDINGS, SITES, ARTIFACTS, TOTEMS, TRADITIONS, LIFESTYLES, LANGUAGES, AND HISTORIES.*

Chapter 8 of the Comprehensive Plan Discusses transportation and provides the following policies relating to access and transportation. With recommended conditions, the proposed development is in general conformity with goals and polices related to transportation and access:

> *POLICY 8.5. TO PROMOTE A BALANCED, WELL-INTEGRATED LOCAL MULTI-MODAL SURFACE TRANSPORTATION SYSTEM THAT PROVIDES SAFE, CONVENIENT AND ENERGY-EFFICIENT ACCESS AND TRANSPORT FOR PEOPLE AND COMMODITIES.*

8.5 - DG4 Minimize access roadways or driveways onto major and minor arterial roadways or highways by requiring shared access points, such as a frontage road, and connections to adjacent subdivisions' roadways that lead to a "downstream" controlled or grade-separated intersection.

POLICY 8.6. TO PROMOTE AND FACILITATE TRANSPORTATION ALTERNATIVES TO PRIVATE VEHICLES AS A MEANS OF REDUCING TRAFFIC CONGESTION, AIR POLLUTION AND THE CONSUMPTION OF FOSSIL FUELS, AND TO PROVIDE SAFE AND HEALTHY MEANS OF TRANSPORTATION TO ALL PEOPLE.

8.6 - DG4 Provide secure, weatherproof bike parking and storage facilities at public buildings and in private developments, particularly developments located along transit corridors.

2004 Long Range Waterfront Plan – The subject parcel is within the study area for the 2004 Long Range Waterfront Plan. One goal in the plan is to *Strengthen tourism product offerings as well as downtown retail, entertainment, residential and service activities*. Expanding performing arts and cultural facilities was also identified as a community priority within the plan.

2009 Juneau Non-motorized Transportation Plan – With the recommended condition to require bicycle racks, the proposed would be in general conformity with the following policies of the Non-motorized Transportation Plan:

POLICY 5 – TRANSPORTATION PLANNING. Integrate motorized and non-motorized transportation planning.

POLICY 10 – BICYCLE RACKS. Provide more bicycle racks.

2015 Juneau Economic Development Plan – The Economic Development Plan identifies the downtown core as an area where development initiatives should be focused; specifically the plan calls for the revitalization of downtown. The proposed development is consistent with the following goals, policies, and objectives identified in the plan:

Goal: Revitalize Downtown, building the link between economic vitality and livable, mixed-use neighborhoods.

Goal: Build on our strengths to expand business opportunities where we have natural/competitive advantages.

Objective 3: Build Juneau's role as a regional arts and culture hub.

Action 3-B: Support Juneau's development and image as a center for Pacific Northwest Tlingit, Haida, and Tsimshian traditions and art. Build on the powerful presence of the new Walter Soboleff Center as a research and cultural center. Support the role played by UAS in growing the capacity of Native Alaskan artists by offering a Northwest Coast Native Arts Minor and

Occupational Endorsement on the Juneau campus, as well as developing a Tlingit language program.

FINDINGS

CBJ 49.15.330 (e)(1), Review of Director's Determinations, states that the Planning Commission shall review the Director's report to consider:

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses; and,
3. Whether the development as proposed will comply with the other requirements of this chapter.

The Commission shall adopt the Director's determination on the three items above unless it finds, by a preponderance of the evidence, that the Director's determination was in error, and states its reasoning for each finding with particularity.

CBJ 49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area; or,
3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ 49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

1. Is the application for the requested conditional use permit complete?

Yes. Staff finds the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Sections 2.200, 3.050, 4.070, 5.300, and 10.100 for the Mixed Use zoning district.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the May 1, 2020 and May 10, 2020 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public right-of-way.

4. Will the proposed development materially endanger the public health or safety?

No. There is no evidence that the proposed development will materially endanger the public health or safety.

5. Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?

No. There is no evidence that the proposed development will substantially decrease the value or be out of harmony with property in the neighboring area.

6. Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?

Yes. The proposed development, with recommended conditions, is in general conformity with the 2004 Long Range Waterfront Plan, the 2009 Juneau Non-motorized Transportation Plan, the 2013 Comprehensive Plan, and the 2015 Juneau Economic Development Plan.

Per CBJ 49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

7. Will the proposed development comply with the Juneau Coastal Management Program?

N/A

RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and **APPROVE WITH CONDITIONS** the requested Conditional Use Permit. The permit would allow the development of a Sealaska Heritage Institute arts campus building and plaza.

The approval is subject to the following conditions:

1. Prior to commencement of work, a CBJ Right-of-Way Permit is required for any work being done in the public right-of-way.
2. Prior to issuance of a building permit, a Shared Use Parking Agreement must be approved by the Community Development Department, and must be recorded with the State

Recorder's Office. The parking agreement must state that it may be nullified only when the Director has approved the nullification of the agreement on an instrument that is recorded with the State Recorder's Office.

3. Prior to issuance of a building permit, the developer shall submit to the CBJ Engineering Department a detailed drainage plan that includes provisions for managing storm water run-off during construction and details the drainage facilities to be included as part of the development. No building permit shall be issued until such plans are deemed adequate and approved by the CBJ Engineering Department.
4. Prior to the issuance of a building permit, the applicant shall submit a revised site plan showing snow storage location(s).
5. Prior to issuance of a building permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements of CBJ 49.40.230(d).
6. Prior to issuance of a building permit for the proposed structure, the applicant must submit a revised site plan showing all required parking that complies with the requirements of CBJ 49.40.
7. Prior to issuance of a temporary certificate of occupancy, wheel stops or striping shall be placed in the parking lot to define the location of parking spaces.
8. Prior to the issuance of a temporary certificate of occupancy, all pavement markings, including directional arrows, parking space stripes, and other markings shown on the project site plan, shall be applied to the parking and circulation area as shown on the site plan in a medium designed for such purposes.
9. Prior to the issuance of a temporary certificate of occupancy, one or more covered bicycle racks providing spaces for at least four (4) bicycles shall be provided. The rack(s) shall be permanently affixed to the ground, building, or other permanent fixture, and shall be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. Covered bicycle racks shall, at a minimum, be designed in accordance with the standards listed in the Juneau Non-Motorized Transportation Plan.
10. Access to the surface parking lot shall be limited to one (1) curb cut located on Front Street.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant

PROPERTY LOCATION

Physical Address
Property bound by Seward Street, Front Street, and Main Street totaling 23,200 sq.ft., used as parking 1 Sealaska Plaza

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)
New Subdivision underway TIDELANDS ADDITION BL 77 LT 1-7

Parcel Number(s)
1C070K770010

☐ This property located in the downtown historic district
☐ This property located in a mapped hazard area, if so, which _____

LANDOWNER/ LESSEE

Property Owner Sealaska Heritage Institute	Contact Person Russell King
Mailing Address 105 S Seward Street, Juneau, AK 99801	Phone Number(s) (907)-586-9108
E-mail Address russell.king@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 _____ Landowner/Lessee Signature — Date 3-20-20

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"

Applicant MRV Architects	Contact Person Paul Voelckers
Mailing Address 1420 Glacier Avenue	Phone Number(s) (907)-209-1353
E-mail Address paul@mrvarchitects.com	

X _____ Applicant's Signature — Date of Application 3-23-20

----DEPARTMENT USE ONLY BELOW THIS LINE----

RECEIVED
MAR 23 2020
PERMIT CENTER/CDD

RECEIVED
MAR 24 2020
PERMIT CENTER/CDD

Intake Initials	
LEC	
Case Number	Date Received
USE20-07.	3/24/20

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

To be completed by Applicant

PROJECT SUMMARY

The Project, for Sealaska Heritage Institute, establishes an Arts Plaza and Instructional Arts Facility in the area of current surface parking shared by Sealaska and SHI. This parking will be replaced and expanded with new underground parking, and 9 surface spots.

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

- ○ Accessory Apartment – Accessory Apartment Application (AAP)
- ◉ Use Listed in 49.25.300 – Table of Permissible Uses (USE)

Table of Permissible Uses Category: 4.050, Light Manufacturing ("Manufacturing, Processing, Creating.....Goods")

IS THIS A MODIFICATION or EXTENSION OF AN EXISTING APPROVAL? ○ YES – Case # _____ ◉ NO

UTILITIES PROPOSED WATER: ☑ Public ☐ On Site SEWER: ☑ Public ☐ On Site

SITE AND BUILDING SPECIFICS

Total Area of Lot 23,200 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) 7,568 sf + 15,830 gar. square feet 23,398SF

EXTERNAL LIGHTING

Existing to remain	◉ No	○ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures
Proposed	○ No	◉ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

ALL REQUIRED DOCUMENTS ATTACHED

☑ **Narrative including:**

- ☑ Current use of land or building(s)
- ☑ Description of project, project site, circulation, traffic etc.
- ☑ Proposed use of land or building(s)
- ☑ How the proposed use complies with the Comprehensive Plan

☑ **Plans including:**

- ☑ Site plan
- ☑ Floor plan(s)
- ☑ Elevation view of existing and proposed buildings
- ☑ Proposed vegetative cover
- ☑ Existing and proposed parking areas and proposed traffic circulation
- ☑ Existing physical features of the site (e.g.: drainage, habitat, and hazard areas)

If this is a modification or extension include:

- ☐ Notice of Decision and case number
- ☐ Justification for the modification or extension
- ☐ Application submitted at least 30 days before expiration date

----------DEPARTMENT USE ONLY BELOW THIS LINE----------

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	$1,000.00			
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$50.00			
Pub. Not. Sign Deposit	$100.00			
Total Fee	$1,150.00			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Case Number	Date Received
	LEC 3/24/20

Allowable/Conditional Use Permit Application Instructions

Allowable Use permits are outlined in CBJ 49.15.320, Conditional Use permits are outline in CBJ 49.15.330

Pre-Application Conference: A pre-application conference is required prior to submitting an application. There is no fee for a pre-application conference. The applicant will meet with City & Borough of Juneau and Agency staff to discuss the proposed development, the permit procedure, and to determine the application fees. To schedule a pre-application conference, please contact the Permit Center at 586-0770 or via e-mail at permits@juneau.org.

Application: An application for an Allowable/Conditional Use Permit will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

1. **Forms:** Completed Allowable/Conditional Use Permit Application and Development Permit Application forms.
2. **Fees:** Fees generally range from $350 to $1,600. Any development, work, or use done without a permit issued will be subject to double fees. All fees are subject to change.
3. **Project Narrative:** A detailed narrative describing the project.
4. **Plans:** All plans are to be drawn to scale and clearly show the items listed below:
   A. Site plan, floor plan and elevation views of existing and proposed structures
   B. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances
   C. Proposed traffic circulation within the site including access/egress points and traffic control devices
   D. Existing and proposed lighting (including cut sheets for each type of lighting)
   E. Existing and proposed vegetation with location, area, height and type of plantings
   F. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

Document Format: All materials submitted as part of an application shall be submitted in either of the following formats:

1. Electronic copies in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf (other formats may be preapproved by the Community Development Department).
2. Paper copies 11" X 17" or smaller (larger paper size may be preapproved by the Community Development Department).

Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

Review: As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. During this review period, the Community Development Department also sends all applications out for a 15-day agency review period. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All Allowable/Conditional Use Permit Applications must be reviewed by the Planning Commission for vote. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting.

Public Notice Responsibilities: Allowable/Conditional Use requests must be given proper public notice as outlined in CBJ 49.15.230:

The Community Development Department will give notice of the pending Planning Commission meeting and its agenda in the local newspaper a minimum of 10-days prior to the meeting. Furthermore, CDD will mail notices to all property owners within 500-feet of the project site.

The Applicant will post a sign on the site at least 14 days prior to the meeting. The sign shall be visible from a public right-of-way or where determined appropriate by CDD. Signs may be produced by the Community Development Department for a preparation fee of $50, and a $100 deposit that will be refunded in full if the sign is returned within seven days of the scheduled hearing date. If the sign is returned between eight and 14 days of the scheduled hearing $50 may be refunded. The Applicant may make and erect their own sign. Please contact the Community Development Department for more information.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Project: **Sealaska Heritage Institute - Arts Instruction Plaza**
Re: Project Description, Conditional Use Application
To: Laurel Christian, CDD Staff Planner
By: Paul Voelckers
Date: March 23, 2020 MRV 2003

This memo provides a general project description and background to support the Conditional Use application for the proposed SHI Arts Instruction Plaza.

Project: SHI, in cooperation with Sealaska Corporation, will redevelop the parking surface parking area between the Soboleff Building and the Sealaska Building into an Arts Instruction Plaza, developing a significant pedestrian plaza bounded by Sealaska Building to the south, Main Street to the West, a new Arts Instruction Building to the North along Front Street, and open to the Soboleff Building along Seward Street.

The Arts Instructional Building will be two stories in height, with four primary art workshops, and ancillary support areas. The instructional areas will include a wood carving area and weaving area on the first floor. Both will include operable doors which can be opened to the plaza in good weather. The upper level will include instructional areas for metal arts, and graphic arts. Support spaces will include digital work rooms, and resident artist offices.

Property: The project will be located in the area of the current surface parking lot adjoining the Sealaska Building. The property is currently composed of seven small lots which belong to Sealaska Corporation. Until recently, the property was believed to be a single lot, with the seven smaller lots consolidated many decades ago. That replat was never officially executed, a detail which until recently was unknown to either Sealaska Corporation or to the CBJ.

Sealaska Corporation is in the process of executing a subdivision which will consolidate the seven parcels into two parcels. One of the parcels will match the area intended for the Arts Instruction Plaza, and the other parcel will conform to the site and building currently used by the Sealaska Building.

As part of the replat, the parcel for the Instructional Arts Plaza will be deeded to SHI, totaling approximately 23,200 sq.ft. The Arts Instruction Plaza includes a covered canopy element which will partially overlap the Sealaska Building property, requiring a joint-use agreement between SHI and Sealaska Corporation. Sealaska and SHI understand that a building permit for construction activities cannot be granted until the replat process has been completed.

Current Land Use: The site for the Arts Plaza is the current surface parking for Sealaska Corporation and SHI. The shared parking lot was approved as part of the 2012 permit for the Walter Soboleff Building. It includes 45 parking spaces, drive lanes, and limited landscape buffers.

Project Description: The main project elements include a substantial below-grade parking area which provides new parking to replace 40 of the current above-grade parking lot. This lot will connect with the existing basement parking at the Sealaska Building. A new parking lot access ramp will be provided in a safer location further up Main Street, and the existing garage access ramp in-filled.

Nine spaces for parking above grade will be provided, with van aisle ADA access. That parking will be accessed from Main Street, with an exit onto Front Street. Total parking with the basement and surface parking totals 49, exceeding the new calculated parking requirement. See separate memo from Lee Kadinger, SHI, describing details of the arts instruction that will occur with new facilities. See separate MRV memo providing a detailed parking analysis.

The other major elements include a new pedestrian plaza (above the buried parking) that provides public assembly areas, and a new two-story building along Front Street for a Native Arts instruction totaling 7,568 sq.ft. A large covered pavilion located closer to Sealaska Building is desired, but may not be constructed at this time due to budget constraints. It will provide a 55' x 55' covered space for flexible all-weather event use in the plaza.

Design Features: The buildings will be finished and detailed similar to the Walter Soboleff Building, with yellow cedar as the predominant finish material, with glass areas and copper accents. A glass canopy will be provided along three sides of the Arts building. A glass canopy will also be provided between the Arts building and the Sealaska Building, creating an attractive pedestrian link. The walkway has sufficient width to incorporate artist work and sales spaces along the walkway.

The plaza will be finished with concrete pavers over a structural concrete roof structure. The plaza will have a general gentle slope toward Front Street, with surface run-off captured through the use of trench drains along the interior plaza frontage of the Arts building. That drainage will be consolidated with piped roof drainage, perimeter drainage, and garage drainage to a sump pump basin, which is then pumped to CBJ drainage piping in Front Street.

Site lighting has not yet been designed. Existing sidewalk lighting will be replaced by new fixtures, or met with lighting integrated with new canopy lighting. Lighting will be managed to avoid glare, and spill projecting off-site. Details of lighting will be incorporated with the final permit drawings.

Compliance with Comprehensive Plan: The Instructional Arts Plaza aligns very well with the Comprehensive Plan for downtown, as well as more recent documents such as the Vision component for *Blueprint Downtown.*

Positive aspects include a focus on pedestrian spaces, creation of year-round economic and cultural vitality, and reducing the negative impact caused by significant surface parking lots. The new plaza, with its focus on pedestrian amenities, and use of positive urban planning steps like covered canopies, will help vitalize the downtown cultural center, provide increased economic activity, and emphasize cultural and community values.

MRV ARCHITECTS

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

Project: Sealaska Heritage Institute - Arts Instruction Plaza
Re: Property Line Replat, SHI and Sealaska Properties
To: Laurel Christian, CDD Planner; Lee Kadinger, SHI; Murray Walsh, Sealaska
Cc: Russell King, SHI; Heath Barqer, Sealaska
By: Paul Voelckers
Date: April 10, 2020 MRV 2003

This memo identifies resolution of property line boundaries for the Sealaska Heritage Institute (SHI) property, intended to be utilized for the new SHI Arts Instruction Plaza. The property is currently owned by Sealaska Corporation, and generally used for surface parking. Portions will be replatted and ownership transferred to SHI to create a new lot for plaza development.

Thorough this process, the existing Sealaska property was found to consist of seven individual lots which have never been platted into an accepted single parcel. Consolidating the seven lots will also be accomplished as part of the replat necessary to establish the SHI Arts Instruction parcel. The end result will be a new plat with two lots roughly equal in size, owned by SHI and Sealaska.

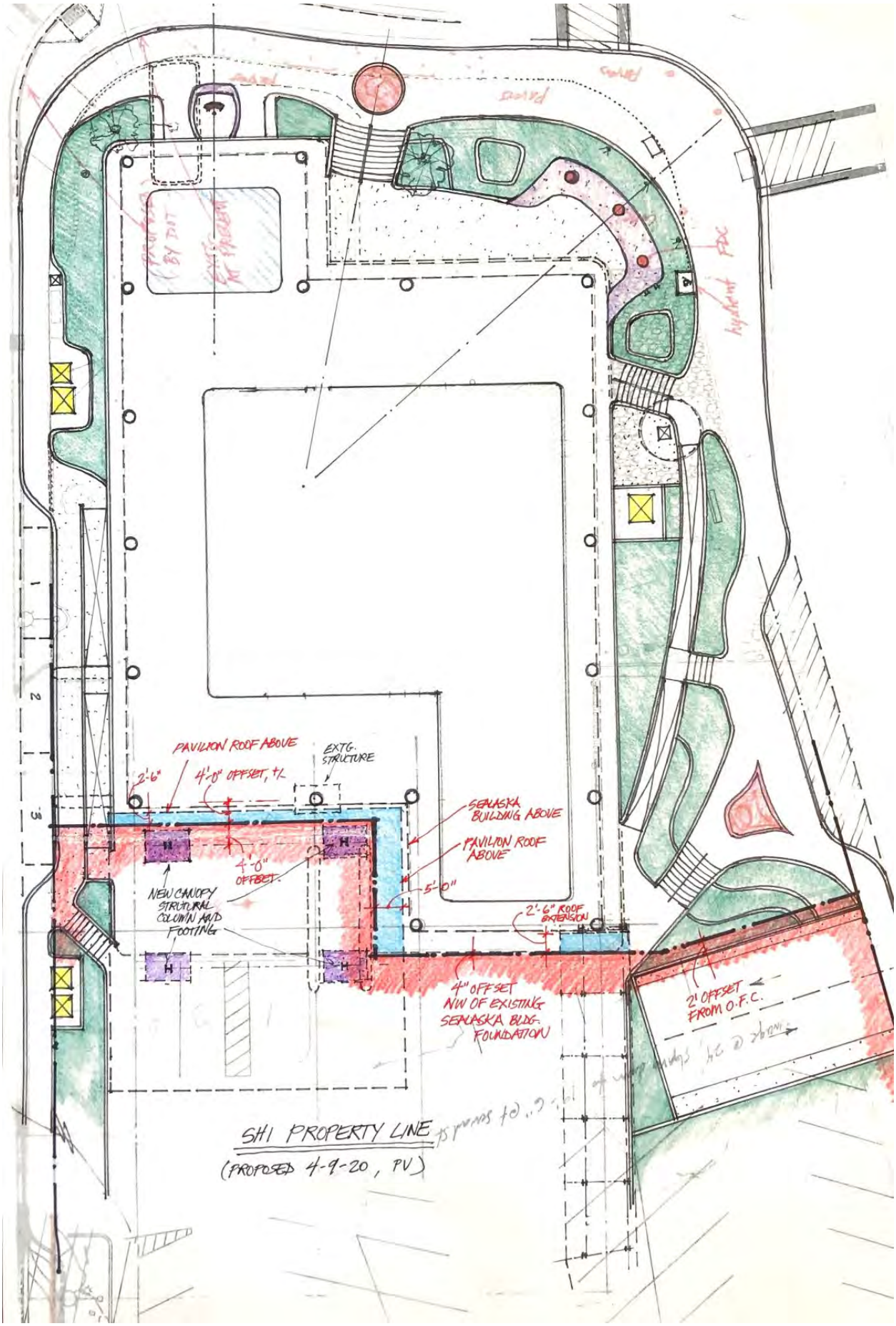
The property line between the new SHI Arts Plaza parcel and the remaining Sealaska parcel has been revised from earlier MRV drawings. A new property line location has been identified per attached drawings, illustrating both the plaza level and garage level. This revised location captures the four major columns supporting the SHI pavilion within SHI property. Previously, two columns had occurred within Sealaska property, creating a non-conforming situation.

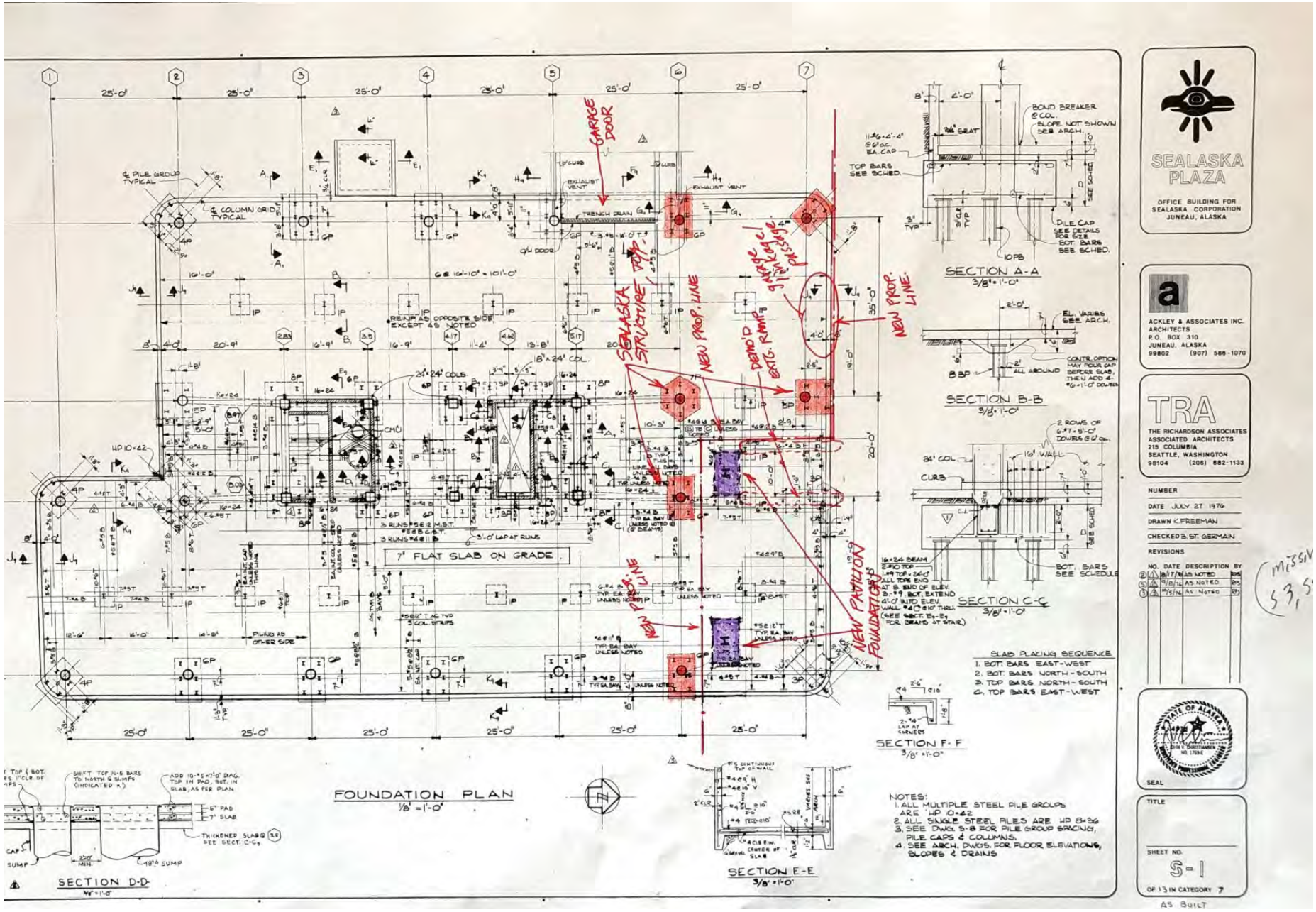
Portions of the existing basement (currently used for storage) will now be transferred to SHI ownership, as shown in the basement property line drawing. Primary structure for both Sealaska and the SHI pavilion are thus entirely separated. Limited demolition will occur for the pavilion construction, including removal of portions of the existing plaza deck, and installation of new foundations and columns in the SHI basement portion. Even though this corner will be owned by SHI, an agreement will be made for Sealaska to continue to use the area for storage.

Two additional conditions exist, with resolution as follows. As shown on the attached plaza plan, some encroachments by roof features associated with the SHI development will extend across the Sealaska property line. These include the end of the pedestrian covered canopy, and portions of the pavilion roof. These limited encroachments, shown in a blue tone, will be permitted through a maintenance easement agreed to by the parties, and included as a plat note.

The other issue concerns access to the below-grade parking structures. A single new entrance ramp is proposed on SHI property, serving both the existing garage portion and the new garage underlying the SHI plaza development. The existing Sealaska ramp will be removed and in-filled, allowing a bus drop-off to be created in that area.

Access to the Sealaska garage portion will require a driveway easement between the two parties. Such agreements have been implemented in other relevant projects within the Borough.


PAVILION ROOF ABOVE
EXTG. STRUCTURE
2'-6"
4'-0" OFFSET, +/-
SEALASKA BUILDING ABOVE
PAVILION ROOF ABOVE
4'-0" OFFSET
5'-0"
NEW CANOPY STRUCTURAL COLUMN AND FOOTING
2'-6" ROOF EXTENSION
4" OFFSET NW OF EXISTING SEALASKA BLDG. FOUNDATION
2' OFFSET FROM O.F.C.
SHI PROPERTY LINE
(PROPOSED 4-9-20, PV)


FOUNDATION PLAN
1/8" = 1'-0"
7" FLAT SLAB ON GRADE
GARAGE DOOR
SEALASKA STRUCTURE
NEW PROP. LINE
DEMO'D EXTG. RAMPS
NEW PLAZA LINE
NEW PAVILION FOUNDATION
SECTION A-A
3/8" = 1'-0"
SECTION B-B
3/8" = 1'-0"
SECTION C-C
3/8" = 1'-0"
SECTION D-D
SECTION E-E
3/8" = 1'-0"
SECTION F-F
3/8" = 1'-0"
SLAB PLACING SEQUENCE
1. BOT. BARS EAST-WEST
2. BOT. BARS NORTH-SOUTH
3. TOP BARS NORTH-SOUTH
4. TOP BARS EAST-WEST
NOTES:
1. ALL MULTIPLE STEEL PILE GROUPS ARE HP 10×42
2. ALL SINGLE STEEL PILES ARE HP 8×36
3. SEE DWGS. S-8 FOR PILE GROUP SPACING, PILE CAPS & COLUMNS.
4. SEE ARCH. DWGS. FOR FLOOR ELEVATIONS, SLOPES & DRAINS
SEALASKA PLAZA
OFFICE BUILDING FOR SEALASKA CORPORATION JUNEAU, ALASKA
ACKLEY & ASSOCIATES INC. ARCHITECTS
P.O. BOX 310
JUNEAU, ALASKA
99802 (907) 586-1070
TRA
THE RICHARDSON ASSOCIATES ASSOCIATED ARCHITECTS
215 COLUMBIA
SEATTLE, WASHINGTON
98104 (206) 682-1133
NUMBER
DATE JULY 27 1976
DRAWN K. FREEMAN
CHECKED B. ST. GERMAIN
REVISIONS
NO. DATE DESCRIPTION BY
SEAL
TITLE
SHEET NO. S-1
OF 13 IN CATEGORY 7
AS BUILT

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

SHI Arts Plaza

Case Number: PAC20200013

Applicant: Spencer Stekoll

Property Owner: Sealaska Corporation

Property Address: 1 Sealaska Plaza

Parcel Code Number: 1C070K770010

Site Size: 45,732 Square Feet

Zoning: MU

Existing Land Use: Office Building / Parking

Conference Date:	3/4/2020
Report Issued:	3/13/2020

List of Attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
Spencer Stekoll	Applicant	spencer@mrvarchitects.com
Chris Gilberto	Applicant	cgilberto@dawson.com
Kendall Nielsen	Applicant	knielsen@dawson.com
Russell King	Applicant	russell.king@sealaska.com
Paul Voelckers	Applicant	paul@mrvarchitects.com
Laurel Christian	Planning	laurel.christian@juneau.org
John Young	Building	john.young@juneau.org
Autumn Sapp	General Engineering	autumn.sapp@juneau.org
Sven Pearson	Fire	sven.pearson@juneau.org
Kyle Paw	Permit Tech	kyle.paw@juneau.org

Conference Summary

Questions/issues/agreements identified at the conference that weren't identified in the attached reports. The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

Applicant plans to construct a new arts campus and perform a subdivision to separate the new building from the existing Sealaska Plaza building. The Conditional Use Permit and Minor Subdivision application processes were discussed at the pre-app and covered in these pre-app notes.

Planning Division

1. **Zoning** – Mixed Use Zoning District (MU).
2. **Dimensional Standards (for the subdivision)** – Minimum lot size 4,000 square feet; minimum lot width 50'; minimum lot depth 80'.
3. **Setbacks** – 0' setbacks on all sides.
4. **Height** – No maximum building height.
5. **Lot Coverage** – No maximum lot coverage.
6. **Vegetative Coverage** – No vegetative cover required.
7. **Subdivision** – According to plat no. 340 Juneau Recording District, the parcel is actually made up of 7 individual lots. Staff has found no evidence that a lot consolidation was approved by CBJ or filed with the State Recorders Office. If the applicant can produce information that supports a lot consolidation, staff would review the materials.
    a. **Buildings cannot cross interior property lines even when the parcels are owned by one person**. No building permit can be issued until the lots are consolidated.
8. **Access** – Parcel is bordered by 4 ROWs. Vehicular Access is currently provided through Main Street and Seward Street.
    a. Easements for access should be provided where shared points of access are proposed.
9. **Parking & Circulation** – Parking is calculated based on use. A parking schedule should be included with the application describing how many square feet is dedicated to each use and how many parking spaces are required.
    a. Parking District 1 (PD1): Parcel is in the PD1 parking district. Parking requirements do not apply to the existing building on the site. Parking for the new building on the site will be reduced by 60%, this includes standard parking spaces and off-street loading spaces.
    b. Fee in Lieu (FIL) – Parcel is located in the Downtown Fee in Lieu of Parking District. If the applicant cannot meet parking requirements, they can apply for FIL of parking.
    c. **Because the parcel is in the PD1 and FIL parking districts, the applicant cannot apply for a Parking Waiver.**
    d. The number of required ADA accessible spaces will be calculated based on the total number of spaces required for the lot.
    e. The existing parking lot on the site provides parking for the neighboring Sealaska Walter Soboleff Heritage Center. According to USE2013 00012, 32 spaces were required for the Soboleff Center after the PD1 reduction. These parking spaces must remain available to the Soboleff Center.

i. If these are not available during construction, the applicant should discuss where temporary parking spaces can be provided.

10. **On-street Parking Spaces** – The permanent removal of any on-street parking spaces requires a City-State Project (CSP) review by the Planning Commission and Assembly. It should be noted/shown in the application materials how many spaces the request is for.
11. **Historic District** – The parcel is not located in the Downtown Historic District, however; Front Street abutting the parcel is within the district.
12. **Canopies & Awnings** – See CBJ 49.15.800 for standards.
13. **Lighting** – Applicant should submit a lighting plan with the application that demonstrates the type and location of proposed lighting. All lighting shall be "full cut-off design".
14. **Construction Staging Area** – Temporary construction staging areas may require a separate Conditional Use Permit, depending on the zoning district and site size. See TPU USE Category 10.400.
15. **Flood** – Not in the flood hazard area.
16. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – No known at this time.
17. **Wetlands** – No known at this time.
18. **Habitat** – (Eagle – remind applicant to check with Feds; Riparian, etc.) – No known at this time.
19. **Plat or Covenant Restrictions** – No known at this time.

Building Division

20. **Building** – Plans will be reviewed during building permit review.
21. **Outstanding Permits**
    a. BLD20190029 – Interior remodel to add a wall, including electrical
    b. BLD20180565 – New coffee kiosk
    c. BLD20180176 – Interior remodel to create employee break room and access corridor
    d. BLD20160530 – Domestic water pipe replacement, and bathroom remodel on first floor
    e. BLD20160003 – Direct replacement of generator
    f. BLD20150513 – Upgrade mechanical, modify HVAC, and miscellaneous electrical

General Engineering/Public Works

22. **Engineering** –
    a. For the conditional use permit application, please submit a compete proposal of modifications to the right-of-way. The plan shall include all true dimensions of the street, sidewalk, curb, gutter, street lighting, on-street parking, and any other improvements within the rights-of-way. Any improvement or parking space within the right-of-way that is proposed to be removed or modified shall be included and identified as such.
    b. **Easements**: Site plan (plat) shall include all existing (and proposed) easements for drainage, utility lines including plumbing lines, access, snow storage, trash (dumpster) storage, or any other shared use that requires crossing the property line.
    c. **Agreements:** A maintenance and hold harmless (of CBJ) agreement will need to be drafted, signed, and recorded for all shared infrastructure for the development, e.g. driveway, water, sewer, etc.

d. **Right-of-way work:** At time of application for site construction, a professional stamped and signed plan shall be submitted for all roadway modifications such as driveways and sidewalks. Once the construction plan is approved, CBJ will create the ROW permit. Inspection fees, refundable bond amount, and conditions will be determined after review of the proposed construction plan.

e. **Right-of-way closures:** Traffic control plans shall be developed by a certified traffic control supervisor and submitted to the CBJ Permit Center a minimum of 72 hours prior to any traffic modifications.

23. **Drainage** – With preliminary plat submittal, submit a drainage plan (does not need to have a professional stamp at this point) indicating how drainage from the proposed subdivision will join an established drainage channel or structures. Easements must be provided on the plat for all established drainage ways or any proposed drainage ways that cross any current or future abutting property lines.

    At the time of building permit application a full Alaska licensed engineered grading plan shall be submitted and shall include storm drain tie-in locations. The plan shall adhere to CBJ Manual of Stormwater Best Management Practices. In addition to permanent stormwater BMPs a plan for temporary stormwater BMPs shall also be included and shall address the different stages of construction.

24. **Utilities** – (water, power, sewer, etc.)

    a. A minimum of 1" water service and 4" sewer service will need to be installed to the property line of the newly created lot within one-year of recording of the plat. At the time of preliminary plat submittal, please submit a construction plan for the new utilities. The submittals must meet current CBJ Standards and Specifications. The plan needs to include pipe locations, type, sizing, for both water and sewer and grades for sewer to indicate appropriate fall will be achieved. The construction plan can be shown on an existing as-built drawing that also includes existing features such as structures and other existing utilities.

       The following permits will need to be obtained to provide utilities to the property line of newly created lot:

    b. **CBJ right-of-way (ROW) permit**- Once the construction plan for the utilities is approved, CBJ will create the ROW permit. The permit will allow the tapping of the water and sewer mains, water and sewer service installation, and road restoration within the right-of-way. Inspection fees, refundable bond amount, and conditions will be determined after review of the proposed construction plan. The extension of the utilities within the property will require further permitting and fee assessments. This process is done separately from the subdivision and typically in conjunction with the building permit application.

    c. At the time of the building permit application submit signed mechanical engineer plans for the following work within the private property:

       i. **Water Utility permit** – for the water/fire line to be installed to the new structure. The line sizing is determined by the engineer. The meter is required to be installed prior to any branches in the plumbing line. The meter location and sizing shall be shown on the mechanical plans. See the attached CBJ Standard Detail 420, Meter Installation, for meter clearances and conduit installation requirements for the remote read-out (MIU) installation. The meter installation and conduit installation is the responsibility of the applicant. A water assessment will need to be paid and will be determined after sizing of meter and domestic line are identified.

       ii. **Sewer Utility permit** – for the sewer line to be installed to the new structure. The line sizing is determined by the engineer. The mechanical plans shall include a drainage

fixture unit (DFU) count. A sewer assessment and inspection fees will need to be paid and will be determined after review of the DFU's and the configuration of the underground sewer line.

Fire Marshal

25. **Fire Items/Access** – Will review and comment during plan review process.

Other Applicable Agency Review

26. DOT&PF / Alcohol Beverage Control Board / Army Corps / DEC (wastewater) / DNR / USF&W / F&G / FAA / Corrections…

List of required applications

Based upon the information submitted for pre-application review, the following list of applications must be submitted in order for the project to receive a thorough and speedy review.

1. Conditional Use Permit Application
2. Development Permit Application
3. Minor Subdivision Application

Additional Submittal Requirements

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. A copy of this pre-application conference report.
2. Preliminary Plat Checklist (to accompany the subdivision application)
3. As-built survey showing existing building in relation to proposed property lines (to accompany the subdivision application)

Exceptions to Submittal Requirements

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be reviewed.

1. NA

Fee Estimates

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

1. Conditional Use Permit Fee – $750.00
2. Public Notice Sign Fee - $50.00 plus $100.00 refundable deposit
3. Minor Subdivision Fee – $110.00 plus $25.00 for each lot changed
    a. This fee applies since the existing parcel would go from 7 lots to 2 lots.
4. ROW Permit (work within the ROW and will apply for each submittal of ROW work):
    a. $10 permit fee
    b. Inspection fees - $60 per inspection trip or hour, will be determined at time of construction plan review

   c. Refundable bond – will be determined at time of construction plan review. Can be paid in the form of cash, check, surety, or conveyance.
   d. Bond fee – dependent on type of bond payment.

5. Water Utility Permit (work within private property):
   a. Water assessment fee based on the domestic line size and will be determined during plan review. Covers the cost of permit issuance, issuance of meter, and MIU installation.
   b. $750.00 -Fire Line. Covers the cost of inspection and testing.
6. Sewer Utility Permit (work within private property):
   a. Based on DFU and will be determined at time of plan review.
   b. $60.00 per inspection or trip, will be determined at time of construction plan review.

For informational handouts with submittal requirements for development applications, please visit our website at www.juneau.org/cdd.

Submit your Completed Application
You must submit your application(s) in person with payment made to:

City & Borough of Juneau, Permit Center
230 South Franklin Street
Fourth Floor Marine View Center
Juneau, AK 99801

Phone: (907) 586-0715
Fax: (907) 586-4529
Web: www.juneau.org/cdd

SEALASKA HERITAGE ARTS CAMPUS

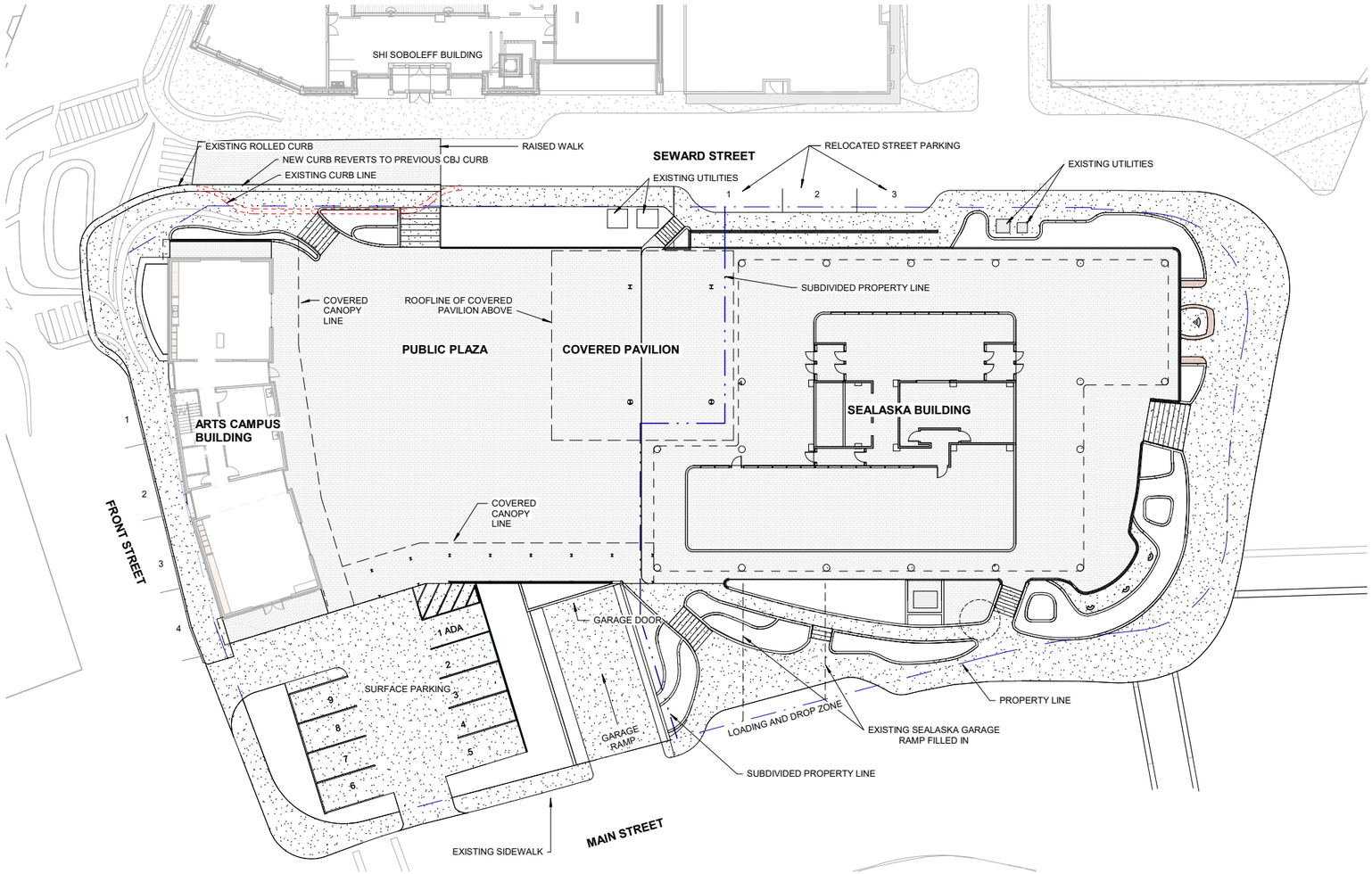
For

Sealaska Heritage Institute

SHEET #	NAME
-	COVER
A1	SITE PLAN
A2	GARAGE PLAN
A3	SITE SECTION
A4	BUILDING PLAN 0
A5	BUILDING PLAN 1
A6	BUILDING PLAN 2
A7	BUILDING SECTIONS
A8	BUILDING SECTION ENLARGEMENT
A9	BUILDING ELEVATIONS
A10	PAVILION SECTION
A11	SITE DRAINAGE PLAN
A12	SEWARD CORNER 3D
A13	SEWARD ST 3D

MRV ARCHITECTS
ARCHITECTURE | PLANNING | INTERIORS

CONCEPT DRAWINGS
MARCH 23, 2020



1 SITE PLAN
1" = 20'-0"

NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

4/16/2020 6:54:11 PM C:\Users\steko\002\MRV Dropbox\MRV DATA\2020\2003 SHI Art Plaza\REVIT\SHI ARTS CAMPUS.rvt

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
PAUL DELCKERS
OR 6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

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

MRV 2003

SCHEMATIC DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:

SITE PLAN, GENERAL

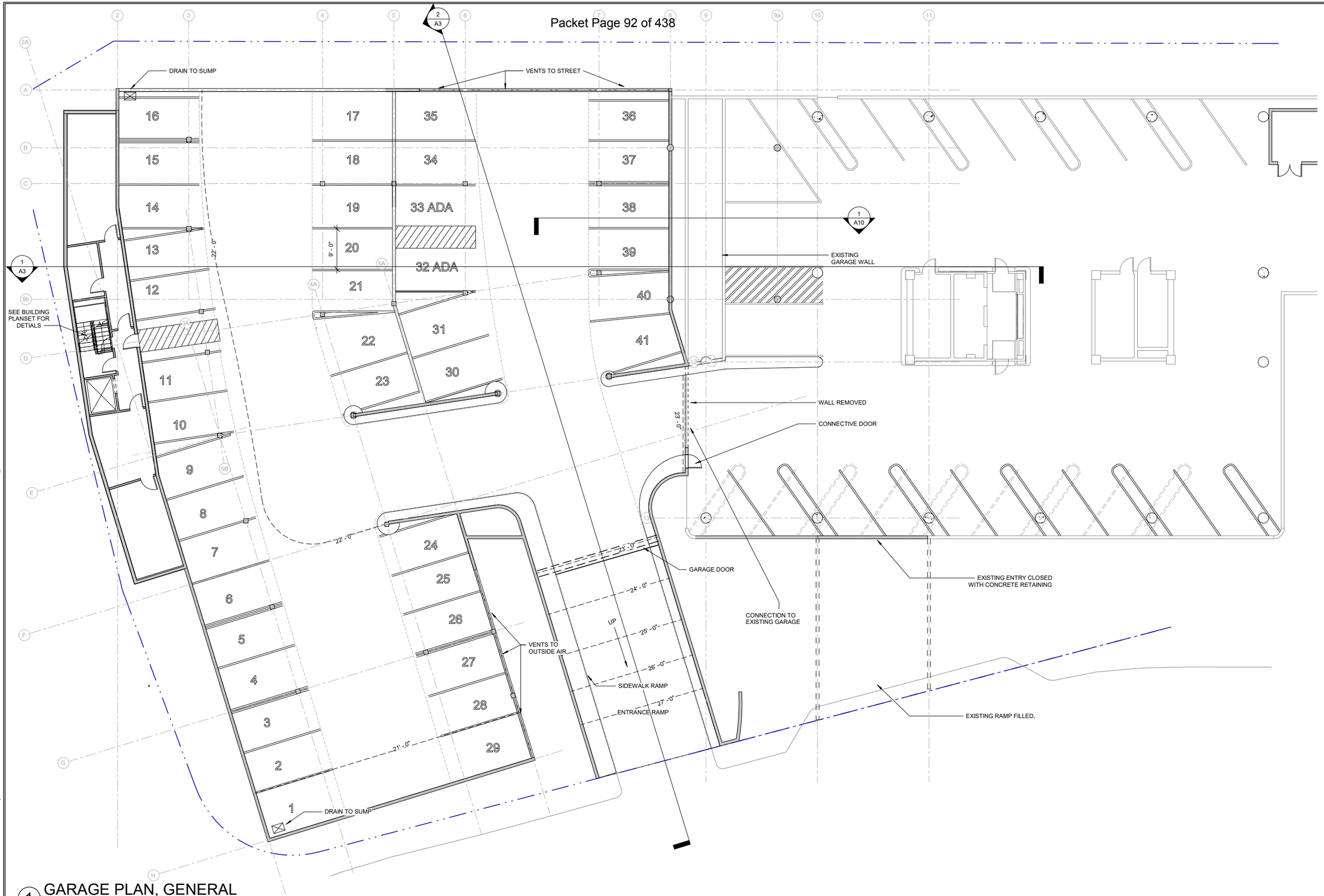
DATE: 04.14.2020

DRAWN: MRV

CHECKED: PV

SHEET NO.

A100



1 GARAGE PLAN, GENERAL
1" = 10'-0"

NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

3/24/2020 9:58:49 AM C:\Users\steko\002\MRV Dropbox\MRV DATA\2020\2003 SHI Art Plaza\REVIT\RAISED PLAZA VERSION\SHI ARTS CAMPUS ELEVATED GARAGE CENTRAL_detached.rvt

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
MICHAEL DELCKERS
OB-6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

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

MRV 2003

CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

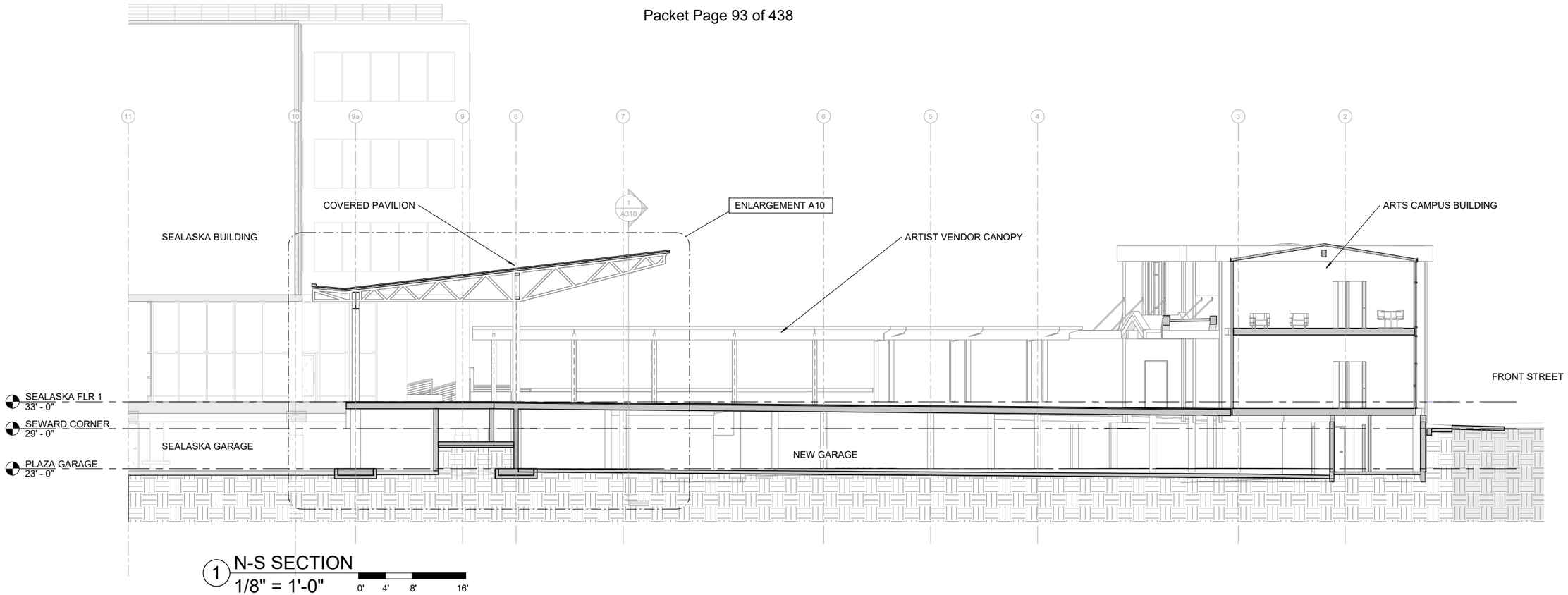
Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:
GARAGE PLAN, GENERAL

DATE: 03.23.2020
DRAWN: MRV
CHECKED: PV

SHEET NO.
A2



1 N-S SECTION
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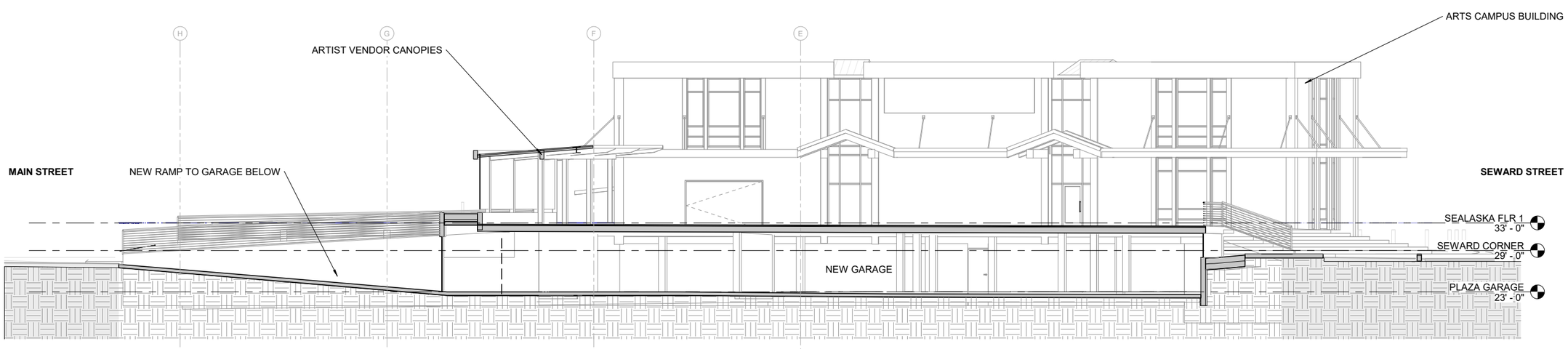
0' 4' 8' 16'



2 E-W SECTION AT RAMP
1/8" = 1'-0"
0' 4' 8' 16'

NOTE: 11"x 17" PRINT IS HALF SIZE

3/24/2020 9:57:56 AM C:\Users\steloli0021\MRV Dropbox\MRV DATA\2020\2003 SHI Art Plaza\REVIT\RAISED PLAZA VERSION\SHI ARTS CAMPUS ELEVATED GARAGE CENTRAL_detached.rvt

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
PAUL DELCKERS
OB. 6536-A

MRV ARCHITECTS
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907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

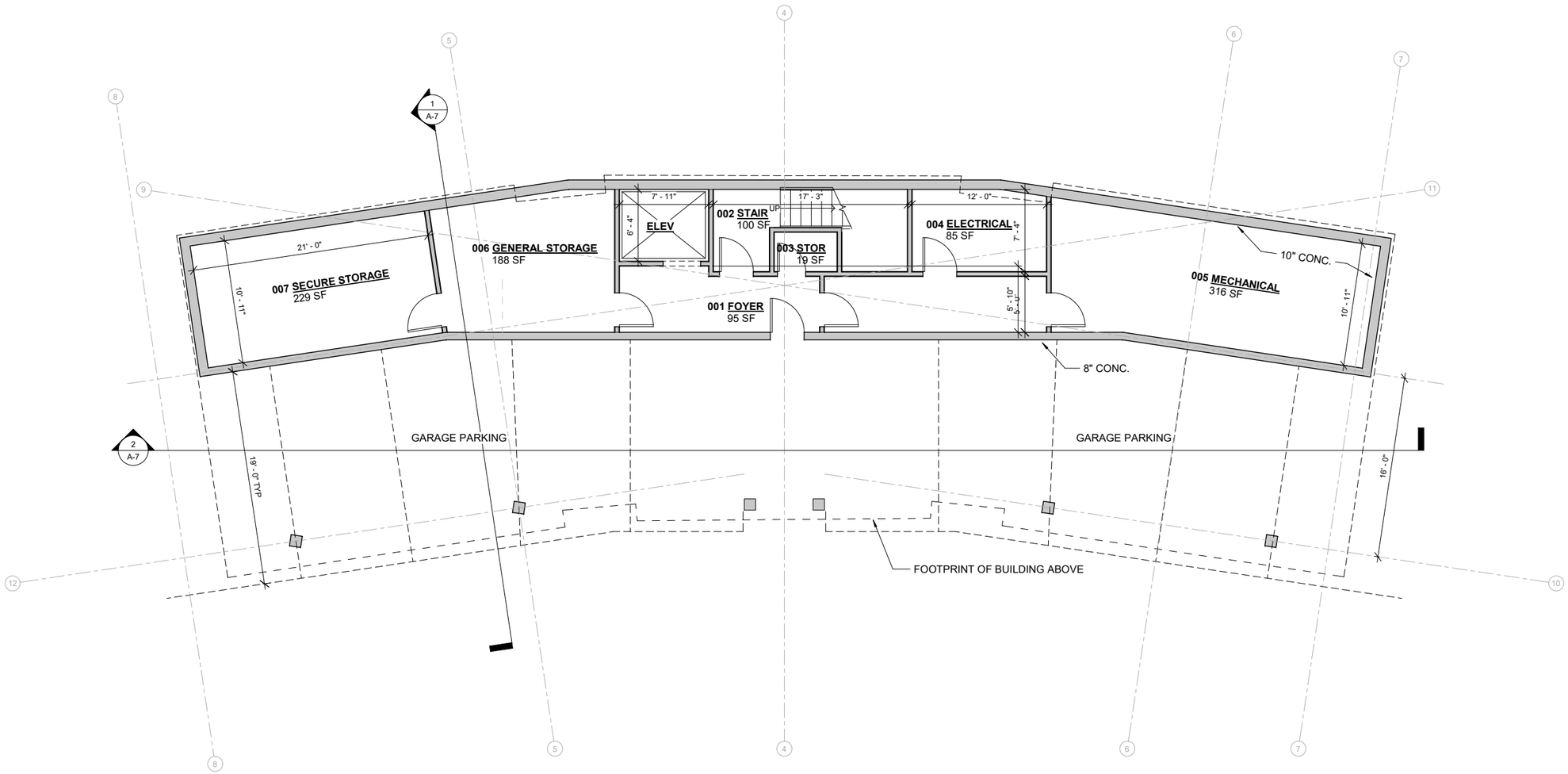
Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:
SITE SECTIONS

DATE: 03.23.2020
DRAWN: MRV
CHECKED: PV

SHEET NO.
A3



1 BASEMENT
3/16" = 1'-0"

0' 2' 4' 8'

TOTAL SF: 1318

ACTUAL NORTH
PROJECT NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

3/24/2020 11:30:34 AM C:\Users\steko\002\MRV Dropbox\MRV DATA\2020\2003 SHI Art Plaza\REVIT\RAISED PLAZA VERSIONS\SHI ARTS CAMPUS BUILDING_RAISED.rvt

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OR-6536-A

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

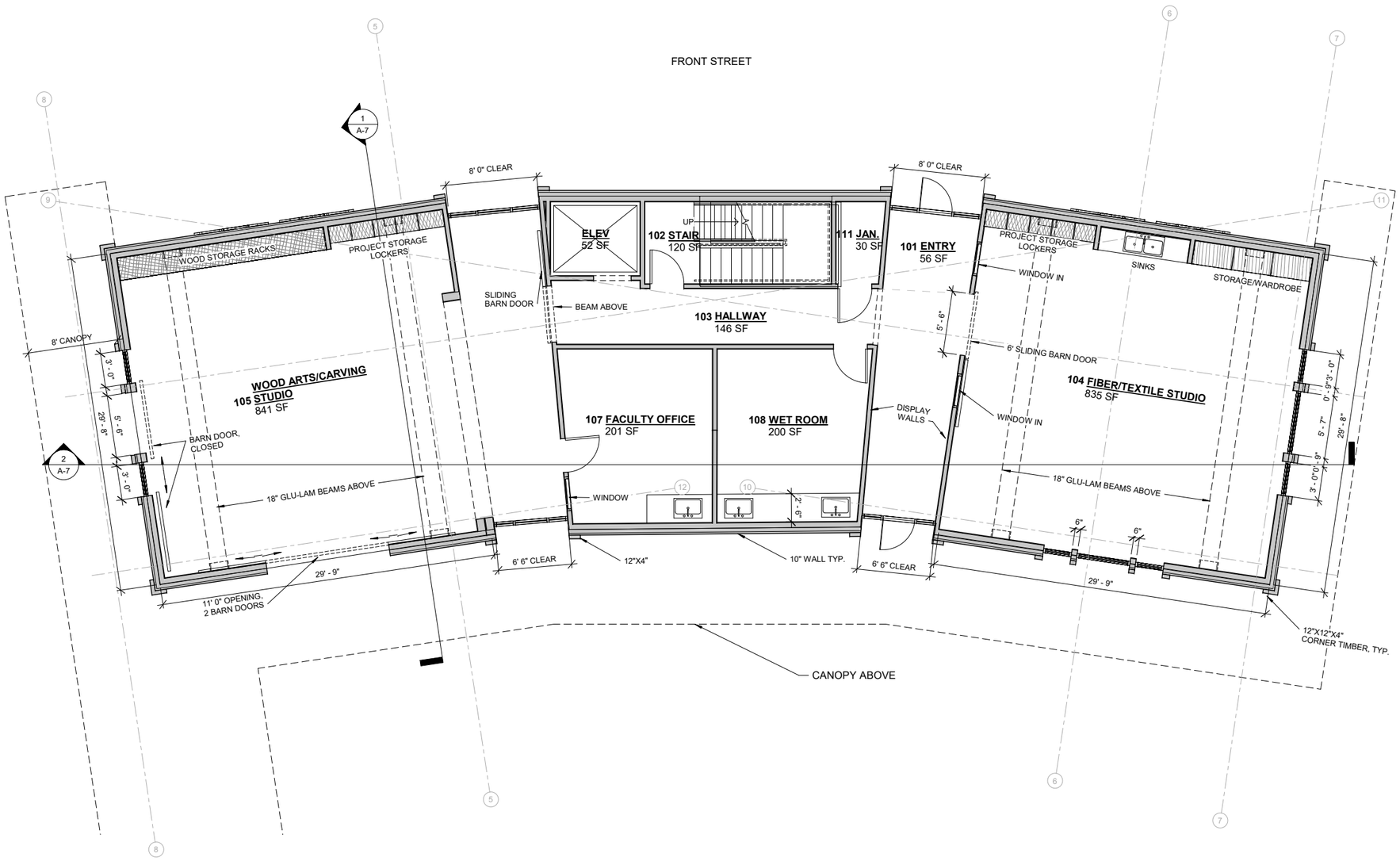
SEALASKA HERITAGE INSTITUTE

No.	Description	Date

SHEET TITLE:
BASEMENT PLAN

DATE: 03.23.2020
DRAWN: MRV
CHECKED: PV

SHEET NO.
A4



1 FLOOR 1

3/16" = 1'-0" 0 2' 4' 8'

TOTAL SF: 2904

ACTUAL NORTH

PROJECT NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

SEALASKA HERITAGE INSTITUTE

No.	Description	Date

SHEET TITLE:

FLOOR PLAN 1

DATE: 03.23.2020

DRAWN: MRV

CHECKED: PV

SHEET NO.

A5

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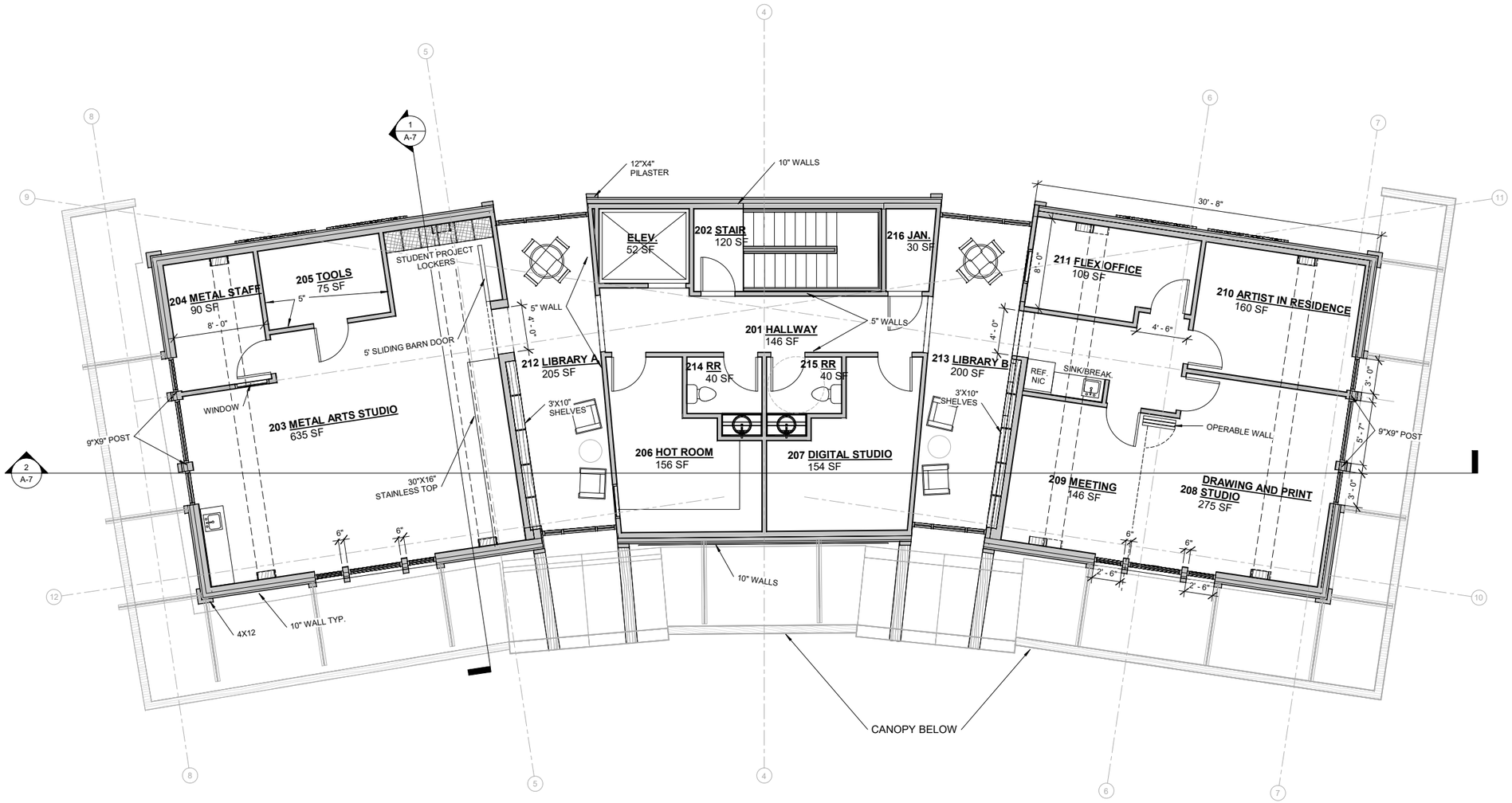

1 FLOOR 2

3/16" = 1'-0" 0 2' 4' 8'

TOTAL SF:2903

ACTUAL NORTH

PROJECT NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
MARK DELCKERS
AK 6536-A

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

SEALASKA HERITAGE INSTITUTE

No.	Description	Date

SHEET TITLE:

FLOOR PLAN 2

DATE: 03.23.2020

DRAWN: MRV

CHECKED: PV

SHEET NO.

A6

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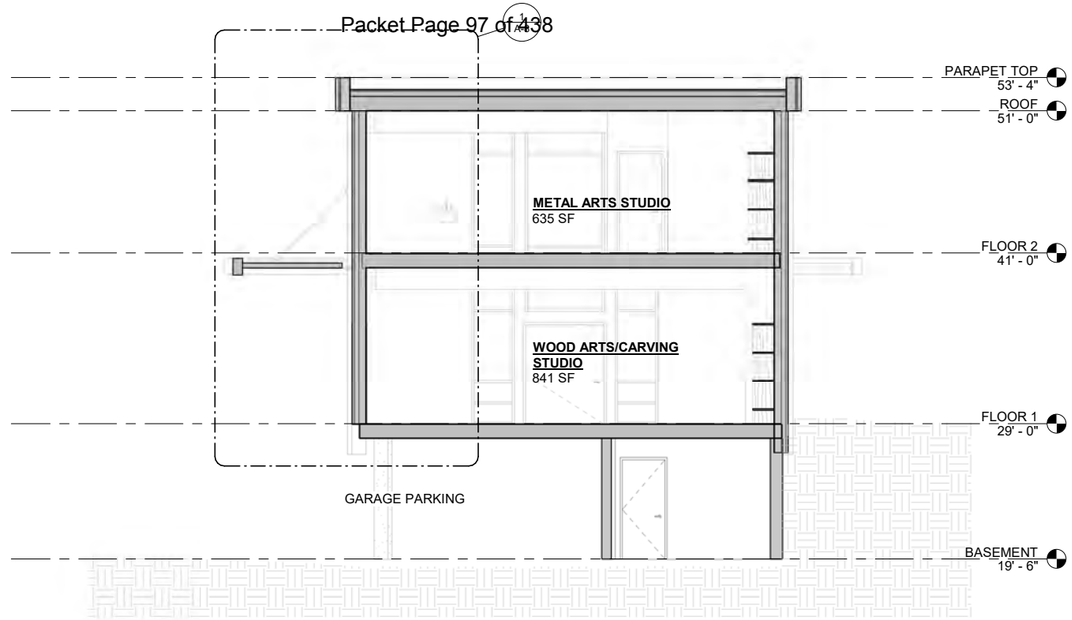
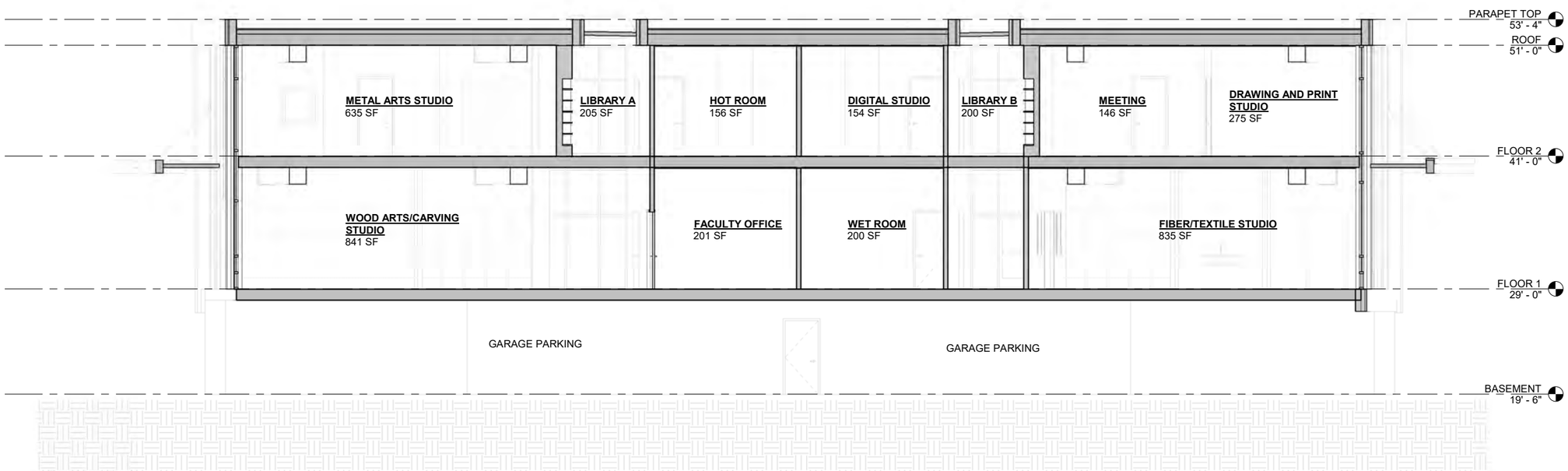


1 WEST SECTION

3/16" = 1'-0"



2 OVERALL SECTION

3/16" = 1'-0"

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
CKERS 6536-A

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

SEALASKA HERITAGE INSTITUTE

No.	Description	Date

SHEET TITLE:

BUILDING SECTIONS

DATE: 03.23.2020

DRAWN: MRV

CHECKED: PV

SHEET NO.

A7

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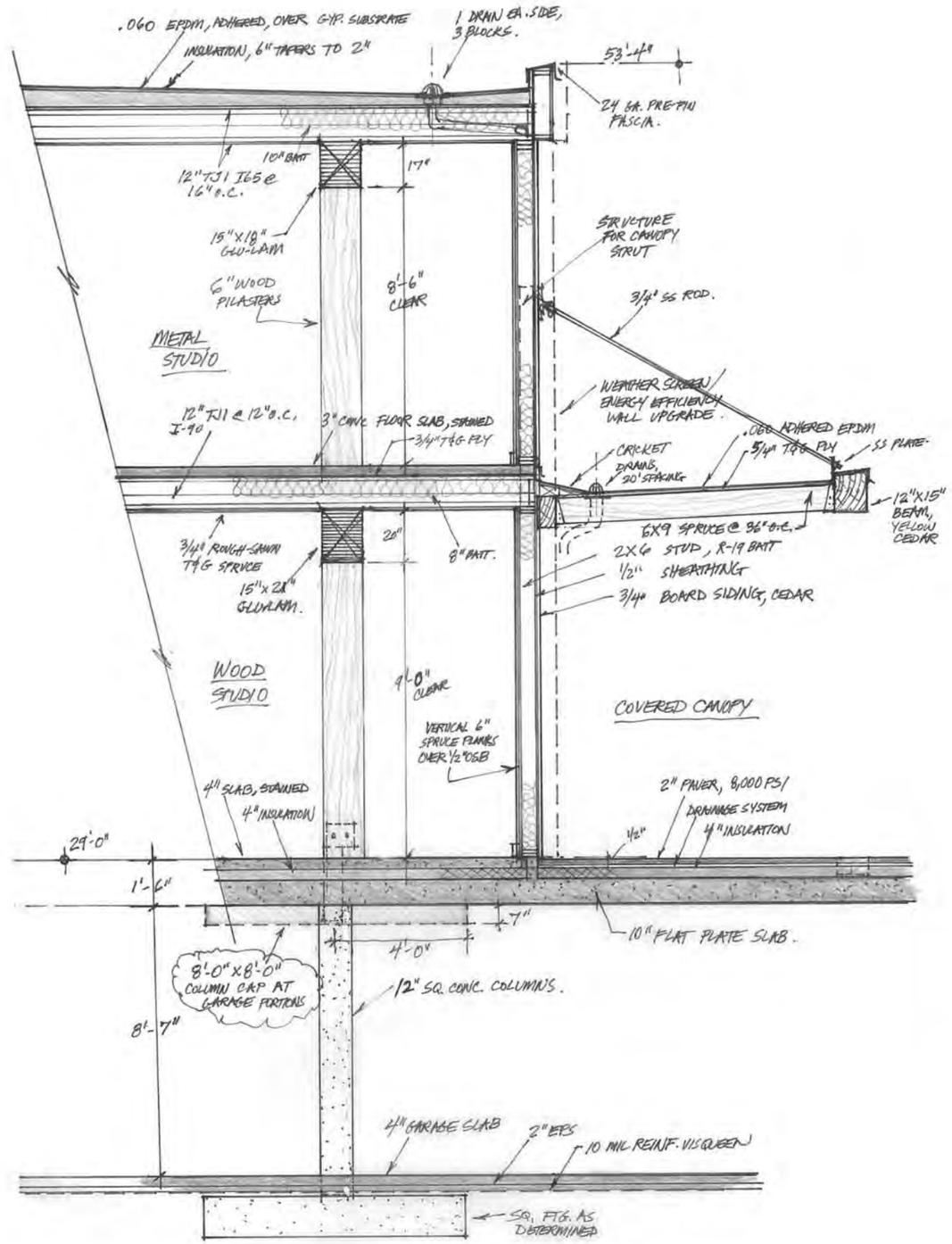

ART INSTRUCTION BUILDING SECTION

3/8" = 1'-0" 1-16-2020

NOTE: 11"x 17" PRINT IS HALF SIZE

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SEALASKA HERITAGE ARTS CAMPUS

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No.	Description	Date

SHEET TITLE:

SECTION ENLARGEMENT

DATE: 03.23.2020

DRAWN: MRV

CHECKED: PV

SHEET NO.

A8

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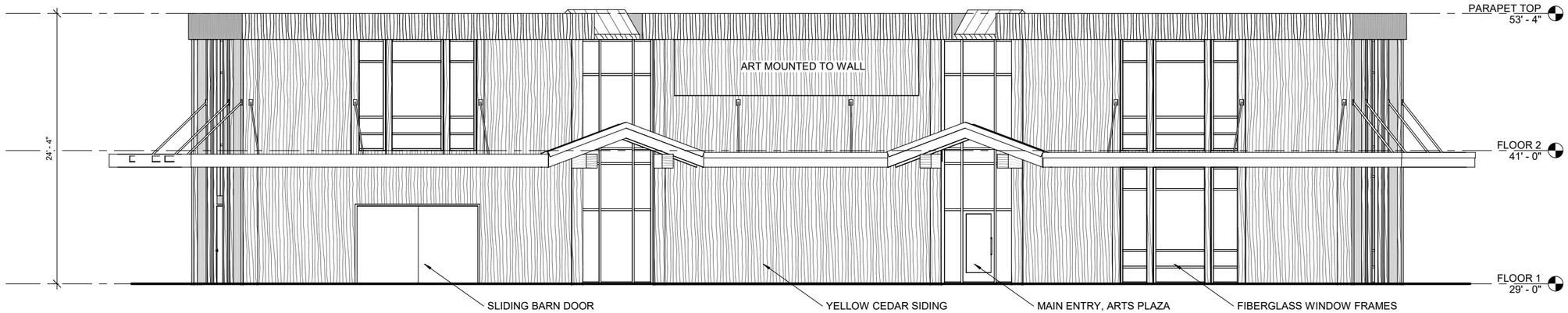
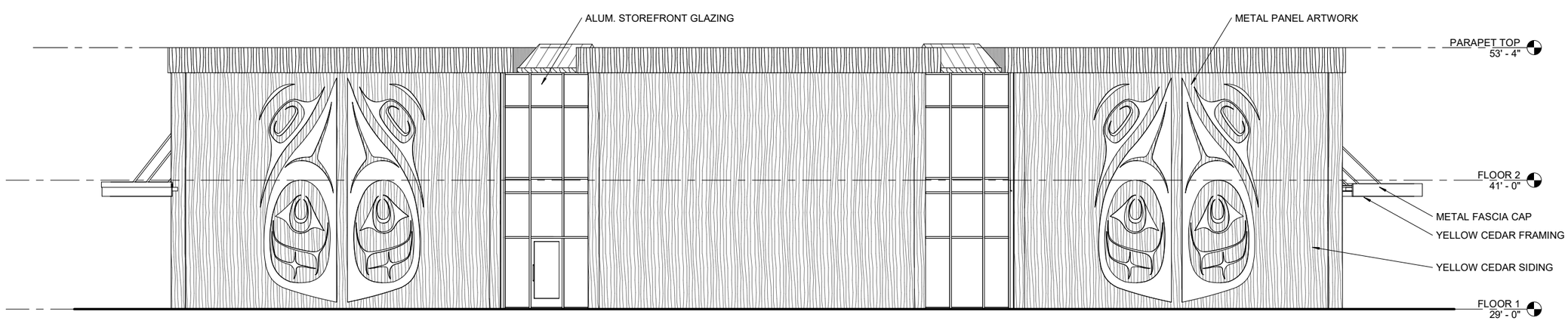


1 SOUTH ELEVATION

3/16" = 1'-0" 0 2' 4' 8'



2 NORTH ELEVATION

3/16" = 1'-0" 0 2' 4' 8'

NOTE: 11"x 17" PRINT IS HALF SIZE

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

SEALASKA HERITAGE INSTITUTE

No.	Description	Date

SHEET TITLE:

BUILDING ELEVATIONS

DATE: 03.23.2020

DRAWN: MRV

CHECKED: PV

SHEET NO.

A9

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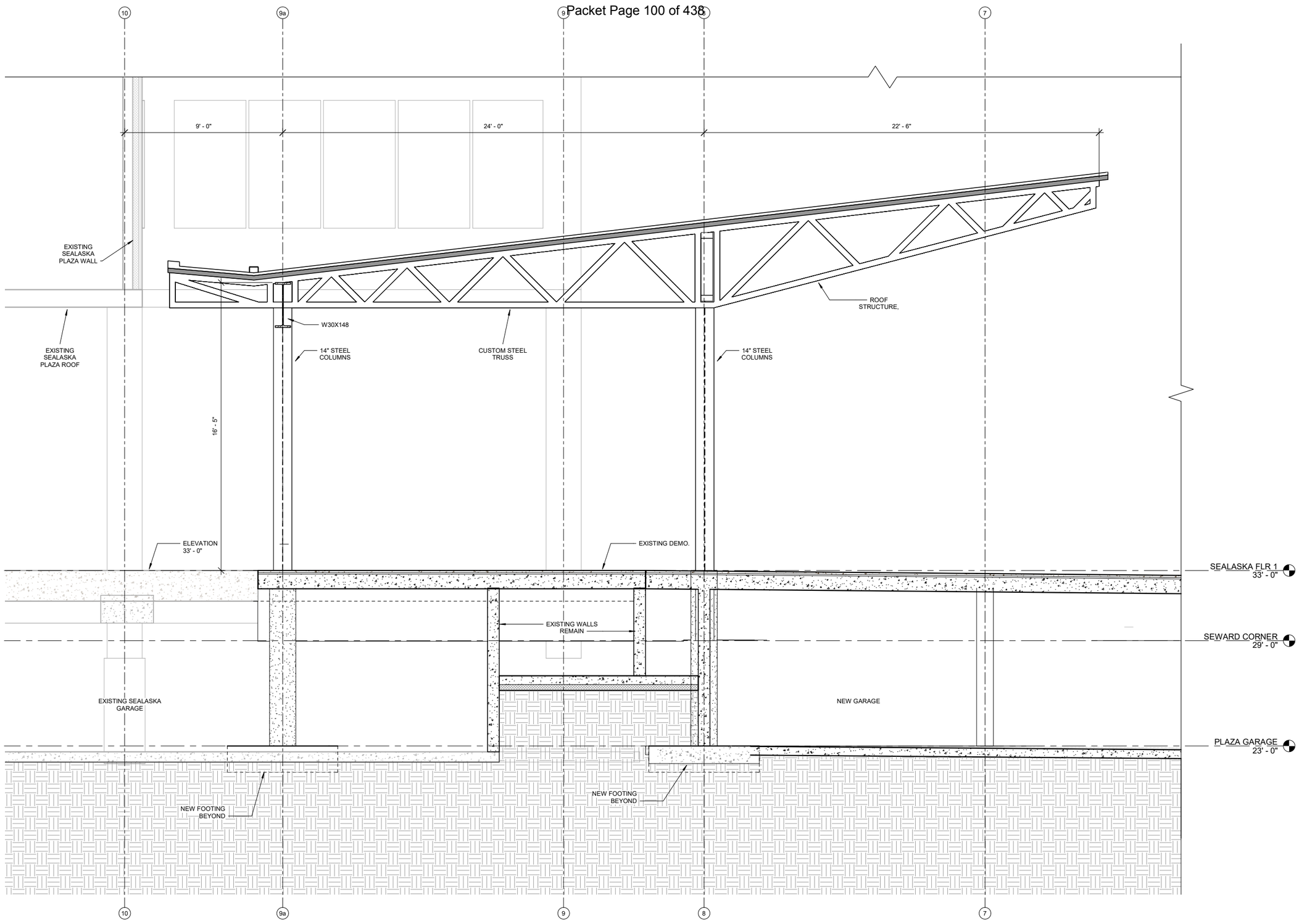

1 COVERED PAVILLION SECTION
3/8" = 1'-0"

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
PAUL DELCKERS
JOB: 6536-A

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:
PAVILLION SECTION

DATE: 03.23.2020
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CHECKED: PV

SHEET NO.
A10

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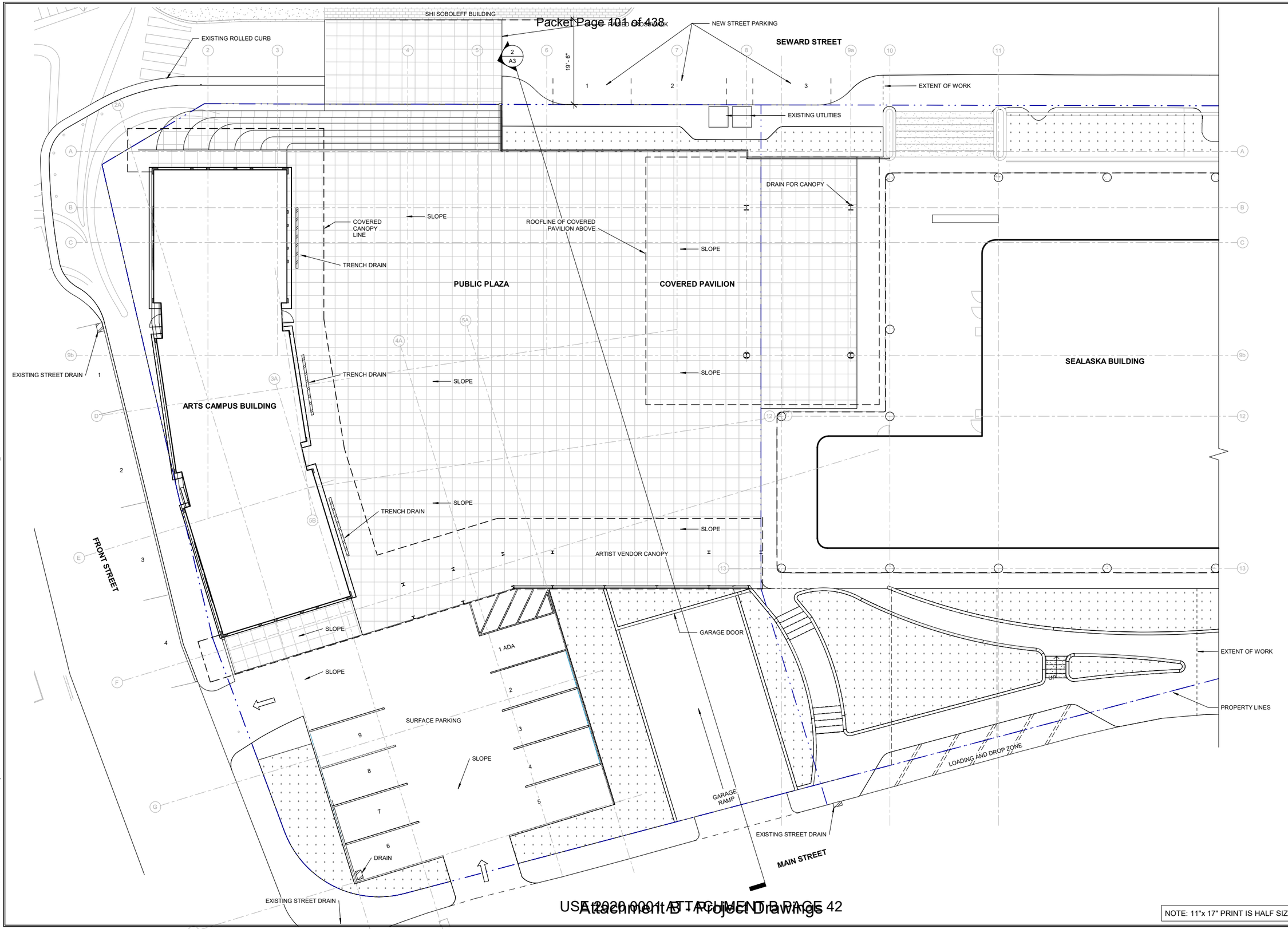

NOTE: 11"x 17" PRINT IS HALF SIZE

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:

SITE DRAINAGE PLAN

DATE: 03.23.2020

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CHECKED: PV

SHEET NO.

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mrv@mrvarchitects.com

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CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:
RENDERS

DATE: 03.23.2020
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CHECKED: PV

SHEET NO.
A12

NOTE: 11"x 17" PRINT IS HALF SIZE

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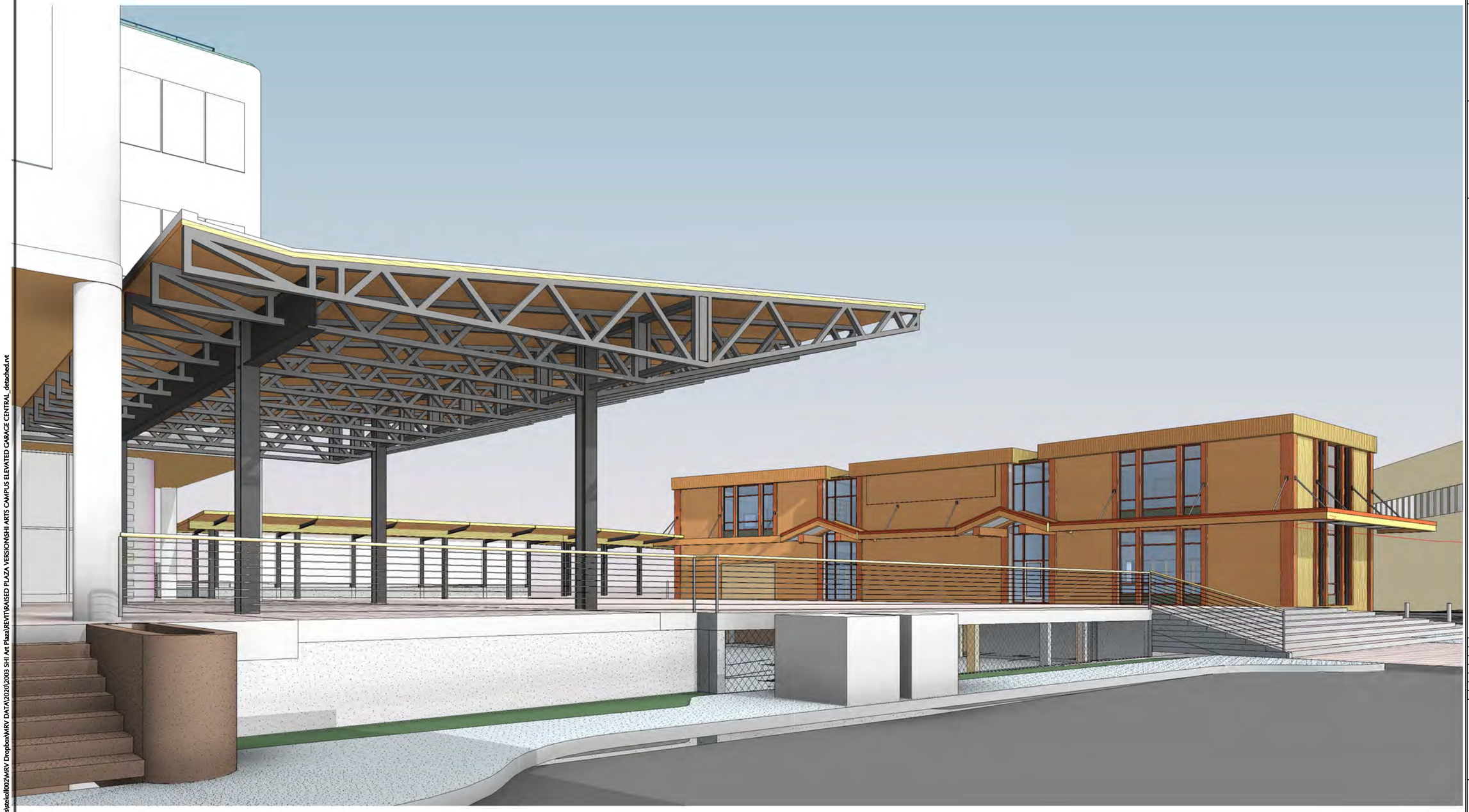

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
CKERS 6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
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mrv@mrvarchitects.com

MRV 2003

CONCEPT DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:
RENDERS

DATE: 03.23.2020
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CHECKED: PV

SHEET NO.
A13

NOTE: 11"x 17" PRINT IS HALF SIZE

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MRV ARCHITECTS

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

Project: **Sealaska Heritage Institute - Arts Instruction Plaza**
Re: Parking Analysis
To: Jill Maclean, Director; CBJ Community Development
By: Paul Voelckers
Date: March 16, 2020 MRV 2003

This memo identifies parking changes proposed for the SHI Arts Plaza. As background, the current parking lot includes 45 surface parking spaces, two of which are ADA. The parking spaces are shared between the Sealaska Building and the Walter Soboleff Building, and were approved through the 2012 building permit for the Soboleff Building.

The new Arts Plaza work will reconstruct 40 stalls underground, two of which are ADA. The new plaza surface development provides nine additional surface spaces, one meeting ADA with van aisle clearance. An off-street loading area is provided alongside Main Street in the area of the former garage entrance ramp, which will be in-filled.

The project adds new enclosed space for arts instruction and fabrication. Sealaska Heritage Institute, the project Owner, has provided a letter that identifies uses anticipated in the arts space. In summary, the uses are relatively modest in occupancy and parking impact, with a few apprentices and students working in close collaboration with master artists.

In consultation with CDD staff, the closest relevant use and parking impact per CBJ 49.40.210 for the studio spaces is judged to be "light manufacturing". This designation has previously been utilized for a "maker space" project in Juneau, seen by CDD to be a close comparable. That use stipulates 1 space per 1,000 sq.ft. of gross area.

CDD staff has prepared a spread sheet which calculates parking loads for each of the individual spaces in the new project, including 388 sq.ft. of exterior covered space which could support vendor sales and work space. The calculated load totals 8.61 spaces, with form attached.

The *Arts Instruction Plaza* is located in the CBJ P-1 parking district, allowing a reduction to 40% of the calculated spaces. 8.61 x .4 = 3.44 spaces, which would round down to three spaces needed for the new work.

<u>Parking count summary</u>: Currently, 45 spaces are provided in the surface lot, with 3 street spots along Seward, and 4-5 street spots (actual use is typically four) along Front Street. With construction changes, the new configuration will provide 40 spots in the garage, and 9 on the surface. The new total of 49 spaces, four spots more than current on-site parking, meets the required parking load, with one extra space.

For the street frontages, four spots are retained along Front, with a slight reduction in parking length available, with three spots retained along Seward Street. These spots are relocated south along Seward Street to allow improved pedestrian access to the plaza from the corner of Front Street and Seward Street, as well as allowing improved pedestrian links directly across from the Soboleff Building entrance.

For a total parking area of 49 spaces, 2 need to be accessible. One extra ADA space above the minimum requirements is provided, with two in the garage, and one located in the surface parking area.

SEALASKA HERITAGE

March 10, 2020

Jill Maclean
Director
City and Borough of Juneau, Community Development
155 S. Seward St.
Juneau, AK 99801

Re: Clarification of Sealaska Heritage Institute Arts Plaza Usage

Dear Ms. Maclean,

Sealaska Heritage Institute (SHI) is currently in the process of design and permitting for a proposed Arts Campus to be constructed at the site of the current Sealaska Corporation parking lot bounded by Main, Seward, and Front Streets. The project is to consist of an underground parking garage, an open pedestrian area above the garage, and an Arts Instructional Building containing instructional spaces for Native arts, including wood carving, weaving, light metalwork, and drawing/graphic arts. As we move forward, we are working to identify the appropriate use classification for purposes of determining parking requirements and building code compliance.

SHI's proposed primary utilization of the Arts Instructional Building is to conduct classes consisting of a small number of students per class. Given the space limitations of the facility and our extensive consultations with artist/instructors as to what level of attendance is practicable, we expect in-person attendance ranging from 3-4 students to no more than 8-10 students per class at any one time in a master artist/learner format. The project will also include a significant e-learning component enabling SHI to deliver instruction electronically to students at locations remote from the Arts Campus.

As such, the proposed structure most closely resembles the CBJ use classification "College, main campus" but with a considerably smaller number of students than that of a typical college setting. The facility also will not include an enclosed auditorium or general assembly area. In addition to the four teaching spaces, the building will provide faculty office space, a small support library, and storage rooms.

105 S. Seward St. Suite 201 | Juneau AK, 99801 | 907-463-4844 | sealaskaheritage.org

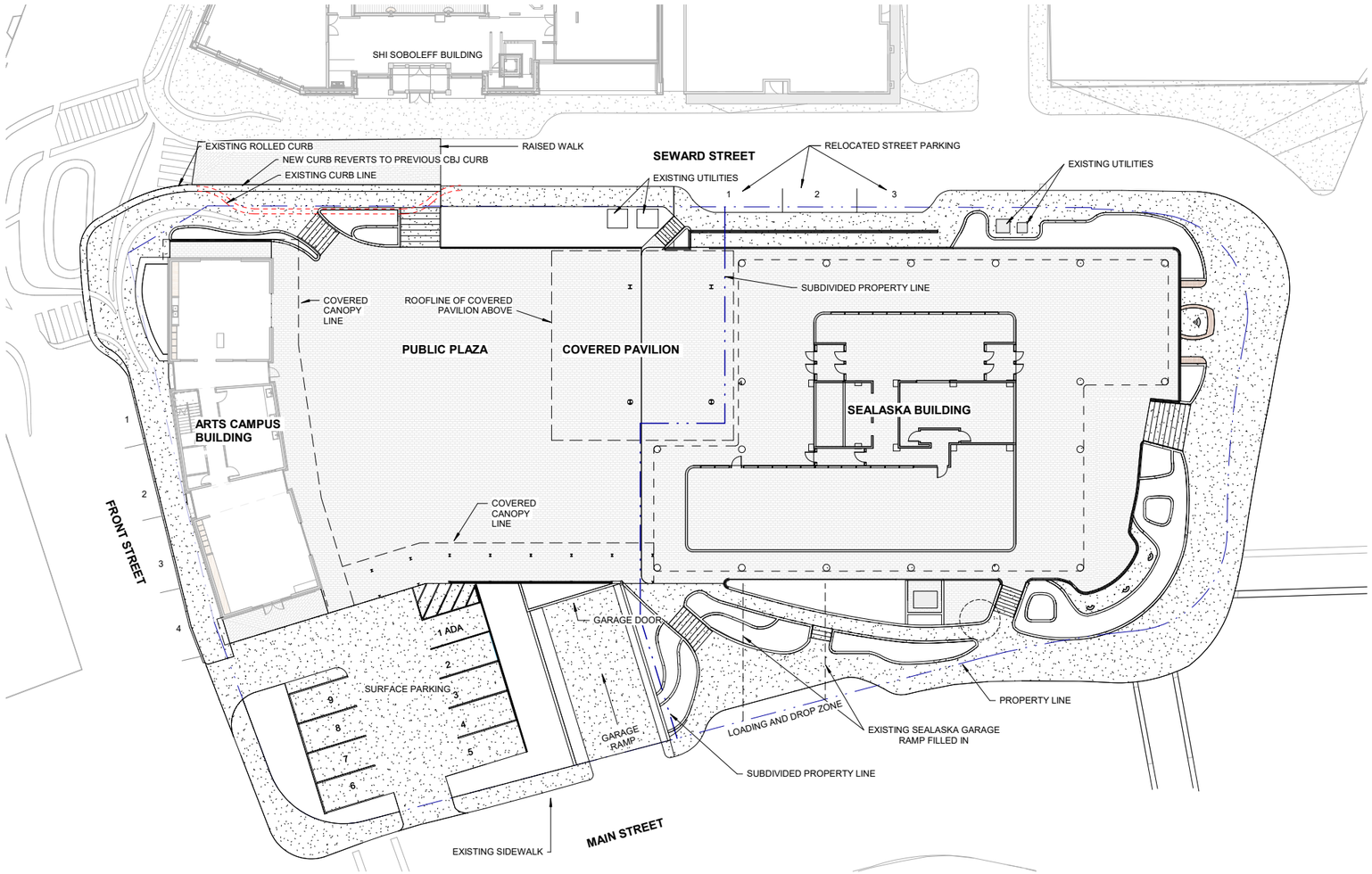
I can be reached by email at lee.kadinger@sealaska.com or by phone at 907-463-4844. Please contact me if you have any questions or require additional detail on our proposed operations in the facility.

Sincerely,

Lee Kadinger
Chief of Operations

SHI - Arts Instruction Plaza
Parking Analysis

Level	Room Number	Use	SQ Footage	Parking Requirement	Value	Spaces
0	ALL	Basement Misc. Storage	1318	1 per 1000 sq. ft.	1000	1.32
1	105	Wood Arts/ Carving	1036	1 per 1000 sq. ft.	1000	1.04
1	107	Office	201	1 per 300 sq. ft.	300	0.67
1	108	Wet Room (soaking, rinsing)	200	1 per 1000 sq. ft.	1000	0.20
1	104	Fiber/Weaving	835	1 per 1000 sq. ft.	1000	0.84
2	203	Metal Arts	635	1 per 1000 sq. ft.	1000	0.64
2	204	Office	90	1 per 300 sq. ft.	300	0.30
2	205	Storage	75	1 per 1000 sq. ft.	1000	0.08
2	212	Library	175	1 per 600 sq. ft.	600	0.29
2	206	Hot Room (forging, welding)	156	1 per 1000 sq. ft.	1000	0.16
2	207	Digital Lab	154	1 per 1000 sq. ft.	1000	0.15
2	213	Library	200	1 per 600 sq. ft.	600	0.33
2	211	Office	109	1 per 300 sq. ft.	300	0.36
2	210	Office	160	1 per 300 sq. ft.	300	0.53
2	208/209	Drawing/Prints	420	1 per 1000 sq. ft.	1000	0.42
1	Vendor	Retail Commercial (Exterior)	388	1 per 300 sq. ft.	300	1.29
				Total Parking Calc		**8.61**



1 SITE PLAN
1" = 20'-0"

NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

4/16/2020 6:54:11 PM C:\Users\steko\k002\MRV Dropbox\MRV DATA\2020\2003 SHI Art Plaza\REVIT\SHI ARTS CAMPUS.rvt

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
MICHAEL J. DELCKERS
AK REG. 6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

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JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV 2003

SCHEMATIC DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

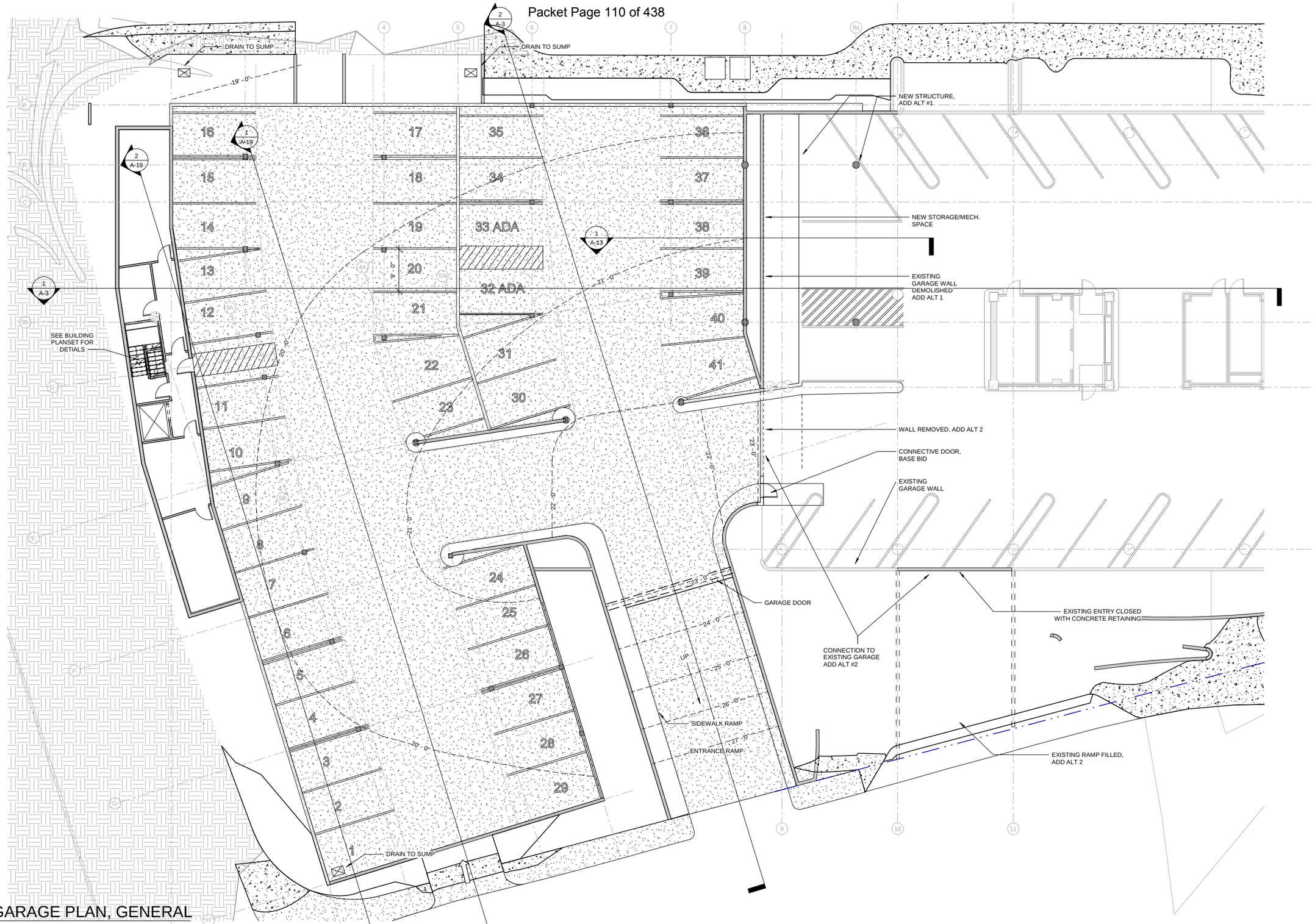
Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:
SITE PLAN, GENERAL

DATE: 04.14.2020
DRAWN: MRV
CHECKED: PV

SHEET NO.
A100



1 GARAGE PLAN, GENERAL
1" = 10'-0"

NOTE: 11"x 17" PRINT IS HALF SIZE

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PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
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JOB: 6536-A

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mrv@mrvarchitects.com

MRV 1904

PROPOSAL DOCUMENTS

SEALASKA HERITAGE ARTS CAMPUS

Sealaska Heritage Institute

No.	Description	Date

SHEET TITLE:
GARAGE PLAN, GENERAL

DATE: 03.13.2020
DRAWN: MRV
CHECKED: PV

SHEET NO.
A-2

Continued on Page 156

1C100/1C070

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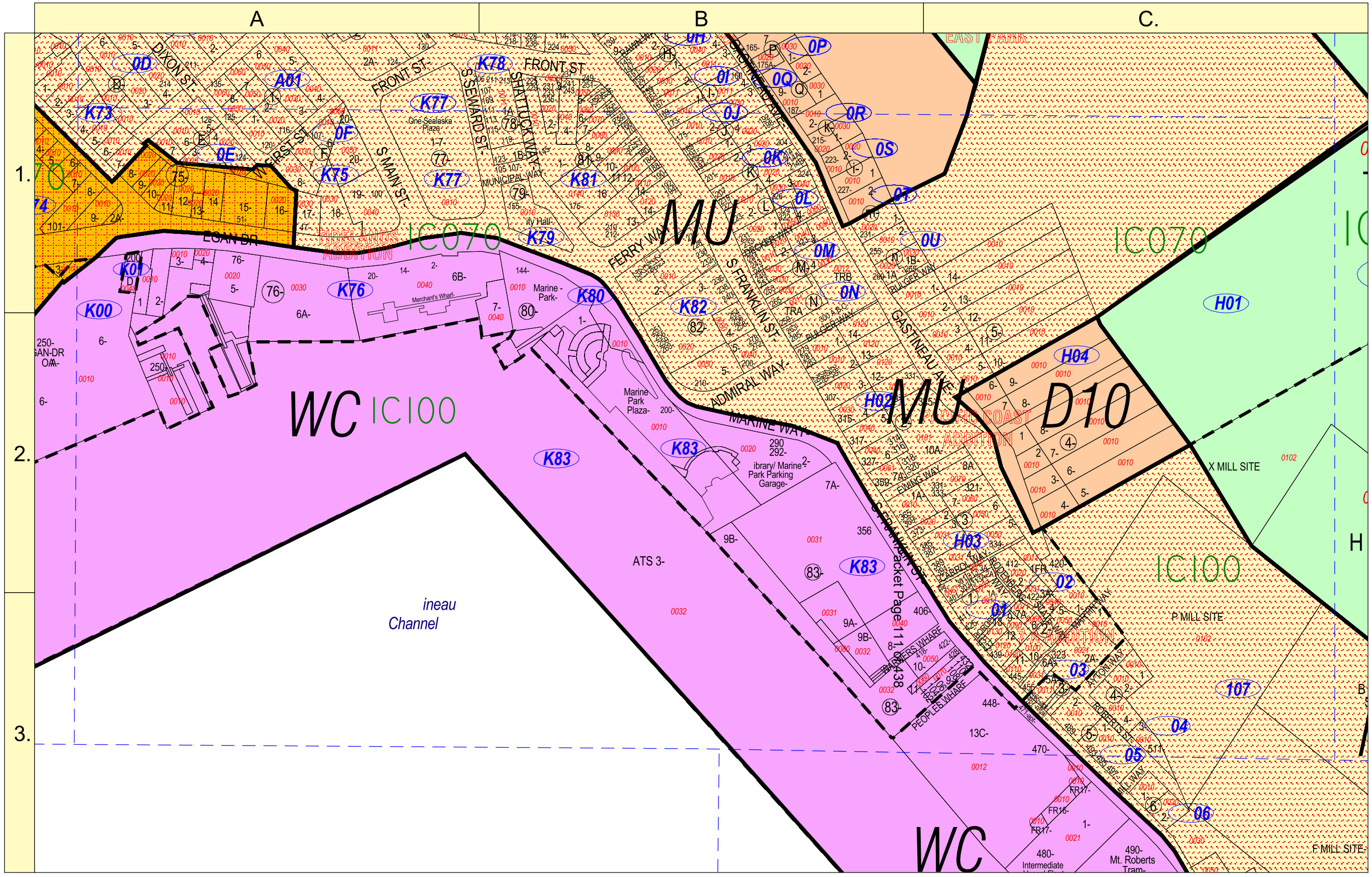
CBJ/GIS 2005

Continued on Page 157



Continued on Page 153

USE 2020 0001 ATTACHMENT B PAGE 52

Assessor Tax Code-

6D090 102 0030

Parcel Code Prefix- Block - umber- ot - umber-

Continued on Page 159

200. 0. 200. Feet.

N.

Map M

Subarea 6
uneau

Juneau Douglas M
High SchoolM
Harborview
Elementary
School
Montessori M
SchoolM
Yaakoosgé
Daakahidi M
Alternative M
High School
EvergreenM
Cemetery
Cope
Park
Juneau
Community M
Charter M
SchoolM
Aurora
Basin
Harris
Harbor
Juneau Douglas
BridgeM
Gold CreekM
Protection ZoneM
GOLD CREEK
KOWEE CREEK
EGAN DR
BASIN RD
GLACIER HWY
WILLOUGHBY AVE
S FRANKLIN ST
DOUGLAS HWY

ULDR
REC
U
WCI
MC
C
MDR
RD
RS
MDR-SF
TTC

CAPITOL COMPLEX
★ ALASKA STATE CAPITOL
☆ UTURE STATE CAPITOL SITE

Continued on Page 15s

NATURAL RESOURCE
- REC Recreational Resources
- RD Resource Development
- SP State Parks
- P CBJ Natural Area Parks
- RS CBJ Recreational Service Park s
- CA CBJ Conservation Areas
- SC Stream Protection Corridors

COM ERCIAL
INDUSTRIALM
- C Commercials
- C Marine Commercial
- WCI Waterfront Commercial Industrial
- I Light Industrial
- HI Heavy Industrials

RESIDENTIAL
- RDR Rural Dispersed Residentials
- RLDR Rural Low Density Residentials
- ULDR Urban Low Density Residential
- DR/SF Medium Density Residential- Single Family
- DR Medium Density Residentials
- HDR High Density Residential
- TTC Traditional Town Centers
- U Marine Mixed Uses

PUBLICM
- IPU Institutional and Public Uses
- Existing Schools
- otential School Location

ROADS
TRAILSM
- otential Arterial (alignment not specific)s
- otential Road (alignment not specific)s
- Trails

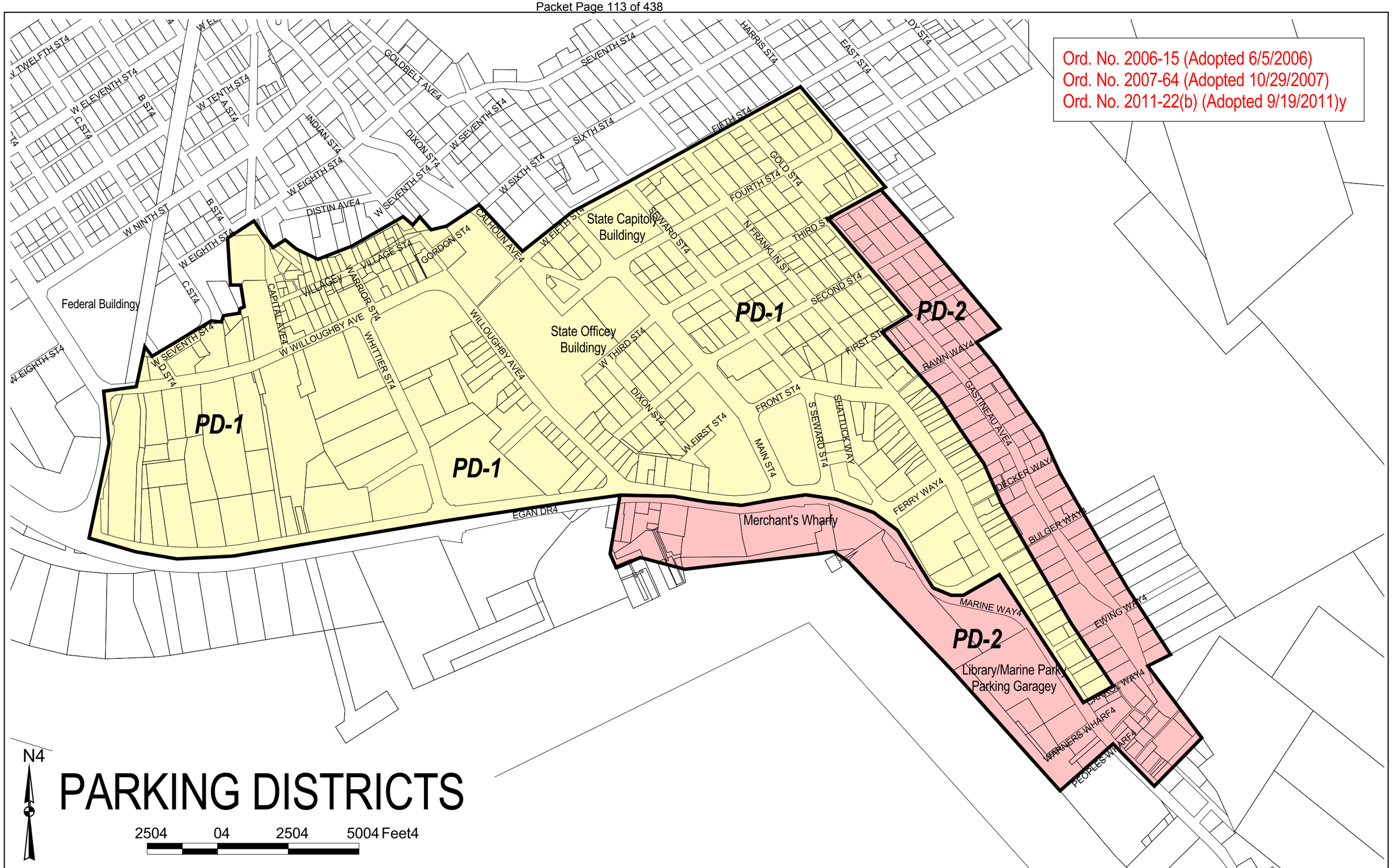
OTHER
- New Growth Area
- Mendenhall Wetlands s State Game Refuge
- Subarea Boundarys
- Urban Service Area
- Beach Acces
- Stream

800M 0M 800M/FeetM

City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau
Alaska's Capital City
Adopted October 20th, 2008
Ordinance No. 2008-30s
N
s

NOTE: Potential geophysical hazards, wetlands, flood zones, natural resource setbacks or other features which can affect propertie may be present. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR DETAILED INFORMATION.

Prepared by: Community Development DepartmentM


Ord. No. 2006-15 (Adopted 6/5/2006)
Ord. No. 2007-64 (Adopted 10/29/2007)
Ord. No. 2011-22(b) (Adopted 9/19/2011)y
PD-1
PD-1
PD-1
PD-2
PD-2
Federal Buildingy
State Capitoly Buildingy
State Officey Buildingy
Merchant's Wharfy
Library/Marine Parky Parking Garagey
W TWELFTH ST4
W ELEVENTH ST4
W TENTH ST4
W NINTH ST
W EIGHTH ST4
W SEVENTH ST4
W SIXTH ST4
SIXTH ST4
SEVENTH ST4
FIFTH ST4
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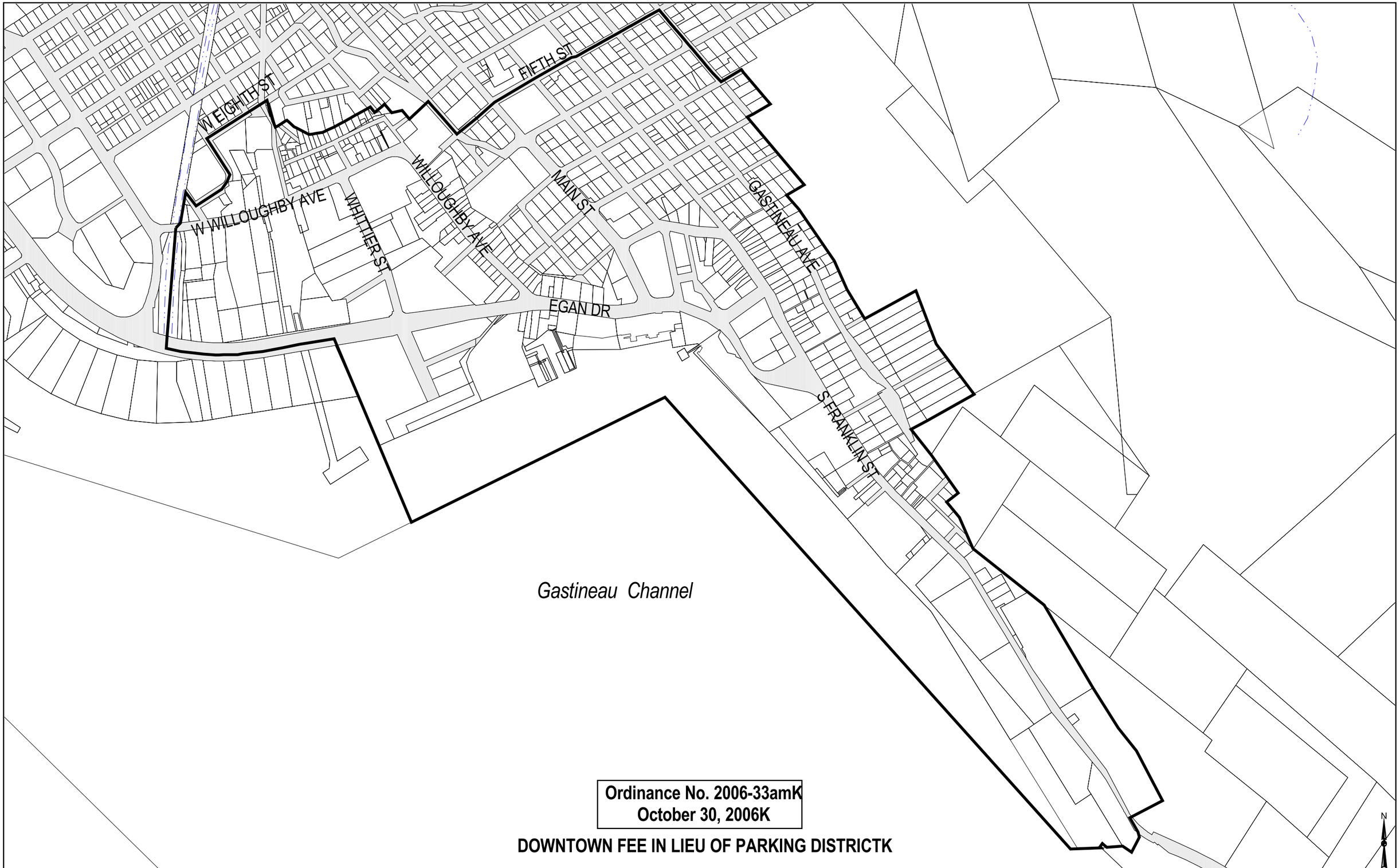
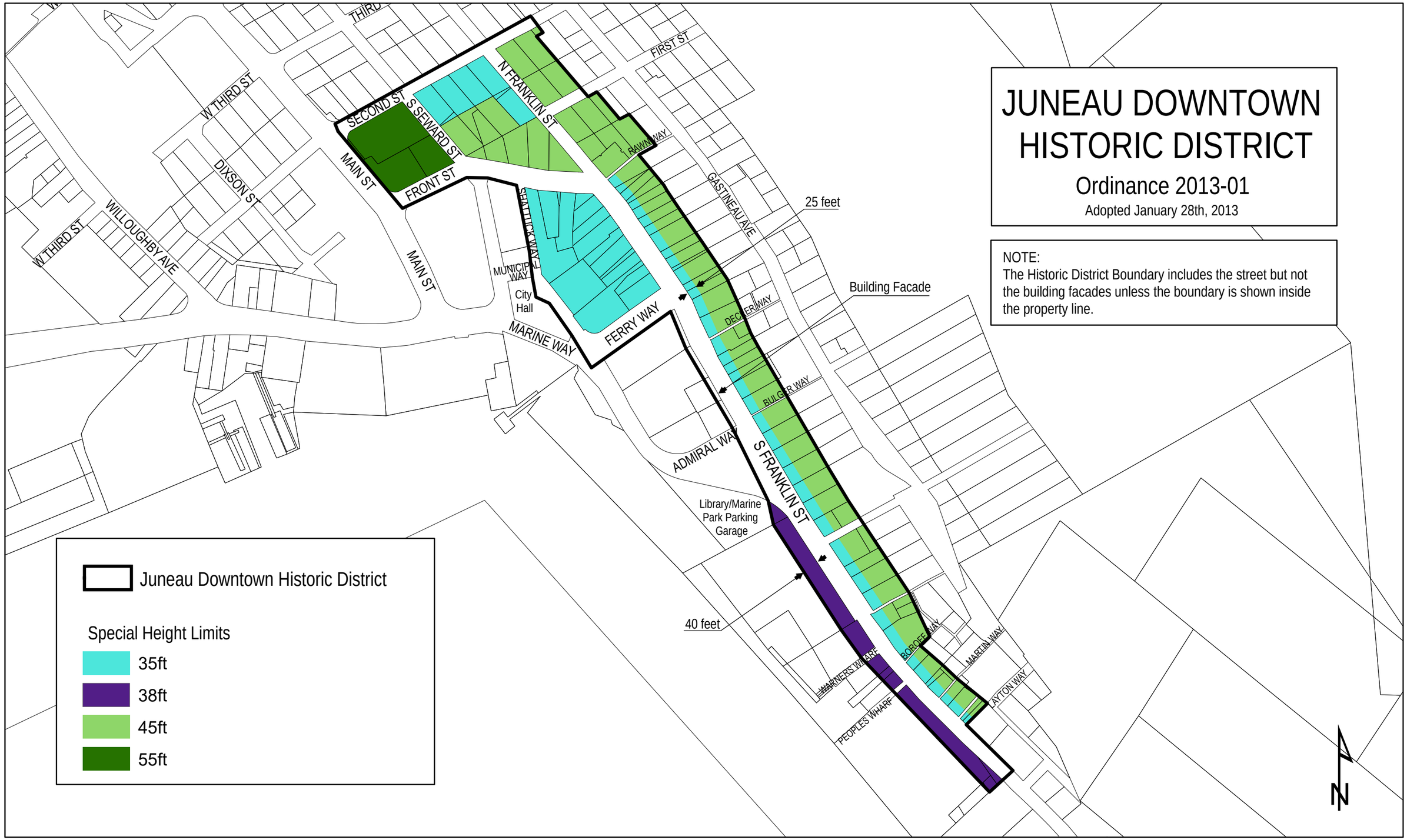
FOURTH ST4
THIRD ST
SECOND ST4
FIRST ST
W THIRD ST4
W FIRST ST4
GOLDBELT AVE4
DIXON ST4
INDIAN ST4
DISTIN AVE4
GORDON ST4
CALHOUN AVE4
VILLAGE ST4
WARRIOR ST4
CAPITAL AVE4
W WILLOUGHBY AVE
WHITTIER ST4
WILLOUGHBY AVE4
SEWARD ST4
N FRANKLIN ST
HARRIS ST4
EAST ST4
FRONT ST4
S SEWARD ST4
SHATTUCK WAY
MAIN ST4
FERRY WAY4
EGAN DR4
RAWN WAY4
GASTINEAU AVE4
DECKER WAY4
BULGER WAY4
MARINE WAY4
EWING WAY4
CARLOE WAY4
WARNERS WHARF4
PEOPLES WHARF4
N4
PARKING DISTRICTS
2504 04 2504 5004 Feet4



Ordinance No. 2006-33amK
October 30, 2006K

DOWNTOWN FEE IN LIEU OF PARKING DISTRICTK



Project Source: F :\gis_work\Quinn\Projects\CDD\historic boundary adjustment.mxd

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Engineering & Public Works

STAFF PERSON/TITLE: Autumn Sapp/ Business Manager

DATE: 4/20/2020

APPLICANT: MRV Architects

TYPE OF APPLICATION: Conditional Use Permit

PROJECT DESCRIPTION:

LEGAL DESCRIPTION: Tidelands Addition Block 77 Lots 1-7

PARCEL NUMBER(S): 1C070K770010

PHYSICAL ADDRESS: 1 Sealaska Plaza

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

The use of property does not have any concerns for Engineering & Public Works. However, there are concerns that will need to be addressed during the building and right-of-way permit process when the applicant applies.

Comments from the preapplication conference still stand, but the concerns for work within the right-of-way also include:
-Submit an engineered plan for drainage and the construction of the raised cross walk. The plan should also include dimensions of the width of the Seward Street, the parking space width and length on both Seward and Front Street for the revised parking spaces, and sidewalk widths and grades. The electrical transformers along Seward street will need to be protected as required by AEL&P.

-The plan submitted for the driveway entrances will need dimensions from the traveled way to the edge of the driveway and between driveways.

-On-street Parking:
There will be one or possibly two on-street spaces removed as proposed in the preliminary plan. We have spoken to the City Manger and he does not object to the removal of the on-street spaces.

AGENCY COMMENTS (CONTINUED):

The Manager is hopeful that Sealaska will continue the practice of allowing public use of the on-lot surface spaces to during non-work hours.

Irene Gallion

From: Irene Gallion
Sent: Monday, February 1, 2021 8:18 AM
To: George Schaaf; Nicole Zantello; Autumn Sapp; Charlie Ford; Dan Jager; Ed Foster; Breckan Hendricks (Kibby); David Campbell
Cc: Irene Gallion
Subject: USE21-01: Modifications to Sealaska's surface parking access
Attachments: APP_USE21-01.pdf

Hello all,

Attached is an application to modify the access to and from Sealaska's proposed surface parking lot that will be constructed as part of ongoing improvements. Summary:

- They are currently limited to one in/out off of Front Street.
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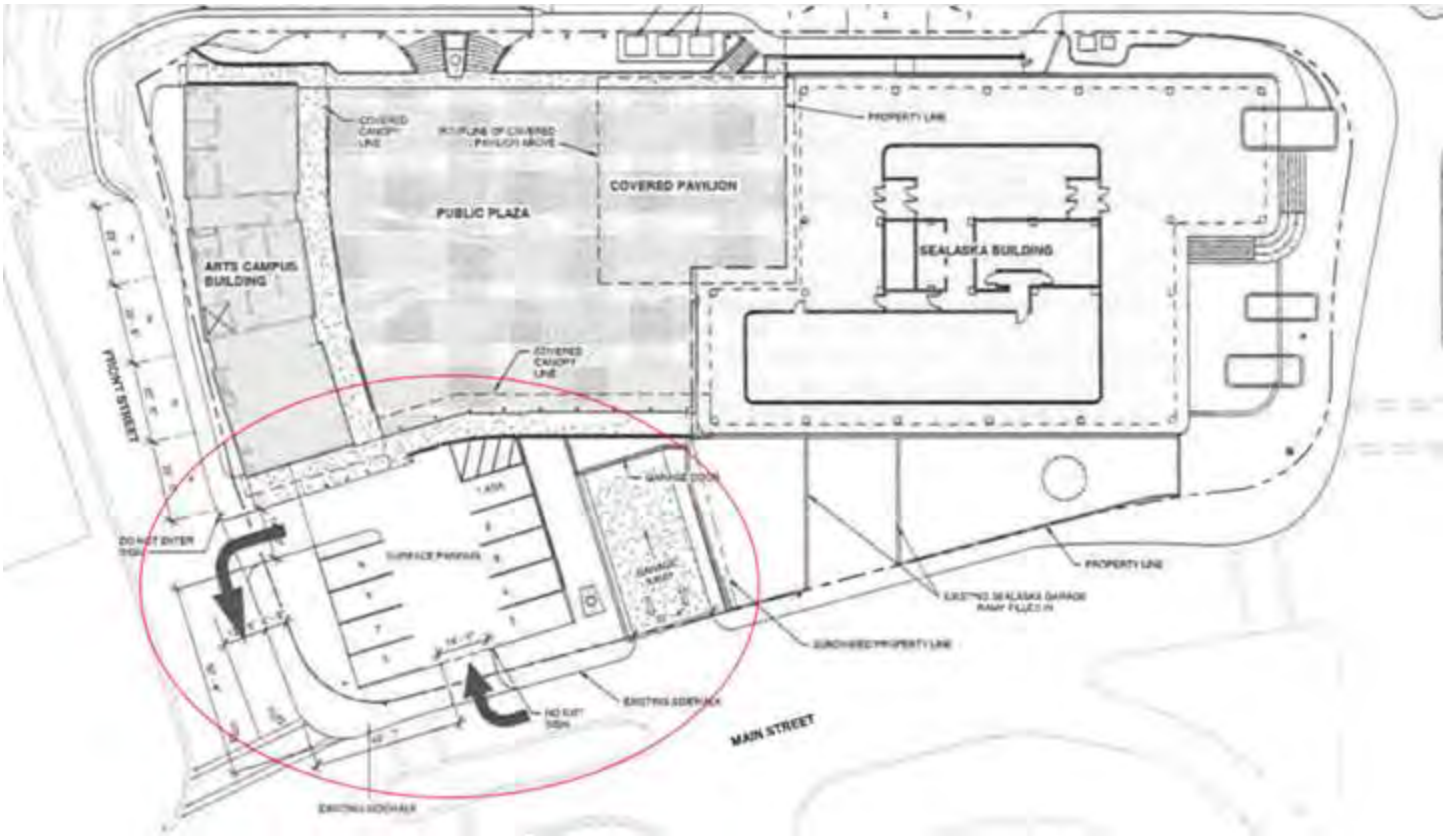
Thank you!



Irene Gallion | Senior Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street | 4th Floor Marine View Building
Office: 907.586.0753

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Dan Jager
Sent: Monday, February 1, 2021 8:59 AM
To: Irene Gallion
Subject: RE: USE21-01: Modifications to Sealaska's surface parking access

Good morning Irene, looks good to me and makes sense.

Daniel M. Jager EFO, CFO
Fire Marshal

Capital City Fire Rescue
820 Glacier Avenue
Juneau, Alaska 99801
907-586-0260 (Office)
907-586-8323 (Fax)

"If it is predictable, then it is preventable.
If it is preventable then it is not an accident".

From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Monday, February 01, 2021 8:18 AM
To: George Schaaf <George.Schaaf@juneau.org>; Nicole Zantello <Nicole.Zantello@juneau.org>; Autumn Sapp <Autumn.Sapp@juneau.org>; Charlie Ford <Charlie.Ford@juneau.org>; Dan Jager <Dan.Jager@juneau.org>; Ed Foster <Ed.Foster@juneau.org>; Breckan Hendricks (Kibby) <Breckan.Hendricks@juneau.org>; David Campbell <DSCampbell@juneaupolice.com>
Cc: Irene Gallion <Irene.Gallion@juneau.org>
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Thank you!

Irene Gallion

From: James 'Red' Langel
Sent: Monday, February 1, 2021 10:09 AM
To: Breckan Hendricks (Kibby); Todd Hadfield; Ed Foster
Cc: Irene Gallion
Subject: RE: USE21-01: Modifications to Sealaska's surface parking access

Irene,
I do have a couple of concerns with the proposed outlet onto Front St.

- Reduced parking on Front St.
- That will also increase the number of vehicles using the Main/Front intersection and the two crosswalks that traffic pattern would cross (not necessarily a bad thing, but a consideration of traffic flow).

It looks like (on this plan picture) that there is a new parking area recessed on Seward, that location is also where we plow snow to.
Those are my thoughts.

Red Langel
Town Streets Supervisor

Public Works Streets Division
City & Borough of Juneau
7100 Glacier Highway
Juneau, AK 99801
(907) 586-5256

From: Breckan Hendricks (Kibby) <Breckan.Hendricks@juneau.org>
Sent: Monday, February 1, 2021 10:00 AM
To: James 'Red' Langel <James.Langel@juneau.org>; Todd Hadfield <Todd.Hadfield@juneau.org>
Subject: FW: USE21-01: Modifications to Sealaska's surface parking access

See email below.

From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Monday, February 1, 2021 8:18 AM
To: George Schaaf <George.Schaaf@juneau.org>; Nicole Zantello <Nicole.Zantello@juneau.org>; Autumn Sapp <Autumn.Sapp@juneau.org>; Charlie Ford <Charlie.Ford@juneau.org>; Dan Jager <Dan.Jager@juneau.org>; Ed Foster <Ed.Foster@juneau.org>; Breckan Hendricks (Kibby) <Breckan.Hendricks@juneau.org>; David Campbell <DSCampbell@juneaupolice.com>
Cc: Irene Gallion <Irene.Gallion@juneau.org>
Subject: USE21-01: Modifications to Sealaska's surface parking access

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Irene Gallion

From: Autumn Sapp
Sent: Monday, February 1, 2021 10:34 AM
To: Irene Gallion
Subject: RE: USE21-01: Modifications to Sealaska's surface parking access

Good morning,

There are no GE issues with this change.

Thank you,

Autumn Sapp
City and Borough of Juneau
Engineering & Public Works
Business Manager
907-586-0917

From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Monday, February 1, 2021 8:18 AM
To: George Schaaf <George.Schaaf@juneau.org>; Nicole Zantello <Nicole.Zantello@juneau.org>; Autumn Sapp <Autumn.Sapp@juneau.org>; Charlie Ford <Charlie.Ford@juneau.org>; Dan Jager <Dan.Jager@juneau.org>; Ed Foster <Ed.Foster@juneau.org>; Breckan Hendricks (Kibby) <Breckan.Hendricks@juneau.org>; David Campbell <DSCampbell@juneaupolice.com>
Cc: Irene Gallion <Irene.Gallion@juneau.org>
Subject: USE21-01: Modifications to Sealaska's surface parking access

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Thank you!

Irene Gallion

From: David Campbell
Sent: Wednesday, February 3, 2021 8:52 AM
To: Irene Gallion
Subject: RE: USE21-01: Modifications to Sealaska's surface parking access

No concerns from JPD.

From: Irene Gallion
Sent: Monday, February 1, 2021 8:18 AM
To: George Schaaf <George.Schaaf@juneau.org>; Nicole Zantello <Nicole.Zantello@juneau.org>; Autumn Sapp <Autumn.Sapp@juneau.org>; Charlie Ford <Charlie.Ford@juneau.org>; Dan Jager <Dan.Jager@juneau.org>; Ed Foster <Ed.Foster@juneau.org>; Breckan Hendricks (Kibby) <Breckan.Hendricks@juneau.org>; David Campbell <DSCampbell@juneaupolice.com>
Cc: Irene Gallion <Irene.Gallion@juneau.org>
Subject: USE21-01: Modifications to Sealaska's surface parking access

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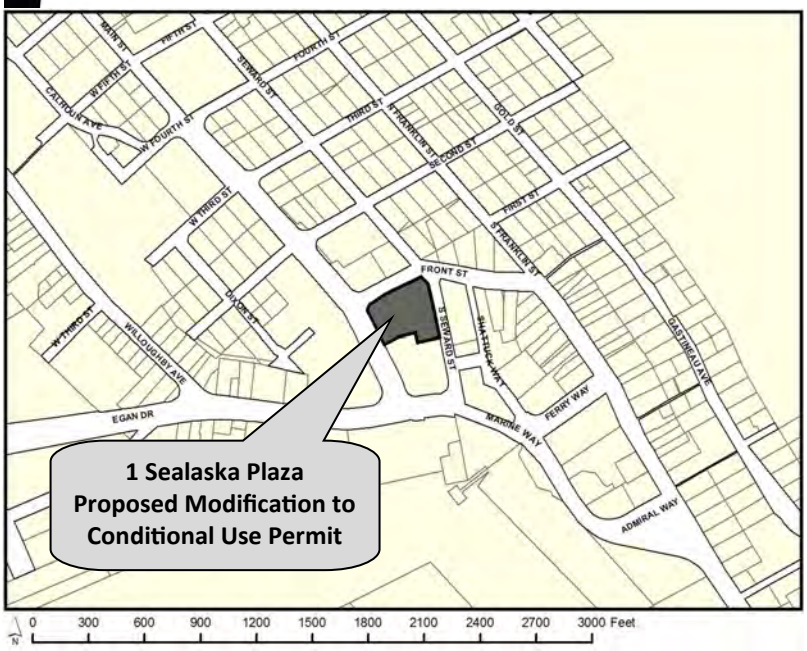
Thank you!

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission

Your Community, Your Voice



CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for **Modification to Conditional Use Permit USE2020 0027 access requirements from one ingress/egress to two: Ingress off of Main Street and Egress onto Front Street** in an **MU Zone**.

TIMELINE

Staff Report expected to be posted **Monday March 1, 2021** at **https://juneau.org/community-development/planning-commission.** Find hearing results, meeting minutes and more here as well.

Now through Feb. 16	Feb. 17 noon, Mar. 8	HEARING DATE & TIME: 7:00 pm, March 9, 2021	March 10
Comments received during this period will be sent to the Planner, **Irene Gallion,** to be included as an attachment in the staff report.	Comments received during this period will be sent to Commissioners to read in preparation for the hearing.	This virtual meeting will be by video and telephonic participation only. To join the Webinar, visit: https://juneau.zoom.us/j/91522199344. The Webinar ID is: 915 2219 9344. To join by telephone, call: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or +1 301 715 8592 or +1 312 626 6799 or +1 929 436 2866 and enter the Webinar ID.	The results of the hearing will be posted online.

Phone: **(907)586-0715** ◆ Email: **pc_comments@juneau.org**
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

Printed February 4, 2021

Case No.: USE2021 0001
Parcel No.: 1C070K770011 & 1C070K770012
CBJ Parcel Viewer: http://epv.juneau.org

Irene Gallion

From: Russell King <russell.king@sealaska.com>
Sent: Saturday, February 20, 2021 9:56 AM
To: Irene Gallion
Subject: Re: USE21-01: Sign

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

The sign had been installed.

Russ

On Feb 18, 2021, at 7:50 AM, Irene Gallion <Irene.Gallion@juneau.org> wrote:

EXTERNAL EMAIL: Please use caution and only open attachments from a trusted source.

Hi Russell,

The public notice sign is ready for pick up in the Permit Center.

Please post the sign by midnight on February 22, 2021.

Please e mail a picture of the sign up. The e mail will be used as the date and time stamp for the photo.

The sign should be placed where it can be read from the road.

When you pick up the sign, please check in with the Permit Center staff so they can get some paperwork filled out and get payment. The sign will be $150. $100 is refundable if the sign is returned by the Monday after the Commission meeting.

Thanks!

Irene Gallion | Senior Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street | 4th Floor Marine View Building
Office: 907.586.0753

<image001.jpg>

Fostering excellence in development for this generation and the next.

BEFORE THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

SEALASKA HERITAGE INSTITUTE Appellant, vs. CBJ PLANNING COMMISSION, Appellee,	Appeal of: Notice of Decision 2020 0007 CDD File No.

STIPULATED SETTLEMENT AGREEMENT

The parties to this Agreement are the Appellant, consisting of Sealaska Heritage Institute (SHI), and the Appellee CBJ Planning Commission (PC). The parties are executing this Stipulated Settlement Agreement (Agreement) in order to resolve this appeal in its entirety, after the Assembly granted their joint motion for a stay of the appeal for such intended purpose.

Background Information:

SHI applied for a conditional use permit for the development of an arts campus building and plaza located at Tidelands Addition Block 77 Lot 1-7. The PC reviewed the application on May 13, 2020 and the attached Notice of Decision (NOD) was finalized on May 14, 2020 (Attachment A). SHI timely filed an appeal. At issue is condition number 10 on the NOD, access to and from the parking lot. The PC limited the access and curb cuts, adopting the recommendations of the Community Development Department (CDD) regarding safety and pedestrian traffic. SHI maintains that their parking plan is the safer, more appropriate option, and after further review of a traffic engineering analysis CDD concurs. CDD and SHI met and discussed the need for a comprehensive parking study/traffic analysis to determine whether a

recommendation for a modification to the NOD is appropriate. SHI agreed and hired Kinney Engineering LLC. to produce a traffic engineering analysis. CDD and SHI received a copy of the study and met on November 6, 2020.

Agreements of the Parties:

The parties agree to the following terms of settlement:

1. USE 2020 0007 is a conditional use permit approved by the PC at the May 12, 2020 meeting and finalized by the PC's NOD on May 14, 2020, Attachment B.
2. Within 60 days of executing this Agreement, SHI will provide CDD with an updated report from Kinney Engineering, LLC. which removes all reference to DOT&PF standards, classifications, and opinions (page 3 and 11), as DOT&PF has no authority regarding classifications of roads located in the city and borough or CBJ code.
3. Within 60 days of executing this Agreement, SHI will submit a conditional use modification application to CDD that includes an updated parking lot and circulation plan which clearly shows the parking ingress and egress (as depicted in the October 28, 2020, Kinney Traffic Engineering Analysis Report page 2). The application must demonstrate appropriate curb cuts, signs, and markings, compelling one-way traffic flow.
4. Within 60 days of executing this Agreement, or as soon as practicable thereafter, the CDD will schedule a PC meeting to request a modification to condition number 10 on the NOD. CDD will recommend that condition number 10 be modified allowing one-way ingress to the parking lot from Main Street and one-way egress onto Front Street, with appropriate curb cuts, signs, and markings, compelling one-way traffic flow.
5. The parties agree that the new information provided by SHI in the Kinney Traffic Engineering Analysis supports returning to the PC with a request for a modification to the conditional use permit condition number 10.

6. The parties agree to fully support this modification before the PC at the scheduled meeting.
7. The PC has not reviewed, and is not authorized to commit its support and/or approval of the modification prior to reviewing it through the normal public hearing process.
8. Nothing in this Agreement shall operate or be interpreted to supersede or waive any CBJ Code provision or requirement, including technical plan requirements.
9. If the PC approves a modification and issues a new NOD approving the modification, SHI will file an executed dismissal of the appeal with prejudice, within 3 business days of the expiration of the time limit to appeal the new NOD.
10. If the PC disapproves the modification SHI may remove the current stay on the appeal and move forward with the appeal. CDD will continue to work cooperatively with SHI to come to a resolution.
11. SHI individually and jointly expressly waive their individual and associational rights to appeal to the Assembly under CBJ 01.50, or to otherwise challenge, a NOD that approves the modification as submitted. This waiver does not apply to a NOD that alters the terms of this Agreement in any significant respect.
12. Should the PC issue a new NOD approving the modification as submitted, which is not appealed by any party, all parties understand that this Agreement shall operate as a full and final mutual release and discharge of all parties against each other on behalf of themselves, their members, officers, agents, successors, assigns, attorneys, and anyone who can claim through or on behalf of the parties from the current appeal and from any and all past, present, and future appeals or claims relating to USE 2020 007 and the approved modification. The parties understand and acknowledge that this release and discharge is made for the purpose of settlement and that it may not be construed as an admission of liability.

13. If a third party appeals a new NOD that approves the modification, SHI will have the right to elect to defend against the appeal of the approved modification, in which case CDD will support SHI to the extent necessary to preserve this Agreement.
14. In executing this Agreement, each member of each party fully, completely, and unconditionally acknowledges and agrees that it has had the opportunity to consult with, and have the advice of, duly licensed and competent attorneys, and that it has executed this Agreement after independent investigation, voluntarily and without fraud, duress, or undue influence. Each party expressly consents that this Agreement be given full force and effect according to each and every of its express terms and provisions.
15. Each person executing this Agreement on behalf of another person or organization represents and warrants to each member of all other parties that he or she is fully authorized to execute and deliver this Agreement on behalf of such person or organization. Each member of each party represents and warrants to all members of all other parties that no consent of any person not a party to this Agreement is necessary in order for this Agreement to be fully and completely binding upon each member of the parties hereto.
16. The parties agree to bear their own costs and attorney fees in this appeal.

Respectfully submitted this 10th day of November 2020.

Simpson, Tillinghast, Sheehan & Araujo, P.C.
Attorneys for APPELLANTS

By:_____
Todd J. Araujo, Esq.
ABA No. 0806040

APPELLEE

By:_____
Emily Wright, Esq.
ABA No. 1211129

USE2021 0001

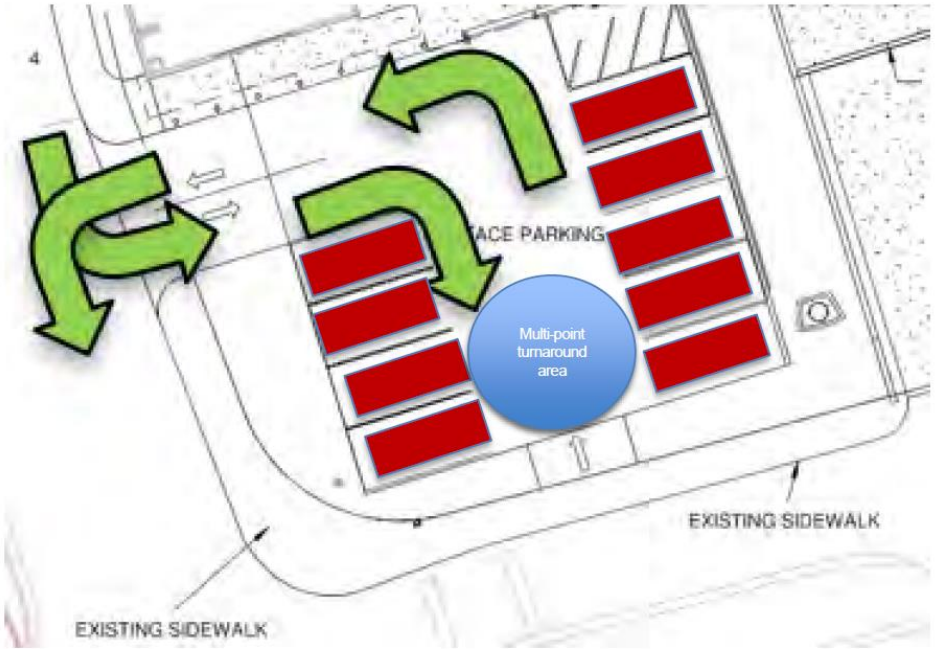
Modification to driveway access

March 9, 2021

Regular Planning Commission

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

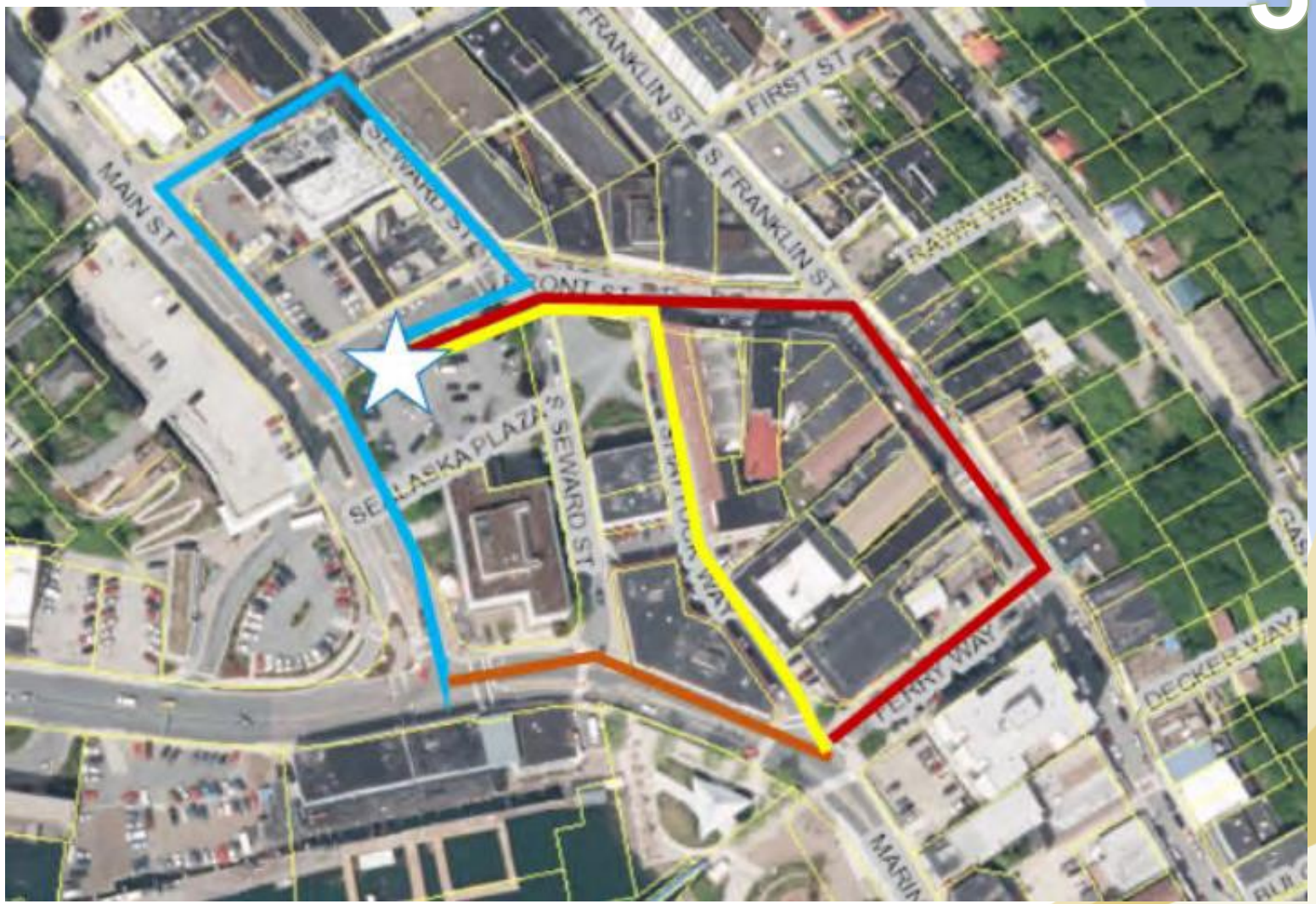
The change


ACE PARKING
Multi-point turnaround area
EXISTING SIDEWALK
EXISTING SIDEWALK

DO NOT ENTER SIGN
NO EXIT SIGN

WHY

- Maneuvering
- Congestion
- Difficult Access (image)
- Delivery



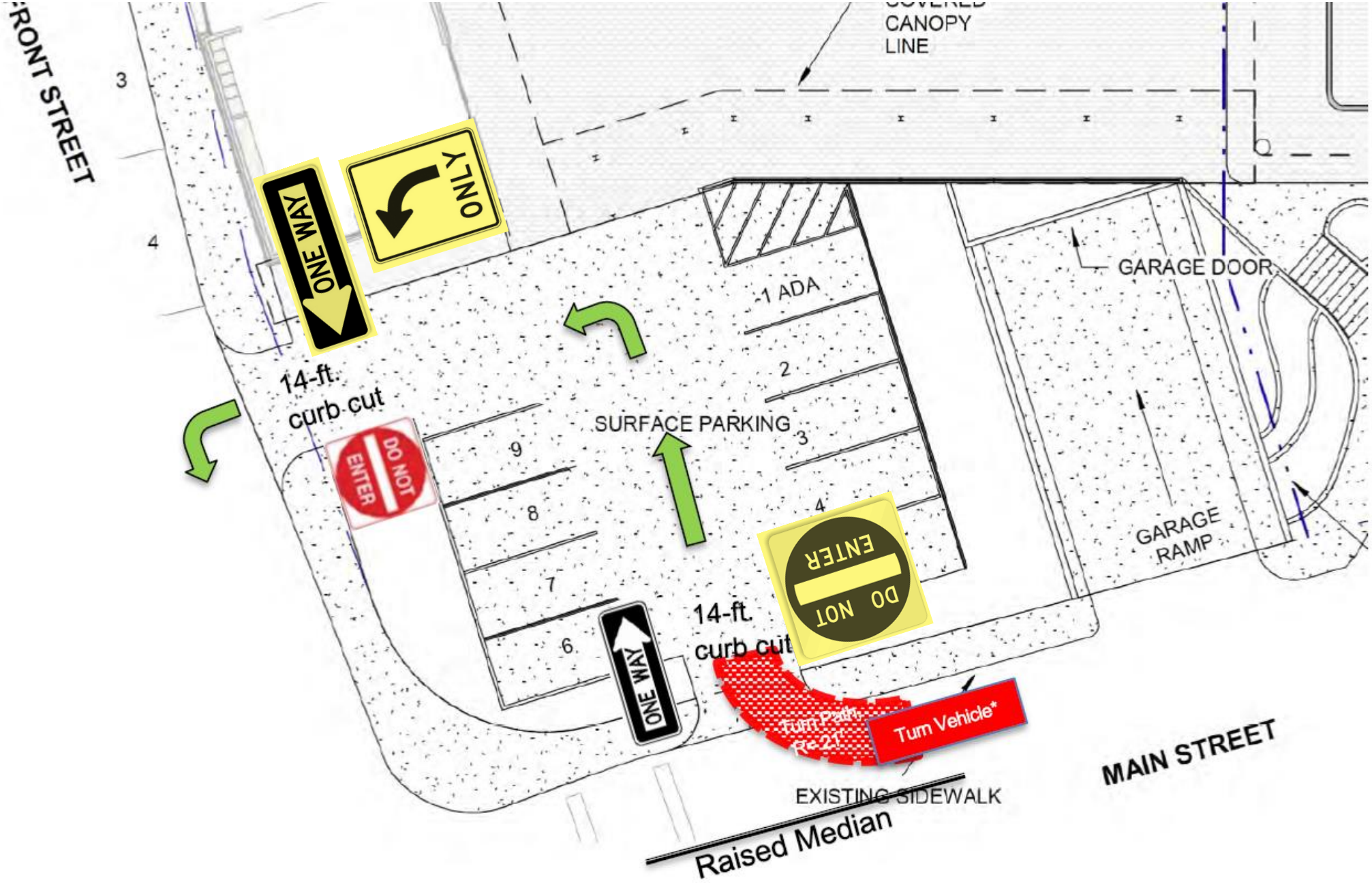
CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Reasonable exception to rule

- Flow interrupted 6% of time by turns into parking lot
- Average delay less than 0.5 seconds
- Right-turning vehicles from Main experience pedestrian conflicts 1%

KINNEY ENGINEERING, LLC

CITY AND BOROUGH OF JUNEAU ALASKA'S CAPITAL CITY


FRONT STREET
3
4
COVERED
CANOPY
LINE
ONE WAY
ONLY
14-ft.
curb cut
DO NOT
ENTER
1 ADA
2
3
4
9
8
7
6
SURFACE PARKING
GARAGE DOOR
GARAGE
RAMP
DO NOT
ENTER
14-ft.
curb cut
ONE WAY
Turn Path,
R=21'
Turn Vehicle*
EXISTING SIDEWALK
Raised Median
MAIN STREET

Recommend

- APPROVAL of reconfiguration
  - Modify existing condition 10 for two driveways
  - Modify proposed condition 11 regarding a circulation site plan, eliminating bullet regarding engineered plans for drainage

- Note: "Stipulated Settlement Agreement"

- Applicant presenters from Sealaska Heritage
  - Russell King, Project Manager
  - Lee Kadinger, Chief of Operations

Thank you ! Questions?

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Planning Commission

(907) 586-0715
PC_Comments@juneau.org
www.juneau.org/plancomm
155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION
NOTICE OF DECISION

Date: March 11, 2021
Case No.: USE2021 0001

Sealaska Heritage Institute
Attn: Lee Kadinger
105 S. Seward Street, Suite 201
Juneau, AK 99801

Proposal: Access Modification for Surface Parking

Property Address: 1 Sealaska Plaza

Legal Description: Sealaska Lots 1 & 2

Parcel Code No.: 1C070K770011 & 1C070K770012

Hearing Date: March 9, 2021

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated February 26, 2021, and approved Access Modification to Surface Parking, to be conducted as described in the project description and project drawings submitted with the application. Conditions of USE20200007 stand except as modified below:

MODIFY USE2020 0007 CONDITION #10 AS UNDERLINED:

10. Access to the surface parking lot shall be limited to one (1) curb cut located on Front Street <u>and one (1) curb cut on Main Street</u>.

ADD TO USE 2020 0007 CONDITIONS:

11. Circulation (vehicular): Site Plan Required. Prior to the issuance of <u>additional</u> building permits for the proposed project, the applicant must submit a site plan showing appropriate parking lot vehicle control signs and pavement markings that comply with the requirements of CBJ 49.40. This plan will include:

- A sign indicating one-way traffic from Main Street into the parking lot.
- A sign prohibiting entry off of Front Street.
- Sign(s) for traffic exiting the parking lot, clarifying:
- Front Street is one-way traffic.
- Left turn only leaving the parking lot.
- No exit onto Main Street.
- Painted arrow markings for one-way circulation.
- Dimensions from the travelled way to the edge of the driveway.
- Dimensions between driveways.

Attachments: February 26, 2021, memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding USE2021 0001.

March 4, 2021, correction memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding USE2021 0001.

This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ 01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ 01.50.030 (c). Any action by the applicant in reliance on the decision of the Planning Commission shall be at the risk that the decision may be reversed on appeal (CBJ 49.20.120).

Effective Date: The permit is effective upon approval by the Commission, March 9, 2021.

Expiration Date: The permit will expire 18 months after the effective date, or September 9, 2022, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Michael LeVine, Chair
Planning Commission

March 12, 2021
Date

Filed With City Clerk

March 12, 2021
Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ-adopted regulations. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

PLANNING COMMISSION AGENDA
THE CITY AND BOROUGH OF JUNEAU, ALASKA

CSP2020 0011: Complete street and underground utility maintenance (and replacements as necessary) on Calhoun Avenue - RECOMMENDED APPROVAL TO ASSEMBLY WITH AMENDMENTS

AGENDA ITEM:

Case No.: CSP2020 0011
Applicant: City & Borough of Juneau
Location: Calhoun Avenue
Proposal: Complete street and underground utility maintenance (and replacements as necessary) on Calhoun Avenue

RECOMMENDATION:

Staff had originally recommended APPROVAL of the project. That recommendation may be revised after Engineering and Public Works provides their proposed revisions.

ATTACHMENTS:

	Description	Upload Date	Type
	Memo to Planning Commission for CSP2020 0011 - Part 1	3/1/2021	Staff Report
	Memo to Planning Commission for CSP2020 0011 - Part 2	3/1/2021	Staff Report
	Presentation for CSP2020 0011	3/10/2021	Presentation
	Notice of Recommendation for CSP2020 0011	4/2/2021	Notice of Recommendation

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

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155 S. Seward Street • Juneau, AK 99801

March 1, 2021

MEMO

From: **Irene Gallion, Senior Planner**

To: **Mike Levine, Chair**

Through: **Jill Maclean, AICP, Director**

Case Number: **CSP2020 0011: Calhoun Avenue Reconstruction**

RE: The Return of Calhoun

At the regular Planning Commission meeting on January 12, 2021, the Commission recommended Assembly **DENIAL** of this project. The Commission recommended that a full traffic study of Calhoun Avenue traffic operations should be conducted prior to reconstruction.

As directed by the Assembly, the Commission will be revisiting this project at the March 9, 2021 Regular Planning Commission meeting.

This memo and the attached documents are intended to provide you a survey of the discussions regarding this project since it was originally moved through the Commission.

January 25, 2021: By consent agenda, the project was referred to the Public Works and Facilities Committee (PWFC).

- **Attachment A** is the Manager's Report from the Consent Agenda.

February 1, 2021: the PWFC hears the project and takes public testimony. The project was continued until the February 8, 2021 PWFC meeting.

- **Attachment B** is an excerpt from the transcript.
- **Attachment C** is the meeting minutes.
- **Attachment D** is meeting materials, including a memo from the City Manager recommending a course of action.

February 8, 2021: The PWFC forwarded Manager Recommendations B and C to the full Assembly.

B: That the Assembly remove the concept of turning Calhoun Avenue into a one-way street from further consideration or study.

C: That the reconstruction proposal go back to the Planning Commission for review.

- **Attachment E** is an excerpt from the transcript.
- **Attachment F** is the meeting minutes.
- **Attachment G** is the meeting materials, including the "Life of a Street Reconstruction Project" memo from J. Sanbei.

February 11, 2021: Note that this Regular Assembly meeting would usually take place the evening of February 8 (Monday), but the meeting was rescheduled to February 11 (Thursday) due to an area-wide power outage. During "Assembly Reports" on "Committee Reports," Chair Hale shared the Committee's decision with the full Assembly as a motion. The Assembly passed the motion, eight in favor, one opposed.

- **Attachment H** is an excerpt from the transcript.

February 25, 2021: ProHNS, the contracted design firm, held a workshop for neighbors via Zoom webinar.

- **Attachment I** is the meeting materials shared with neighbors.
- **Attachment J** is screen shots from the workshop.

Note that transcripts were done using Siri-style speech recognition and natural language processing. These transcripts can be both entertaining and baffling. Edits were made in the spirit of clear communications wherever possible.

At the Planning Commission Regular Meeting on March 9, 2021, staff will present a summary of the February 25 neighborhood workshop and proposed Calhoun Avenue Reconstruction plan modifications proposed, and make a recommendation for action by the Commission.

Meeting materials from January 12, 2021 are attached for your convenience, and include:

- **Attachment K**, the staff report and Notice of Decision.
- **Attachment L**, the PowerPoint presented at the meeting.
- **Attachment M,** the additional materials for the meeting (which includes comments on the Calhoun Avenue project that were received after the staff report was completed).
- **Attachment N,** minutes from the meeting.

February 27, 2021: CDD received a public comment regarding the Calhoun Avenue proposed reconstruction.

- **Attachment O,** comment received from Jeremy Bauer.

Staff had originally recommended APPROVAL of the project. That recommendation may be revised after Engineering and Public Works provides their proposed revisions. The Commission should anticipate a summary memo and recommendation the Friday before the regular meeting, March 5, 2021.

The City Manager re ommends the Assembly affirm the Planning Commission's de ision to approve this proje t.

d. **CSP 2020-0011 CBJ Calhoun e onstruction**

On January 2 2 2 the Planning Commission recommended denial of this project. The Planning Commission recommends the Assembly direct and fund a traffic study of Calhoun Avenue and surrounding area including pedestrian bicycle, vehicle, and emergency vehicle movements and consideration of one-way operations.

As presented to the Planning Commission this project would have included replacement of the water utility replacement of the combined sewer and storm water systems widening of the sidewalk when possible construction of a curb separating the sidewalk from the driving surface, and resurfacing for two-way traffic.

The January 2, 2021 Planning Commission materials including Staff Report, are located at: http://novus.cbjak.org/CoverSheet.aspx?ItemID=9362&MeetingID= 412

The City Manager recommends the Assembly refer this project to the Public Works and Fa ilities Committee.

. Transfers

a. **Transfer equest T-1035 A Transfer of $500,000 from Various Capital Improvement Proje ts to CIP P47-073 Centennial Hall e novation Phase II.**

This transfer of $ to the Centennial Hall Renovation Phase II CIP will provide for the completion of the design of renovations to Centennial Hall. The transfer consists of sales tax funding and comes from the following projects:

Project	Sales Tax
Mt. Jumbo Gym Roof	$250,
Deferred Bldg. Maintenance	$250,
Transfer Total	**$500,000**

The Assembly Finance Committee reviewed this request at its January 6, 2021 meeting. The Public Works and Facilities Committee reviewed this request at its January 2021 meeting.

The City Manager re ommends approval of this transfer.

b. **Transfer equest T-1032 A Transfer of $304,398 from Various**

Excerpt From Transcript: 2/1/2021 Public Works and Facilities Meeting

Items for Action: Calhoun Avenue Reconstruction

Edited by Irene Gallion

Michelle Hale: Ms. Koester, Calhoun Avenue Reconstruction, and I will let the audience know that you can go ahead and start raising your hand if you have a public testimony but first we will hear from Ms….

Janet Sanbei: Ms. Hale sorry just for a second, there is one more person who's come on the phone i'd like to reread that statement, so they are aware of what they need to do, please. Okay, so to provide testimony please hit the raise hand button if participating via a computer or tablet. If participating by phone press star nine on your phone, this will place a raised hand icon next to your phone number and we'll add you to the que. When you are called upon you will be allowed to speak via zoom, or you will want to press star six to unmute your telephone, in order to speak.

Michelle Hale: Thank you, Ms. Sanbei. Ms. Koester.

Katie Koester: Thank you Chair Hale, for the opportunity to briefly go over the project and kind of where we are and how we got here. I do think that the public testimony and the committee discussion is going on here and I do think that will have a lot of really good and input as well, so here's my attention being very brief, I will encourage you to read the planning Commission packet we included a link in your packet there's a lot of detail there, but if you like, the detail there's great detail, and a lot of really good comments from the public as well.

So where are we? The Planning Commission recommended denial of the Calhoun Ave Reconstruction project, and recommended a traffic study. They did not address the waiver, which we were also requesting a waiver from AASHTO standards to make a narrow lane with. I will go over briefly what that means. How did we get here? Well Calhoun was identified in this CIP as a priority and it was prioritized further because of the failing infrastructure under, really the utility infrastructure. Specifically, water has failed, many times and we are worried that the next time it feels and we go out to repair it we won't be able to repair it. Then, that will be, that will mean a failure for about a dozen homes that depend on this infrastructure along Calhoun for their water. Also, the sewer and storm drainage needs to be separated per EPA regulations, and it is good practice to not put stormwater into the sewer system.

I think that any trip by car, by school on foot, will show you that Calhoun has a lot of issues. It's a really narrow corridor, and some of those issues are easy to fix and some of them really are not easy to fix. I want to acknowledge that no one argues that there are really big challenges with Calhoun and the corridor are there, so you know engineering staff see it, see city staff see it, and I knew that you guys all do, too. I would argue that this is a well-designed project with creative solutions within the corridor. We really have had to think through, and the design isn't over, we don't stop design and then we don't finalized design and then take it to the Planning Commission and the neighborhood for approval.

We really need direction from the Planning Commission so within the quarter or end of the project, I think there's been a lot of really great solutions proposed and a lot of really good conversation and it's really now to the Assembly decide if to expand that scope right and expanding in any direction means more dollars sense and just means more money. Of course, really good direction from the body is

helpful. We, Engineering, like the process of a project began going door to door in late August early September on this project. We have hosted design meetings. The Planning Commission and, as I mentioned, there, there is more opportunity for design as we work through all the details of this project. And I just want to, I feel like Engineering has maybe been remiss and talking through some of the things that have been proposed, because the one-way conversation has dominated the project. And so I just would like to briefly highlight some of the things that I, as a pedestrian who uses Calhoun, I'm excited about, and we will be raising proposals to raise the sidewalk and to install a curb and gutter, and this will provide a visual separation. Though the difference in the color of the concrete and the asphalt, will also narrow that lane, which will provide traffic calming. That's a technique that that we use all over and so you'll have your three and a half feet of the narrowest poin,t three and a half feet of sidewalk, six inches of curb, and then one-and-a-half feet of gutter, and then a 16 foot lane, and then another six inches of curb. That helped me really trying to visualize that that curb and gutter is there to provide more separation between the pedestrian and the motors.

That being said, there's still challenges, and cyclists, it's not a great road for cycling. The gutter, you know, provide some issues for cyclists. We've looked at signage, things like sharrows, really educational things like that, to try to improve that rubric for cyclists. We will be adding a crosswalk, so we'll add a crosswalk at Goldbelt, and we'll move the crosswalk at CopePark, so it matches up with the sidewalk there, so it makes it a much more natural crosswalk. Those are the things that we have proposed, but I think haven't been able to really talk about because the one right has told me the conversation so just wanted to. There will be more things that come forward as we work through the project details. We have heard from the public about underground utilities about things like speed bumps for traffic calming, and there are, you know, a lot of challenges: underground utilities space, funding. Speed bumps are really not meant for a collector, a major street like Calhoun, and provide a lot of maintenance challenges.

So, I guess, I would, I would like to reiterate what I said it when we introduce this project to the last Public Works and Facilities meeting that, you know, this project does not preclude a one-way in the future, is not concluded by doing these needed improvements now. The recommendation from staff is to proceed with this project. We don't recommend a study at this time, because it would take a lot of, it would be very expensive, it's going to be hundreds of thousands of dollars, we can't do anything until next tourist season, probably, right, because we need real traffic data. That puts the project back multiple years. I think that we could do the utilities and not fix the roadway, but that would be a missed opportunity. Because the perspective that we're presenting to you today is to really prioritize moving this project forward without excluding future possibilities. Thank you for the opportunity to go over that, the kind of “where we've been,” and I'm happy to answer any questions and looking forward to listening to public testimony and community discussion.

Michelle Hale: Thank you, Ms. Koester, and before we take questions from the Committee, we will hear public testimony, but I also wanted to make sure, Mr Watt didn't have anything additional that he wanted to add.

Rorie Watt: Thank you Chair, just a few things. There's also a memo from myself, packet page 12, where I give you some specific recommendations. As you can imagine I'm not excited about recommending that the Assembly reject recommendations from the Planning Commission, that's not a regular course of activity. In reading between the lines, though, I think what, in some ways, what the

Planning Commission did is they were reviewing a reconstruction project, which is do the best you can within the circumstances that you have. They had comments from the public that said, do something different than that reconstruction project, and that's really, that's really an Assembly choice. And I think it's become complicated because of the suggestion of the one-way, because the one-way really is much larger in scope, you really would look in a much bigger planning area. I just don't think the idea of a one-way street would survive. I think there's a lot of complexity in that, and in the end we would spend a lot of time and not do it. I think the right course of action is to take the one-way idea off the table send it back to the Planning Commission, and then the question becomes what's the best that we can do within the footprint of this road, given that we've got a lot of limitations? So I just wanted to highlight those recommendations that I made the bottom of packet page twelve, thank you.

Michelle Hale: Thank you, Mr Watt, and I think with that we will take public testimony on this project. Ms. Sanbei will have her iPhone showing the time we'll have two minutes each for each testimony. Ms. Leach, if you could, if maybe Ms. Sanbei could bring you over and we can listen to your testimony. Please state your name and the area of town in which you live and then go ahead.

Frances Leach: I thank you so much, my name is Francis Leach and I live at nine to five Calhoun Avenue I'm right at the start of this project, right where Goldbelt and Calhoun meet, as if you were coming up the hill from Cope Park. I also work on Calhoun avenue at 410 Calhoun Avenue, which means I walk this stretch of road several times a day, as do my three children, who catch the school bus at Rainbow Food. In June of 2018 I wrote City Manager Rory Watt an email expressing my concerns about the safety of the pedestrians after seeing a man nearly struck by a vehicle. In that email, I express that myself and my children have also had some very close calls while walking on the sidewalk, as vehicles drive by so closely their side view mirrors hanging out over the sidewalk. One has to be extremely cognizant, we're walking on Calhoun and I worry daily about my children's and other people's safety. Mr. Watt replied to my email with words such as don't despair that nothing will happen, and that there would be opportunities to talk about sidewalks and traffic calming. His comment was good news, the road and sidewalks are already being programmed to be upgraded. Fast forward two and a half years, and now we are hearing that he is recommending against proceeding with the Planning Commission's recommendation to further study this project. This is a blatant disrespect for the pedestrians that live on and use Calhoun Avenue, there has been a public outcry for improvements for the sole purpose of safety. We want to be safe, when we want our children to be safe. Living at nine two five Calhoun I have a bird's eye view of the many people who walk the stretch, from preschool kids to Alaska state legislators. This is heavily used. Just the other day I just saw Representative Laddie Shaw nearly taken out by a car. We hear three and a half feet, 48 inches, is actually the average width of the sidewalk That means, you have to step in the road when you're passing somebody with three and a half feet. I understand I'm out of time, but I encourage everyone to take a walk down Calhoun avenue and see for yourself the safety concerns that we are expressing Thank you.

Michelle Hale: Thank you very much Ms. Leach for your testimony, are there any questions from committee members? Seeing none, we will move on to the phone number that ends in 2632 if you could come over, and I believe it star six to unmute yourself you've got it please state your name in the area of town in which you live, and you have two minutes.

Emily Ferry: Hi, this is Emily Ferry, can you hear me okay?

Michelle Hale: Yes, Emily, we can thank you.

Emily Ferry: Great Thank you so much. Again, Emily Ferry at 836 Calhoun Avenue, thanks for your time today and your attention to so many important issues, including the pipes that service our house. That truly is important but also important is the safety of our kids and our neighbors. And I've written many letters on this project, including putting a straw man out there in terms of the one-way proposal. I want to be clear that I am not committed to that nor is my husband, we were just trying to have a conversation starter and we'd really like to engage with the city in a conversation about what this project could be. We feel that that haven't happened yet. What I'd really like to see is a neighborhood where our kids can safely bike to school. In this proposal, that that can't happen for many kids. I'd like my daughter, to be able to walk on the sidewalk without a policeman stopping to tell her it's dangerous to walk on the sidewalk to our house, again, this current design does not does not improve that. And I'd like us to walk our talk in terms of creating a walkable pedestrian friendly active transportation community. We have so many plans that speak to that. I'd really love to see us take that opportunity to make that happen, and this super important project, and I say super important because it is only one of three corridors…*(inaudible)*

Michelle Hale: Ms. Ferry, you broke up after corridors, one of three corridors. Ms. Ferry, we are having a hard time hearing you. Ms. Ferry, your time is up, and we lost about the last twenty seconds of it. You're welcome to submit letters. Thank you, your time is up, Ms. Ferry. Thank you, I'm not sure what happened with that but, again, we do accept letters. Mr. Metcalfe, if we could pull him over please. Mr. Metcalfe, please state your name in area of town in which you live, and you have two minutes.

Peter Metcalfe: Peter Metcalfe, my wife Sandy and I live at 354 just in right behind the governor's mansion, lived there for almost 30 years.

We access Calhoun both on foot, of course, but also by vehicle, and West Eighth is a dangerous intersection. There's nothing in this plan current plan that addresses that. Ms. Koester suggested speed bumps are kind of off the table, if I heard that right, and to me it's very easy to do. If nothing else put speed bumps, and because there's two blind corners and countless times i've had to back away from entering Calhoun because of people speeding around those blind corners. We've had other testimonies of people talking about near accidents, and there's been several major accidents, because of those blind corners. Bottom line here is we just don't feel that we're being taken seriously, our comments and suggestions are dismissed out of hand, or they become like Emily said a straw man, they start beating on and we just want you to take these seriously and respond seriously and not just dismiss this so. You have a disgruntled neighborhood due to this lack of process. I'd appreciate, if you would take the Planning Commission's suggestion, you don't need a gold plated study. Let's just do something that we can take care of in a month or so, engaged with the neighborhood, listen to us, that's what would I ask, thank you.

Michelle Hale: Thank you, Mr. Metcalfe, are there questions from committee members? I see no questions from committee members, I also wanted to double check because I forgot to do that with Ms. Ferry are there questions for Ms. Ferry from committee members? Seeing none, thank you Mr. Metcalfe, I appreciate that, and we will move on to Mr. Choate. Mr. Choate you have two minutes, please state your name and the area in which you live.

Mark Choate: My name is Mark Choate I live at 230 West Eighth with my wife. We own one of the largest, I guess, links of that roadway, and I just have two separate issues to talk about. The first is safety. Our stone wall has been hit three times since we've owned our home, the last one did more than $100,000 of damage, and the driver sideswiped pedestrian. But for the grace of God that pedestrian would have been killed or seriously injured, and you know I know what i'm talking about when I talk about city liability for dangerous conditions. You've got one there, and you've had it for years, and nothing has been done. That's the first issue. I'll support what Emily and Peter have said. The other issue is the process has been more than dismal in terms of lip service for the for the neighborhood, but each time the pushback has been, you really don't need to pay attention to the neighborhood, we've got this under control. We were told, initially, that it was just a reconstruction, so there wasn't the opportunity for us to participate in any real, meaningful matt manner. I know a lot about the street, because i've lived there for 30 years more than 30 i've walked it I think an estimate of 20,000 times. We paid to have the fire hydrant put in on Wednesday, this part of a remodel I have a good sense of what the water system is like, and this, oh, my gosh, we need to do something immediately, I can tell you that the water system needs work. But it hasn't been failing it for us, and we would know because we live there. So I'm totally, I have to tell you the process, the due process and listening to the neighborhood, is one of the, it's been disturbing to me for how bad it is. Having spent six years on the school board, I have a sense of what the way you need to do it, then it has not happened to date. So I'd ask you please to not push this forward but, rather, give the neighborhood an opportunity. We've got an active group, and we will respond quickly on this, but so far the Engineering Department and this project in my mind, is it a D minus in terms of its responsiveness to the Community, thank you.

Michelle Hale: Thank you for your testimony Mr. Choate. Are there questions…

Mark Choate: I can't hear you at all.

Michelle Hale: Mr. Choate, can you hear me?

Mark Choate: I hear you, I'm sorry.

Michelle Hale: Oh, okay, are there questions from the Committee for Mr. Choate? There are no questions from the Committee for Mr. Choate, we are having a little bit of connectivity issues, thank you and we will move on to Marylin Holmes. Ms. Holmes, please state your name and area of town in which you live, and you have two minutes.

Marilyn Holmes: Hello, thank you for the audience. I've lived in the same house, which is right on the corner of Goldbelt and Calhoun, for 32 years, and raised infants and children in that area. It has to be one of the most hazardous intersections of the city. The entire process of trying to walk down the section you're thinking about remodeling is, even thinking of taking a bike on it, and I like to ride and so it's really, I agree with everybody so far, about the hazardous quality of this area, and the need for it to be redesigned properly. Not just for people and bikes but for cars and any kind of utility or emergency vehicle, so that's that's number one.

Number two, in Goldbelt Avenue, where I live, where it intersects Calhoun, was under a major reconstruction in July of 2004, and we all got together as neighbors and we paid AEL&P to put the conduit underground for the utilities. So it's possible to take those overhead lines down in our

neighborhood and put them into conduit. And what I would suggest, if you do nothing else with expanding this project at the moment, from where it stands and I understand Jon Bohan is telling us that we need to redo the water system immediately and that's that's the primary motivation here, but I would like to see at least some conduit put underneath this surface so that eventually the power lines going through this area can be taken down and a lot of people in my neighborhood want that.

Michelle Hale: Ms. Holmes, you are out of time, can you wrap up?

Marilyn Holmes: Well that's enough.

Michelle Hale: Thank you, Ms. Holmes, are there questions from committee members for Ms. Holmes? I see no questions, so we move on to Sean, and this is the last person from whom we will take testimony Sean you have two minutes, please state your name and area of town in which you live, okay?

Mary Alice McKeen: So this is Mary Alice McKeen, Sean is my son, who set that off. I live at 212 West Ninth Street, I've lived here for 39 years, and so I know I've walked this area every single day two or three times a day. The first is, I don't really think this city has meaningfully considered the public input, I don't think they've really made any changes in the project. The only thing they say will be traffic calming mostly is making a defined curb. When this project began, we began emailing, and this is what someone emailed back because we're saying, hey, we have ideas and they said, these are interesting ideas, good luck getting the city to take any of these suggestions. From my limited experience they're pretty unreceptive to Community suggestions.

And I think though there's been lip service paid to, oh, yeah, we appreciate your input. I don't think there's really been meaningful changes in the project, and of course the Engineering Department said they didn't have the scope to widen it.

Secondly, the status quo is that there are three foot wide sidewalks. If you were starting from scratch, you would not make Calhoun two ways and have three feet sidewalks, you just wouldn't do it. And I do think that the one-way should be considered, because the one-way option is the only way you would have a bike lane and reasonable sidewalk access, so I don't think it should be taken off the table. I think it's disingenuous to say, oh, we can't consider this because it would be hundreds of thousands of dollars, I think that's just making it sound way too hard. And I just think that's disingenuous to sort of threaten you with, oh my gosh, this is going to be $200,000. Final thing is, so I'd like it studied, I'd like all of these things, study and I have six seconds left, so I just think that the allegation that the fire department, that it can't be changed is really questionable. Just on page three of your memo that it says the CCFRr emergency paragraph, I couldn't even understand that, because it seems to be saying that the fire trucks can’t fit up Ninth Street.mSo I think there are ways to address that and they should be studied, so thank you very much.

Michelle Hale: Thank you very much, Ms. McKeen, are there questions from committee members? I see no questions, we will bring this back to the committee, thank you for everyone that testified and thank you for everyone that has sent letters. We've received quite a few emails on this subject as well, we really appreciate the input and I know it's been very difficult for everyone. We will bring this back to the committee, and I will just remind the committee that we will go until 110 we're about to lose one member, but at by one we will lose a second so we'll just go into 110 today are there questions from committee members. Ms. Hughes-Skandijs and then Ms. Wall.

Alicia Hughes-Skandijs: I think, thank you Madam chair, I have a couple, and I maybe i'll just say them, both because they're pretty short questions to Ms. Koester. It sort of sounded to me like the speed bumps were not considered a useful tool, or like off the table, so is that the case? Is that our current thought and then? Could you remind me the number of public meetings that we've had? Or, sort of chances to engage with the neighborhood?

Katie Koester: Sure, the first question about that speed bumps, Engineering staff will probably never recommend speed bumps because they are real nightmare for maintenance and for plowing, for keeping streets clean. It's also very busy street and collector street. And that would be the other reason why we wouldn't recommend them. It doesn't mean that they don't go in, sometimes, but, but that it would not be a staff recommendation. So let's see, in your second question was about public meetings, so we have, in the Planning Commission packet, there's a list of public contact with all of the neighborhood and so on, and every household was approached two to four times at the beginning of the project to talk through a lot of their individual you know concerns, and also have their particular approach. We had a public meeting in December, and Planning Commission meeting in January and, of course, this was before the Assembly, at the last meeting, on and when it was referred to the UFC.

Michelle Hale: Ms. Hughes-Skandijs, is that sufficient?

Alicia Hughes-Skandijs: Yes, thank you, Madam, Chair. I have more, but I saw there's a hand up.

Michelle Hale: Thank you, Ms. Wall.

Christine Woll: Thank you, Madam chair, and I'm happy to let Ms. Hughes-Skandijs continue to ask questions if she's about to leave.

Michelle Hale: Ms. Hughes-Skandijs.

Alicia Hughes-Skandijs: And thank you very much, as well, and I was wondering if you could talk a little bit about…I understand that we wouldn't be able to do a study with the height of traffic, I walked, I've spent a lot of time on that street, so I know it picks up quite a bit in the summer. But it keeps coming up and letters, the moving the utilities underground while we have that up, and I was wondering if you could comment on the cost of that.

Katie Koester: Thank you, I don't really know the exact cost estimate, you see in your packet that we approach AEL&P about the cost for just power, and that was anywhere from $150,000 to $400,000. Of course, you have other utilities there and then you have other issues with still needing to have above ground infrastructure. And just being such a limited right of way, traditionally, and CBJ projects, are the neighborhood pays for that, I think one of the people commenting said they hadn't remembered a time with her neighborhood paid for that. So while there's nothing to preclude the neighborhood from coming together and paying for those improvements, they are normally not included as part of a CBJ project.

Michelle Hale: Ms. Hughes-Skandijs, did you have follow up?

Alicia Hughes-Skandijs: I'm looking my little list here…No, I think I think I'll monitor that, I'll be listening when I sign off here.

Michelle Hale: Thank you Ms. Hughes-Skandijs, Ms. Woll and then Ms. Triem.

Christine Woll: Thank you, Madam Chair, my question is for Mr. Voelckers, I you know also don't take lightly the idea of potentially rejecting the record recommendations by the Planning Commission that Mr. Manager is suggesting here, I'd love to hear from you, why you think that rejection was being made and what you heard from the Commissioners.

Michelle Hale: And before we before we make that make that shift. Mr. Watt, I just want to make sure that we are keeping our lines right, where they need to be bright, and is that appropriate?

Rorie Watt: I think that's just fine.

Michelle Hale: Thank you. Mr. Voelckers.

Paul Voelckers: Thank you, complex topic, thanks for the query. What I would offer is that I think you heard some testimony about what the nature of a study might be, about whether that was a $300,000 study or 30 days study or something, and I think the Commission did not have a big, thorough conversation on this, I think. Trying to hazard a generalization I think that the majority of the Commission felt like the project wasn't ready yet to approve. We had dozens of people testify. I think every single person was opposed and raised a variety of concerns many of what you've heard today. And it did, I think, appear to a majority of the Commissioners that there had not been sufficient analysis of options, and I think it would be fair to say that people were not necessarily persuaded that there was an easy one-way couplet that would solve this thing. But they did think that that might be a fair question. Another question was, but I think troubled Commissioners, was on the basic width of the roadway that there's a strong likelihood that it may just need to stay a two way road but what's proposed gets the width of the lanes down so critically narrow that we were not sure that it was even possible to approve an AASHTO waiver over the driving widths of the of the road lane. So that's a sort of thing when we say traffic study, just the sense that, what are the alternatives that maybe got a little more with to the roadway rather than focusing on just the below grade utilities. So hopefully that gives you a little sense of some of the questions that were in playing Commissioners minds mostly that we hadn't seen a lot of option analysis, thank you.

Michelle Hale: Thank you, Mr. Voelckers. Ms. Wall, did you have any follow up? Ms. Triem? We are running short on time, sorry.

Carole Triem: Thanks Madam Chair, and actually I have a lot of questions so my motion was going to be, since we are running short on time, can we, do we have to make a decision in the next four minutes? Because I don't know that I'm ready to do that, so that's my first question.

Michelle Hale: Ms. Triem, we have a recommendation from the City Manager and it's a four part recommendation, it's at the bottom of page 12. And, and the City Manager is recommending that we reject both recommendations. I'll just let you read the rest, but again it's at the bottom of page 12, and forward our discussion decision on the recommendations to the Assembly. So if we make those recommendations today, then the entire body of the Assembly will address this topic there.

Carole Triem: Right, I don't know that I am ready to make a decision, even in the Committee on any of those. I do have quite a few questions, so I mean, is it a problem if we keep this in committee for another meeting to keep discussing it?

Michelle Hale: I suppose one potential, and I'll pose this to Mr. Manager and Ms. Koester, because we are meeting on February 8 to work on our goals. One potential would be that we could forward, we could continue this to that February 8 meeting and perhaps, Mr. Manager, I will ask your perception of that idea.

Rorie Watt: Thank you, sure, I think I think that's fine, I mean, I think there's always within CBJ's capital plan, we're generally on a one year cycle to fund in July, we're trying to build in the following spring. So we are, we're you know, for better or worse, for lots of good reasons that we move quickly, but I think it's fine that the committee hold it until next Monday.

Michelle Hale: Thank you and Ms. Triem, thank you for expressing those concerns, and if it is the will of, both Ms. Wall and Ms. Hughes-Skandijs, I believe are not able to participate any longer, we will we will continue this until the eighth of February. Ms. Woll, do you agree with that?

Thank you so that then is what we will do and we will take this up first at that meeting, we won't take public testimony at that meeting, we will just continue the conversation with committee members, so that we can take a vote and Ms. Triem, looks like your hand is raised.

Carole Triem: Yes, thank you, Madam Chair, just one more quick thing. I am happy to ask my majority of my questions offline but I thought it might be helpful. In the memo it addresses the one-way proposal from the neighborhood residents, I was wondering if maybe we could get something written up of the other kind of ideas we talked about verbally, the speed bumps today, just have, like, maybe a little table of here's some ideas and here's pros and cons or something like that, so that we can work off of. Ms. Koester, is that something that you could do? And I'm happy to talk with you about it.

Michelle Hale: Ms. Triem, I hesitate to further complicate the jobs of Ms. Koester and her department, but I see Mr. Watt has his hand up. I will remind the committee that this will go to the full Assembly as well. Mr. Watt.

Rorie Watt: I think that's the kind of thing that belongs to the Planning Commission, I think that's kind of what the Planning Commission was getting at. And I think it's what some of the neighbors have been getting at,so in my in my recommendation, I think, discussion of those ideas becomes a lot clearer if you remove the one-way concept. But, but I really fundamentally do believe that the Planning Commission is the right body to get into the details with staff and the neighborhood.

Michelle Hale: Thank you, Ms. Triem, does that work for you? Thank you, thank you, Ms. Triem. Thank you for everybody who has provided information, I appreciate that.

And we unfortunately cannot make it to the information items on the agenda…..

PUBLIC WORKS & FACILITIES COMMITTEE
MINUTES – REGULAR MEETING
Zoom Webinar
February 1, 2021

I. CALL TO ORDER

The meeting was called to order at 12:00 PM.

Members Present: Ms. Hale, Ms. Triem, Ms. Woll, Ms. Hughes-Skandijs and Paul Voelckers, Planning Commission Liaison. Mayor Weldon and Assembly Members Loren Jones and Greg Smith were also in attendance.

Staff Members Present: Katie Koester, Janet Sanbei, Lori Sowa, Irene Gallion, Jill Maclean, Rorie Watt, John Bohan, Alexandra Pierce, Greg Smith, Jeff Rogers, Alan Steffert, Carl Uchytil, Erich Schaal, John nelson, Joshua Midgett, Keri Williamson, Dan Bleidorn, Jeanne Rynne, and Michael Eich.

II. APPROVAL OF MINUTES

A. January 11, 2021 – Regular Virtual Meeting

Ms. Hale submitted her changes prior to the meeting.

Minutes Approved.

III. PUBLIC PARTICIPATION & NON-AGENDA ITEMS

None.

IV. ITEMS FOR ACTION

A. 2021 Legislative Priority List

Ms. Koester gave a brief summary as to the purpose of the list.

Discussion ensued.

Ms. Hughes-Skandijs moved to hold in Committee for further review and discussion; and forward to the Planning Commission with direction to suggest projects from neighborhood plans.

No objection, motion passed.

B. CIP transfers and Closeouts

Ms. Koester stated there are several projects which have completed or are not being constructed for various reasons. The funds from these projects are before the Committee to request these funds being transferred to the projects listed in the memo from Mr. Bohan.

Ms. Woll moved to forward to the full assembly for approval the transfers and closeouts contained in the memo and asked for unanimous consent.

No objections. Motion passed.

C. Recommendations for the 1% Sales Tax in the FY21 CIP

Ms. Koester gave brief update on the plan of addressing and responding to anticipated Sales Tax and Hotel-Motel Tax shortfalls due to the pandemic. She stated the voters approved a $7 Million bond for work on Centennial Hall. There is also a voter approved $4.5 Million use of Hotel-Motel Tax for additional work on Centennial Hall. The plan is to move the $4.5 Million to the Bond and remove the $7 Million Bond off the CIP for the time being.

Discussion ensued regarding the funds for Centennial Hall.

The Augustus Brown Renovation was put on hold in the spring of 2020 until the FY21 fiscal year. The Augustus Brown Renovations are included in the FY22 CIP document going to the Assembly during the budget process this year.

Ms. Triem moved the Committee forward the Manager's recommendation on the 1% CIP to the Finance Committee and asked for unanimous consent.

D. Calhoun Avenue Reconstruction

Ms. Koester gave the Committee background on the Planning Commission decision to ask the Assembly to deny the project. They also requested a traffic study be conducted for this corridor. They did not address the waiver of AASHTO standards for a narrower lane. There has been a lot of public comment on this project. There have been several public meetings available for design comment on this project. Traffic calming measures have been taken, including narrowing lanes, raising sidewalks, and adding curb and gutter.

Mr. Watt gave an explanation of his memo included in the packet, stating he is not in the habit of encouraging the Assembly to reject the Planning Commission's recommendation. He stated doing a traffic study or something different than what has been planned for the reconstruction at this time is costly and takes time. He feels a One Way road would not last. He feels if it were put in, later on it would be removed again. His advice for the best course of action is to take the One Way idea off the table, send it back to the Planning Commission, and then the question becomes…"What is the best we can do within the footprint of this road, given we have a lot of limitations?".

Public Comment

Ms. Frances Leach, 925 Calhoun Ave. She is right at the start of this project at the corner of Goldbelt and Calhoun, just up from Cope Park. She also works at 410 Calhoun Ave. She and her children walk this corridor to work and the bus stop regularly. She stated in 2018 she wrote City Manager Watt an email expressing her concerns for the safety of pedestrians after seeing a man nearly struck by a vehicle. She also stated she and her children have had some very close calls while walking on the sidewalk as vehicles drive by very closely. The side view mirrors of vehicles hang over the sidewalk, which means pedestrians need to be alert of traffic on the street. She put in the email she is very concerned for the safety of her family and others. Mr. Watt reassured her stating the good news is the road and sidewalk

are already in the planning stages for being upgraded. She feels his recommendation to reject the Planning Commission's decision to do a traffic study is a blatant disrespect of the concerns from citizens of the neighborhood. She doesn't feel 40 inches is big enough for a sidewalk. She stated if passing another pedestrian one would need to step in the street to get by. She asked staff to take a walk down Calhoun Ave. to see the concerns the neighborhood is expressing.

Ms. Emily Ferry, 836 Calhoun Ave. She agrees the improvements to the road and utilities are important, but pedestrian and bicycle safety is also very important. She would really like to engage with the City in what the One Way would really look like and the issues that may preclude it from happening. She said this hasn't happened yet. She would like to see from this project a way for children to bike to school safely. Currently, and the way the project is designed at this time, that can't happen. She would also like pedestrians to be able to walk on the sidewalk without police officers stopping to tell them it isn't safe to walk on the sidewalk. This design doesn't allow for safe walking within the corridor. She would like the City to "Walk the Talk" about making the community a pedestrian friendly community. There are so many plans that speak to that. She would love to see the City take the opportunity to make this happen in this very important corridor. It is a very important corridor because it is 1 of only 3 corridors in and out of downtown Juneau. (At this time Ms. Ferry's phone stopped transmitting her comments. Ms. Hale stated her time was up and asked her to send in a letter.)

Peter Metcalf, 354 Distin Ave. He stated they access Calhoun both on foot and by vehicle. They access Calhoun on W. 8th St. This is a very dangerous intersection. It has blind corners from both directions. People frequently speed around those blind corners. He concurred with others, saying there have been several accidents because of the dangers in this corridor. He said he doesn't feel Staff has been receptive of the comments made. He feels they have been dismissed and not recognized as important. He would like to see Staff take the comments seriously and comment accordingly. The neighborhood is disgruntled. He would like the City to go forward with the Planning Commission recommendation and complete a study. He doesn't feel it needs to be extravagant, but something that will give information. He just asks that Staff listen to the neighborhood.

Mr. Mark Choate, 230 W. 8th St. He stated he has 2 issues to address. The first, is safety. His stone wall has been hit 3 times since he purchased the property. The most recent did an extensive amount of damage and sideswiped a pedestrian. He said the City has a liability for dangerous conditions and this location is dangerous. He feels the City has done nothing to resolve the danger. The second issue is he feels the process has been more than dismal. The City has been providing lip service with comments such as "We have this under control, don't worry about it.", but there has been a lot of push back from Staff. There has been no opportunity to participate in any meaningful manner. He feels he knows the area quite well, as he has lived in this location for more than 30 years. He paid to install a fire hydrant on his property. He feels he knows the water system and he has had no problems with the water at his location. He has spent 6 years as a School Board Member and understands the process of public participation. He asks that the City not move forward and let the neighborhood respond. It is an active group and they will respond quickly. He feels the Engineering Department and the project is at a D- in terms of its responsiveness to the community.

Ms. Marilyn Holmes, corner of Goldbelt and Calhoun. This has to be one of the most hazardous intersections in the City. The process of walking down the portion of Calhoun to be reconstructed is absolutely harrowing. She would not even think about riding a bike on this stretch of road…she likes to ride. She agrees with other comments as this is a dangerous corridor. She agrees it needs to be redesigned, but not just for people and bikes, but also for any utility or other type of emergency vehicle. In 2004 a section of Calhoun that intersects with Goldbelt was under construction. The neighbors all got together and they paid for AEL&P to put the conduit underground for the utilities. She says it is possible to put the lines within conduit and underground. She would like to see the City add conduit installed for putting the utility lines underground. So eventually the power lines could be taken down.

Mary Alice McKeen, 212 W. 9th Street. She has lived here for 39 years. She doesn't feel the City has made any effort to consider the neighborhood's concerns for this street. She stated when the project began the neighborhood started emailing with each other discussing suggestions. One individual wrote back saying…"These are interesting ideas. Good luck getting the City to take any of these suggestions. From my limited experience, they are pretty unreceptive to community suggestions." She feels there has been lip service paid, but there has not been any meaningful response to community concerns or suggestions. She said the Engineering Department responded saying they didn't have the scope to widen the road. She feels making the street 2-way and 3 foot sidewalks is not being safety conscious. She really feels the 1-way should be seriously considered. This is the only way to have reasonably wide sidewalks, a bike lane and traffic on this street. She feels the City has threatened the neighborhood by saying a traffic study would be too expensive. She thinks this is disingenuous for the City to say. She would like all of these studied. She feels the allegation of the fire department not being able to get a fire truck up 9th Street is false. She would like all of these items studied.

Discussion ensued.

This topic will be taken up again as the 1st item on the February 8, 2021, Work Session. Public comment will not be taken at this work session.

V. INFORMATION ITEMS – Due to a lack of time, Information Items were not heard at this meeting.

A. ADEC Compliance Order by Consent

B. Electric Bus Roll Out

C. Capital Improvement Plan

VI. CONTRACTS DIVISION ACTIVITY REPORT

A. January 8, 2021 to January 26, 2021

VII. ADJOURNMENT

The meeting adjourned at 1:11 PM.

A. Next meeting will be a Work Session, February 8, 2021, 12:00 PM.

Members of the Public Present:

Frances Leach
Emily Ferry
Duff Mitchell
Frankie Pillifant
Garret Gladsjo
Keith Gerken
Kirby Day
Kollin Monahan
Laurie Berg
Laurie Craig
Lucas Chambers
Marilyn Holmes
Mark Choate
Peter Metcalfe
Mary Alice McKeen (Sean)

Members of the Press Present:

Jeremy Hsieh, KTOO
Pete Carran

CLOSE

ASSEMBLY STANDING COMMITTEE
PUBLIC WORKS AND FACILITIES COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA

February 1, 2021 12:00 PM
Regular Meeting - Zoom Webinar
Please click the link below to join the webinar: https://juneau.zoom.us/j/92281024470 Or Telephone: Dial(for higher quality, dial a number based on your current location): US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or +1 301 715 8592 or +1 312 626 6799 or +1 929 436 2866 Webinar ID: 922 8102 4470

I. CALL TO ORDER

II. APPROVAL OF MINUTES

A. January 11, 2021 - Regular Meeting

III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS

IV. ITEMS FOR ACTION

A. 2021 Legislative Priority List

B. CIP Transfers and Closeouts

C. Recommendations for the 1% Sales Tax in the FY21 CIP

D. Calhoun Avenue Reconstruction

V. INFORMATION ITEMS

A. ADEC Compliance Order by Consent

B. Electric Bus Roll Out

C. Capital Improvement Plan

VI. CONTRACTS DIVISION ACTIVITY REPORT

A. January 8, 2021 to January 26, 2021

VII. ADJOURNMENT

A. Next Meeting - Work Session - February 8, 2021 - 12:00 Noon

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-5240| Facsimile: 586-5385

TO: Chair Hale and Assembly Public Works and Facilities Committee

DATE: January 20, 2021

FROM: Rorie Watt, City Manager

RE: Calhoun Avenue

As is detailed in your packet the proposed reconstruction of Calhoun Avenue has been forwarded to the PWFC by the Assembly. The Planning Commission made two recommendations:

1. That the Assembly DENY the project as designed
2. That a full traffic study be conducted prior to reconstruction.

One way to look at the Commission recommendations is to realize that the Commission tendered a policy question back to the Assembly – "Should CBJ proceed with a reconstruction of the roadway, while making practical improvements to pedestrian improvements and maintaining two way driving access or should the CBJ proceed with a traffic study prior to reconstructing?"

A significant amount of background to these recommendations is the request from one or more neighbors to consider making Calhoun Avenue a One-Way street. I strongly do not support studying the One-Way study idea any further as it is likely to use up staff time, municipal funds and would support what I think is an unrealistic expectation that it is a possible outcome.

A short list of problematic consequences of making the road One-Way include:
Limits Downtown to only one Two-Way access road (Egan)
Large vehicle movements - Fire, garbage, fuel, construction, moving vehicles need both accesses.
Traffic diversions – Making a road one-way usually means that traffic is diverted onto other roads.
Winter routes – Diverted traffic may have to use steeper alternatives.

By policy and action, CBJ and its staff are very supportive of providing non-motorized amenities and accesses on every project that is developed. In this case, the One-Way idea obscures consideration of what is a well-developed reconstruction project that has to navigate the limitations of our goals and historic property and rights of way lines.

Recommendations: I recommend the following:

A. That the Assembly reject both recommendations by the Planning Commission.
B. That the Assembly remove the concept of turning Calhoun Avenue into a One-way street from further consideration or study.
C. That the reconstruction proposal go back to the Planning Commission for review.
D. If the Commission wants to propose a traffic study, then it should propose a scope of study, being mindful of the limits on staff and financial resources and considering other important unfunded priorities, like updating the Comprehensive Plan.

The PWFC should forward its decision on these recommendations to the Assembly.

The Planning Commission staff report and presentation may be viewed here:
https://packet.cbjak.org/2020Sheet.aspx?MeetID=1396&MeetingID=14412

Excerpt From Transcript: 2/8/2021 Public Works and Facilities Meeting

Items for Action: Calhoun Avenue Reconstruction

Edited by Irene Gallion

Michelle Hale: I will call to order the Standing Committee of the public works of facilities committee at 12 noon Ms. Sanbei, will you please note the roll. We have two items for action on the agenda, are there any agenda changes? Thank you, we will move right into the first agenda item, and that is Calhoun Avenue Reconstruction. This item has been continued from the meeting on February 1 a week ago, we will not be taking public comment, there is some information about public comment that came in at the meeting last week, so the public comment is closed. But we had to end the meeting last week before we had a full discussion of the topic so I wanted to open this back up to committee members who may have concerns or items of discussion and or questions, and so I will open it back up to committee members. We have any questions from committee members? Seeing no questions from committee members do we have a motion from a committee member relative to this item? Ms. Hughes-Skandijs.

Alicia Hughes-Skandijs: I thank you, Madam chair. Now that I see that nobody had any questions. For more information um I think my question is in regards to how to most simply get the motion put together and maybe this is directed at both Ms. Kuster and Mr. Manager. Looking at the recommendations on the memo I think that personally I am fine with removing the concept of turning Calhoun into one-way and returning it back to the Planning Commission, but I would also like to communicate, and maybe it's enough just to say that, that when sending this back to the Planning Commission I would like it if the Planning Commission was presented with more information as to what other traffic calming measures that are concrete before speed bumps were mentioned. For the city, for Public Works to work with the Planning Commission to present them with some options. And that's a very long winded thing that's not really a great motion so…

Michelle Hale: That's understandable. Mr. Manager.

Rorie Watt: Thank you, Madam Chair. So, in hindsight, if I had written the January 20 memo I probably would have written it better, and I would have framed it a little differently, and I think that I think really the recommendation is under my A, B, C, D. Recommendations B and C and D are appropriate, I mean I think it's unnecessary to reject the recommendations from the Planning Commission, I think they forwarded you a little bit of a hot potato, and I think what needs to happen is, if everybody on the Assembly is an agreement, that we remove the one-way concept, then we get back to a discussion of what can we do and we get back to discussions about, okay, we have this rock wall near one family's home, should that rock wall be moved to make the sidewalk wider? Discussion the pros and cons of lane with and speed humps or bumps which not favored but still should be discussed. So I think the recommendation that I would say, if you like, that approach is forward managers recommendation B and C to the Assembly tonight and during committee reports Chair Hale can say that's what the committee decided to do, and see if there was objection from the Assembly. And then giving that Mr. Voelckers is here, I think he understands your intent as well, and he can help communicate. When we get back to the Commission Ms. Koester and I can help provide the Commission with a more expansive packet that will put some of those ideas in context.

Paul Voelckers: Thank you, through the chair and just point verification, I think that all sounds good, Mr. Manager. You have any quick thoughts on the AASHTO waiver aspect? Because the Planning Commission didn't even get to that because, but I can tell you that that was certainly going to be a weighty topic about waivering some national waivers.

Michelle Hale: If before Mr. Manager answers I might raise a very small point of order, I just actually don't know that the Public Works and Facilities Committee is actually the right place to discuss the AASHTO waver and Mr. Manager, I'll just put that out there, and you can answer Mr. Voelcker's question, since we haven't had it come before us at all.

Rorie Watt: Thank you Chair, I think, that is, I think that belongs at the Planning Commission, so I think the Planning Commission should ask questions if they're concerned and uncomfortable about that, and I think staff should be prepared to answer those questions in great detail about why one approach or another is more or less appropriate than another.

Michelle Hale: Thank you, Mr. Voelckers, are you good with that? Thank you, Ms. Hughes-Skandijs, I will return to you. Hearing what the Manager has said, essentially basically to forward recommendations B and C to the full Assembly, and I can bring that up at my report tonight, are you comfortable than with that motion?

Alicia Hughes-Skandijs: Yes, thank you Chair, I think Mr. Manager encapsulated exactly what my concerns were so I would move in that case that we for recommendations B and C to the full Assembly and ask for unanimous consent.

Michelle Hale: Are there any objections? Seeing no objections, that motion will take action, and I will report that in my report tonight, and we will move on, then to item be on our agenda, the pw FC assembly goals and work plan…

EDITOR'S NOTE: The Assembly Meeting that night was cancelled due to an area-wide power outage, and rescheduled for Thursday, February 11, 2021.

PUBLIC WORKS & FACILITIES COMMITTEE
WORK SESSION – ZOOM MEETING
February 8, 2021
12:00 Noon

I. CALL TO ORDER

The Meeting was called to order at 12:00 Noon.

Committee Members Present: Chair Michelle Hale, Carole Triem, Christine Woll, Alicia Hughes-Skandjis, Paul Voelckers-Planning Commission Liaison. Assembly Member Loren Jones was also in attendance.

Staff Present: Rorie Watt, Katie Koester, John Bohan, Irene Gallion, Jeanne Rynne, Jeff Rogers, John Nelson, Lori Sowa, Nathan Coffee, Janet Sanbei, Jill Maclean, and Dan Bleidorn.

II. ITEMS FOR ACTION

A. Calhoun Avenue Reconstruction

Ms. Hughes-Skandjis motioned to forward Recommendations B-The Assembly remove the concept of turning Calhoun Avenue into a one-way street from further consideration or study & C-The reconstruction proposal go back to the Planning Commission for review, to the full Assembly and asked for unanimous consent.

No objections, motion passed.

WORK SESSION – Minutes are not taken during work sessions.

B. PWFC Assembly Goals and Work Plan

Discussion ensued.

III. ADJOURNMENT

Meeting adjourned at 1:23 pm. Next regular meeting to be held on February 22, 2021.

CLOSE

ASSEMBLY STANDING COMMITTEE
PUBLIC WORKS AND FACILITIES COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA

February 8, 2021 12:00 PM
Work Session - Virtual Meeting
Please copy and paste the link to join the webinar: https://juneau.zoom.us/j/97671295070 Or iPhone one-tap : US: +13462487799,,97671295070# or +16699006833,,97671295070# Or Telephone: Dial(for higher quality, dial a number based on your current location): US: +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782 or +1 312 626 6799 or +1 929 436 2866 or +1 301 715 8592 Webinar ID: 976 7129 5070

I. CALL TO ORDER

II. ITEMS FOR ACTION

A. Calhoun Avenue Reconstruction

B. PWFC Assembly Goals and Work Plan

III. ADJOURNMENT

A. February 22, 2021 - Regular Meeting - 12:00 Noon

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

MEMORANDUM

ENGINEERING & PUBLIC WORKS
230 S. Franklin Street, Suite 315
Juneau AK 99801

DATE: February 4, 2021

TO: Katie Koester
Director of Engineering & Public Works

FROM: Janet Sanbei
Administrative Officer I

RE: Calhoun Avenue Reconstruction

Life of a Street Reconstruction Project

Most projects are initiated because of failing infrastructure. Generally, projects are prioritized and scheduled in the 6 - year Capital Improvement Program. There are typically four to eight street reconstruction projects that follow this process each year. A project may sit on the list for many years before receiving funding…or it may never be funded due to changes in priorities or availability of funding. Once the project comes forward for funding and is approved by the Assembly, then the action to move forward with formal design and construction is put into place. Generally, the approved projects are scheduled to begin design at the beginning of the fiscal year they receive funding (July, August); and construction begins the following spring.

A design consultant is selected for the project. Their typical initial tasks are scoping, research, site surveying, schematic design (35%) and preparing a rough estimate. The design consultant reaches out to the individuals within the neighborhood multiple times and works to maintain an "open door" policy. A mail out is first sent to the neighborhood informing of the start of design work and the project contacts. The designer works to meet with each neighborhood property owner in person, during the early on-site reconnaissance and survey, by going door to door to meet and discuss the project with each neighbor (typically this is the best source of information for little idiosyncrasies of an area). If contact is not made, a door hanger is provided with the project contact information again, hoping for neighbors to reach out and discuss concerns. The intent of the early and often designer contact is to create an open dialogue and rapport with the neighborhood to facilitate communication. If the schematic design plans fit available funding, the consultant continues further detailed design. The designer and staff conduct a neighborhood meeting about half way between the completion of the schematic design and final bidding (roughly 50% design development). At this time, the design has progressed enough for the designer to have an understanding of the project area limitations, specific details of the underground municipal utility replacements and impacts to the final configuration of the reconstruction project. The neighborhood meeting is the opportunity to present the more specific details of the project, receive neighborhood comment, concern, criticism and continue the discussion with the neighborhood about what the final project details can look like and what comments and concerns can be incorporated into the final design. Final design is completed with incorporation of applicable neighborhood comments, the project tendered for bid, the lowest bidding contractor awarded the project and construction commences.

The Planning Commission City State Project review (CSP) has typically occurred following the neighborhood public meeting to incorporate the applicable public concerns raised. A CSP review by the Planning Commission determines consistency with Title 49 for CIP projects over $500,000.

In order to assist the Committee in discussing the ideas presented at the February 1, 2021, PWFC meeting, I have included the comments from those who testified.

Calhoun Public Comment

Ms. Frances Leach, 925 Calhoun Ave. She is right at the start of this project at the corner of Goldbelt and Calhoun, just up from Cope Park. She also works at 410 Calhoun Ave. She and her children walk this corridor to work and the school bus stop regularly. She stated in 2018 she wrote City Manager Watt an email expressing her concerns for the safety of pedestrians after seeing a man nearly struck by a vehicle. She also stated she and her children have had some very close calls while walking on the sidewalk as vehicles drive by very closely. The side view mirrors of vehicles hang over the sidewalk, which means pedestrians need to be alert of traffic on the street. She put in the email she is very concerned for the safety of her family and others. Mr. Watt reassured her with a comment that good news is the road and sidewalk are already in the planning stages for being upgraded. She feels his recommendation to reject the Planning Commission's decision to do a traffic study is a blatant disrespect of the concerns from citizens of the neighborhood. She doesn't feel 40 inches is big enough for a sidewalk. She stated if passing another pedestrian one would need to step in the street to get by. She asked staff to take a walk down Calhoun Ave. to see the concerns the neighborhood is expressing.

Ms. Emily Ferry, 836 Calhoun Ave. She agrees the improvements to the road and utilities is important, but pedestrian and bicycle safety is also very important. She would really like to engage with the City in what the One Way would really look like and the issues that may preclude it from happening. She feels this hasn't happened yet. She would to see from this project a way for children to bike to school safely. Currently, and the way the project is designed at this time, that can't happen. She would also like pedestrians to be able to walk on the sidewalk without police officers stopping to tell them it isn't safe to walk on the sidewalk. This design doesn't allow for safe walking within the corridor. She would like the City to "Walk the Talk" about making the community a pedestrian friendly community. There are so many plans that speak to that. She would love to see the City take the opportunity to make this happen in this very important corridor. It is a very important corridor because it is 1 of only 3 corridors in and out of downtown Juneau. (At this time Ms. Ferry's phone stopped transmitting her comments. Ms. Hale stated her time was up and asked her to send in a letter.)

Peter Metcalf, 354 Distin Ave. He stated they access Calhoun both on foot and by vehicle. They access Calhoun on W. 8th St. This is a very dangerous intersection. It has blind corners from both directions. People speed around those blind corners most frequently. He concurred with others, saying there have been several accidents because of the dangers in this corridor. He said he doesn't feel Staff has been receptive of the comments made. He feels they have been dismissed and not recognized as important. He would like to see Staff take the comments seriously and comment seriously. The neighborhood is disgruntled. He would like the City to go forward with the Planning Commission recommendation and complete a study. He doesn't feel it needs to be extravagant, but something that will give information. He just asks that Staff listen to the neighborhood.

Mr. Mark Choate, 230 W. 8th St. He stated he has 2 issues to address. The first, is safety. His stone wall has been hit 3 times since he purchased the property. The most recent did an extensive amount of damage and sideswiped a pedestrian. He feels the City has a liability for dangerous conditions and this location is dangerous. He feels the City has done nothing to resolve the danger. The second issue is he feels the process has been more than dismal. The City has been providing lip service with comments such as "We have this under control, don't worry about it.", but there has been a lot of push back from Staff. There has been no opportunity to participate in any meaningful manner. He feels he knows the area quite

well, as he has lived in this location for more than 30 years. He paid to install a fire hydrant on his property. He feels he knows the water system and he has had no problems with the water at his location. He has spent 6 years as a School Board Member and understands the process of public participation. He asks that the City to not move forward and let the neighborhood respond. It is an active group and they will respond quickly. He feels the Engineering Department and the project is at a D- in terms of its responsiveness to the community.

Ms. Marilyn Holmes, corner of Goldbelt and Calhoun. This has to be one of the most hazardous intersections in the City. The process of walking down the portion of Calhoun to be reconstructed is absolutely harrowing. She would not even think about riding a bike on this stretch of road…she likes to ride. She agrees with other comments as this is a dangerous corridor. She agrees it needs to be redesigned, but not just for people and bikes, but also for any utility or other type of emergency vehicle. In 2004 a section of Calhoun that intersects with Goldbelt was under construction. The neighbors all got together and they paid for AEL&P to put the conduit underground for the utilities. She says it is possible to put the lines within conduit and underground. She would like to see the City add conduit installed for putting the utility lines underground. So eventually the power lines could be taken down.

Mary Alice McKeen, 212 W. 9th Street. She has lived here for 39 years. She doesn't feel the City has made any effort to consider the neighborhood's concerns for this street. She stated when the project began the neighborhood started emailing with each other discussing suggestions. One individual wrote back saying…"These are interesting ideas. Good luck getting the City to take any of these suggestions. From my limited experience, they are pretty unreceptive to community suggestions." She feels there has been lip service paid, but there has not been any meaningful response to community concerns or suggestions. She stated the Engineering Department responded saying they didn't have the scope to widen the road. She feels making the street 2-way and 3 foot sidewalks is not being safety conscious. She really feels the 1-way should be seriously considered. This is the only way to have reasonably wide sidewalks, a bike lane and traffic on this street. She feels the City has threatened the neighborhood by saying a traffic study would be too expensive. She stated that she thinks this is disingenuous for the City to say this. She would like all of these studied. She feels the allegation of the fire department not being able to get a fire truck up 9th Street is false. She would like all of these items studied.

Excerpt From Transcript: 2/11/2021 Regular Assembly Meeting

Assembly Reports: Committee Reports

Edited by Irene Gallion

Michelle Hale: Thank you, Madam Mayor, the public works in facilities committee met on February 1 and then again on February 8 and I will be very clear and very specific about a recommendation about Calhoun Avenue, because this affects the Assembly. We heard public testimony on Calhoun Avenue on February 1 we ran out of time to fully consider that issue, and so we continued them that to the meeting on February 8, the meeting had already been set for February 8.

So the committee voted unanimously on February eight to wreck forward recommendations B and C in Manager Watts January 20 2021 memo to the full assembly, namely be that the Assembly remove the concept of turning Calhoun avenue into a one way street from further consideration or study and see that the reconstruction proposal go back to the planning Commission for review, so this is that forward to the Assembly.

Beth Weldon: Any questions? Mr Jones.

Loren Jones: So, on your first part on Calhoun, is that a referring a motion to the Assembly that we need to act on tonight, or is that saying that that'll be on a further agenda on the Assembly?

Michelle Hale: Mr Jones I will refer to Mr. Watt, but I believe that that referral means that it will come before the Assembly at a future meeting. Mr. Manager, is that correct?

Beth Weldon: Mr Manager, I would assume that was correct.

Rorie Watt: My thought is that the Chair would report out the Public Works recommendation and there was no objection from the Assembly that we would proceed in that manner tonight.

Beth Weldon: All right, thank you for that. Mr Jones do you have follow up.

Loren Jones: Oh yeah if the Manager was assuming that there was going to be a recommendation, if there was no objection, I just want to make sure if it does, that is the case, I will object.

Maria Gladziszewski: I was wanting to clarify the same thing, if Ms. Hale is moving that I would. And we're talking about it, not which I assumed, we were assuming that's what we're going to do just decide whether we were going to agree with their recommendation. If we did, it would be go to the manager and if we didn't, I guess, we could talk about it again, or something, but I would speak in favor of what the committee recommended.

Beth Weldon: Alright, so we have a motion on the floor, we have an objection anybody else wish to speak to this item.

Beth McEwen: Thank you Mayor Weldon, I missed the motion, if Ms. Hale could restate the motion.

Michelle Hale: The motion is that the Assembly remove the concept of turning Calhoun Avenue into a one way street from further consideration or study, and that the reconstruction proposal go back to the Planning Commission for review.

Beth Weldon: And I think you said this Ms. Hale, but it was two for the recommendations B and C to the Assembly, if that helps amount of work.

Michelle Hale: That is being safe, see the January 20 2021 memo from Mr Manager to the public works and facilities committee.

Beth Weldon: Thank you, Mr Jones.

Loren Jones: Thank you. I didn't speak to my objection, and I would like to. The planning Commission, in their memo which they're required to do to send to the Assembly, basically, recommended that the Assembly deny the CBJ staff to design and build a project. And that they recommend to the Assembly that a full study of the Calhoun Avenue traffic operations should be conducted prior to reconstruction. The Manager's memo says that, one, we should reject both recommendations, or we could accept their recommendations. And that we then remove the concept of the one way and that we returned the reconstruction back to the planning Commission for review.

We have not formally rejected the recommendation of the planning Commission which was to deny. We, by doing this, I believe we're going to put the Planning Commission in an untenable position, and they are to review the project that was presented to them. They are not supposed to be negotiating with engineering to change the project. That is part of their study and they didn't do that, they just rejected the proposal.

The Planning Commission has a regulatory body that implements Title 49 looks at the conditional use permits does the city state project reviews. They are not the body to hold public hearings on whether a project is designed correctly or not. And so, I don't quite understand why it would go back, I understand that there's probably a reason not to involve us at this point, and to throw it back on the Planning Commission and maybe I understand that, but unless the Public Works and Engineering is going to revise the proposal I don't know how the Planning Commission can reach any other discussion or decision.

The first motion that the Planning Commission made was to accept staff findings and approve the project and that failed on a four to five vote. They then voted to deny the CSP review and to recommend to the Assembly that study be done, that passed on a five to four vote.

In my mind this is now in the Assembly's ballpark. The Planning Commission … they have referred it to the Assembly, and we have not yet rejected what the planning Commission recommended. We're sending it back, I just think we have not thought through what we're asking the Planning Commission to do. We have not given very good instructions for what we want the Planning Commission to do and I'm not sure that the full assembly understands what we're asking the Planning Commission to do, which I think is a disadvantage to the planning Commission, thank you.

Beth Weldon: Thank you, Mr Jones. Ms. Huges-Skandijs and Ms. Hale.

Alicia Hughes-Skandijs: Thank you, Madam Mayor, and thank you, Mr Jones for those points. I will readily confess that my own understanding of what is fully in the Planning Commission's purview, I may be misunderstanding and I definitely don't want to put them in a situation where we're asking them or I'm expecting them to do something that they're not supposed to be doing.

I thought, and this is where I can just demonstrate my ignorant ignorance, for the world, but in my memory, I thought I had received things at the Assembly level before that were projects where the Planning Commission had suggested modifications, rather than just an up or down vote. And so, that is the sort of thing that I think when voting this out of committee, at least that's what I had sort of imagined we did, communicate with staff within Public Works and things that we would like staff to present to the Planning Commission and that wasn't completed. That came in that formal recommendation, but it was more along the lines of when we accept or reject a Manager's, one of the Manager's recommendations, and we ask staff, do you think you have enough, do you have a full understanding of what we'd like you to do here? And so, within that, when it was in front of us at public works, we did ask for instance for public works on facilities to present them with a list of potential modifications or a menu of items and why engineering said, yes or no. That's kind of the process that I was picturing when we voted out of there. I'm just providing that for backstory, but I could certainly be convinced that perhaps this is wrong motion, thank you.

Beth Weldon: It can, Ms. Hale.

Michelle Hale: Oh, thank you, Madam, Madam mayor before I speak, additionally, I wonder if Manager could be, would be able to speak to some of what Mr Jones had said, and then I can add to that.

Beth Weldon: Thank you Ms. Hale, I was actually going to him next.

Rorie Watt: Thank you, Madam Chair. I think it's fair to say, this is an unusual situation and, and I think it is important that the, I guess, from my perspective, the Planning Commission can add value in can assistant public process. And I think what happened when they heard the project is that they were dissatisfied with the project as presented and rather than get into discussion about what could be done to make the project acceptable they opted to tell the Assembly to do this broader undefined traffic's that the problem with the traffic study is there was no scope to it. Really, my recommendation to you is, if you if you take the concept of a one way street out, that traffic study then necessarily comes back to what can we specifically do within the geographical limitations of this this road, which is, I think what the neighborhood wants to talk about, it's what the engineers want to talk about, and it's what I think the Planning Commission can help make recommendations and ultimately find a way to recommend a project back to the Assembly, maybe not be specific, detailed project that was initially presented, but maybe with with some slight modifications. So I think that, had the planning Commission held it for another hearing this process wouldn't happen. But they sent it to you with the request for the traffic study and now that, if you agree to limit that traffic study we're back to the new image.

Beth Weldon: All right, thank you for that, Mr Watt, that was very helpful.

Michelle Hale: Thank you.

Beth Weldon: Any other comments? Ms. Hale.

Michelle Hale: Thank you. Yeah if, if I may, and I think that recommendation be which is rejecting the one way that clarifies for the Planning Commission what their job is, as the Manager said, in my mind this this this project is appropriately at the Planning Commission and it, I think it short circuited some process and came to the Public Works and Facilities Committee. And it's that's just not the appropriate place at this stage of the project, which I believe is what Ms. Hughes-Skandijs was saying, as well.

Beth Weldon: Thank you, Ms. Hale any further comment before we have a vote? Mr Jones.

Loren Jones: Thank you. I don't know if it was appropriate to go the Public Works and Facilities Committee or not. But the memo, the formal transmission of the recommendation from the Planning Commission, says the Planning Commission at its regular meeting recommend it to the Assembly deny CBJ staff to design this project. Whether or not it ends up in Public Works or the COW or before the Assembly, the formal recommendation from the Planning Commission was, we deny it. Rather than tell the Planning Commission no we don't accept your recommendation we're just going to send it back, and I just think that the Planning Commission did it wrong, I don't want to see the Assembly do it wrong at the same time.

Beth Weldon: Thank you, Mr Jones. Ms. Gladziszewski.

Maria Gladziszewski: Thank you Madam Mayor. I think, by sending it back with this record, with these words, we are saying that we're not taking their recommendation and I don't know if technically, we have to say something different, and Mr Palmer could opine on that, but this seems like a reasonable thing to do. To make it clear that we're not interested in expanding the entire project and starting from possible one way street, narrowing the scope for them so they can know what we're willing to do. If Mr. Palmer has a different technical step we should take, he would have said it, I assume.

Robert Palmer: So this is one of those times, where you have a lot of discretion, so this is a legislative type decision on what you want to do, and so, you know I definitely hear Mr Jones and I, and I think his comments are valuable and I think it's really a question of what the intent of the Assembly is, and I, my understanding the intent, based on Ms. Hale's motion from pw FC is just reject the one way concepts, send it back to the Planning Commission to consider approval without that without the one way option. So if you want something else you can definitely do it, if you want to be more specific, you can definitely do that. But I think you're in a decent spot if that's the intent of the body.

Beth Weldon: All right, thank you, Mr Palmer so we'll bring it back to Ms. Hale. Do you feel your motion does what you need to do or do you need to say, specifically that about the traffic study?

Michelle Hale: I feel that the motion does what it needs to do, I think it removes the one way consideration. Public Works and Engineering will work with the Planning Commission and I feel that the motion is sufficient.

Beth Weldon: Right, thank you for that sale, so any further comments before we go to a vote? Mr Bryson.

Wade Bryson: Thank you Madam Mayor, I'm sorry I wasn't near as confused when we first started talking about this, if we vote yes to the motion. That is indicating that we do not approve of the one way and the process kind of goes back to that starting spot? Okay if we said no, what would a no vote on this motion mean then?

Beth Weldon: Mr Palmer I would guess it's still at Public Works, but…

Robert Palmer: So great question, Mr Bryson, and then it's kind of gets a little bit to what Mr. Jones was suggesting and a no vote just means that this current motion dies, and another motion would be necessary to figure out what to do.

Wade Bryson: Thank you.

Beth Weldon: Thank you, Mr Palmer Okay, see no hands battle clipper you follow.

Beth McEwen: So for Ms. Hale's motion: To forward Mr. Watts memo items B and C and removing the one way, one way street option and sending this to the Planning Commission for the reconstruction proposal. Ms. Hale?

Yes: Hale, Wall, Smith, Hughes-Skandijs, Bryson, Triem, Gladziszewski, Weldon

No: Jones

Irene Gallion

From: John Bohan
Sent: Wednesday, February 24, 2021 3:01 PM
To: Irene Gallion; Jill Maclean; Alexandra Pierce
Subject: FW: Calhoun Public meeting
Attachments: Calhoun Ave Public Meeting 2 25 21 packet.pdf

Fyi

Thanks
John Bohan, PE
CBJ Chief CIP Engineer
155 S. Seward St
Juneau AK 99801
(907)586-0876 fax 463-2606

From: John Nelson <John.Nelson@juneau.org>
Sent: Wednesday, February 24, 2021 3:00 PM
To: 'alidabus@gmail.com' <alidabus@gmail.com>; 'emily.ferry@gmail.com' <emily.ferry@gmail.com>; 'Demian A. Schane' <dschane@gmail.com>; 'Frankie Pillifant' <frankiepillifant@gmail.com>; 'Grey Pendleton' <gwpendleton@gmail.com>; 'lamb.melinda@gmail.com' <lamb.melinda@gmail.com>; 'joyanneb@gmail.com' <joyanneb@gmail.com>; 'linda rosenthal' <linda.rosenthal@gmail.com>; 'holmesm@gci.net' <holmesm@gci.net>; 'Mark Choate' <mark.choate@gmail.com>; 'rdm@sonosky.net' <rdm@sonosky.net>; 'kingfisher' <rsm@yahoo.com>; 'sally.schlichting@gmail.com' <sally.schlichting@gmail.com>; 'Peter Metcalfe' <petermmetcalfe@gmail.com>; 'Sandra R Metcalfe' <sandymetcalfe5@gmail.com>; 'Marc Wheeler & Jessica Paris' <wheelerparis@gmail.com>; 'jrsjno@yahoo.com' <jrsjno@yahoo.com>; 'alaskaterra93@gmail.com' <alaskaterra93@gmail.com>; 'ryanconarrow@gmail.com' <ryanconarrow@gmail.com>; 'memichels.ak@gmail.com' <memichels.ak@gmail.com>; 'tomjan@gci.net' <tomjan@gci.net>; 'blmecum@gmail.com' <blmecum@gmail.com>; 'betonnessen@gmail.com' <betonnessen@gmail.com>; 'robbrose@gci.net' <robbrose@gci.net>; 'dkh@gci.net' <dkh@gci.net>; 'reid.t.harris@gmail.com' <reid.t.harris@gmail.com>; 'karenamurice@gmail.com' <karenamurice@gmail.com>; 'Angela & Richard' <amrod921@gmail.com>; 'Carol & Keith Gerken' <wkg@gci.net>; 'kday@hagroup.com' <kday@hagroup.com>; 'Jim & Jean Alter' <jimjeanalter@hotmail.com>; 'Larry Woolford' <larry@woolford.com>; 'Rob Cadmus' <robcadmus@gmail.com>; 'Sandy Parr' <sandra.parr405@gmail.com>; 'Tony & Linda Newman' <newman@alaska.net>; 'clark branch' <cbranch@gci.com>; 'Jeremy Bauer' <jeremy@bauerclifton.com>; 'haydarsuyun@att.net' <haydarsuyun@att.net>; John Bohan <John.Bohan@juneau.org>; Katie Koester <Katie.Koester@juneau.org>; 'Lucas Chambers (lucas@prohns.com)' <lucas@prohns.com>; Rorie Watt <Rorie.Watt@juneau.org>; 'Ethan Roemeling' <ethan@prohns.com>; 'Karen Garcia' <karen@prohns.com>
Subject: Calhoun Public meeting

Hello Calhoun Neighborhood Residents…

Just a reminder that the CBJ and ProHNS will be holding a virtual public meeting for the Calhoun Avenue Reconstruction project tomorrow, Thursday February 25, 2021 at 6:00pm.

I have included a matrix of possible alternatives for you to review and discuss at tomorrow's meeting. I really hope to see you all there and thank you for your continued patience and participation. Please do not hesitate to call or email me if you have any questions.

John Nelson
CBJ Project Manager

907 957-2187
John.nelson@juneau.org

City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-5240| Facsimile: 586-5385

TO: Calhoun Neighborhood

DATE: February 23, 2021

FROM: John Bohan, Chief CIP Engineer

RE: Calhoun Avenue

Thank you for your interest in the Calhoun Project. As an effort to facilitate an informed and productive alternative and ideas workshop on Thursday evening we are providing a matrix of the alternatives that have been evaluated to date and a CBJ philosophical project approach memo from City Manager Watt. The matrix lists the design and safety issues we have identified and hopefully all the ideas and concerns we have gathered from the public input we have heard to date.

We encourage your participation in Thursday's meeting. Should you wish to comment in writing on the alternatives matrix or other alternatives presented at the meeting, please do so via email to CBJ Project Manager John Nelson – john.nelson@juneau.org – prior to the end of the day on Monday March 1, 2021 so we may include your comments in the Planning Commission information. In your email, please identify the specific item number from the alternative matrix your comment addresses.

The Planning Commission will be reviewing the Calhoun project on Tuesday March 9, 2021 at their 7:00 pm regular meeting.

Thank you.

Attachments: Memo from City Manager Rorie Watt
Alternatives Matrix

City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-5240| Facsimile: 586-5385

TO: Director Koester, Engineering & Public Works Department

DATE: February 23, 2021

FROM: Rorie Watt, City Manager

RE: Calhoun Avenue

To date, there have been several barriers to determining the most appropriate design for a reconstructed Calhoun Avenue. I offer the following comments which I hope are helpful to the process.

Philosophical Approach:
CBJ's long standing approach to road reconstructions in the downtown (very non-standard) area has been to find the best accommodation of historic developments, longstanding neighborhood uses and modern infrastructure standards.

Calhoun Avenue is the only secondary access to downtown and is a neighborhood road. For perfectly good reasons, the goals of CBJ and the neighborhood may not be aligned. Because the goals may not aligned, there has been some sense that CBJ isn't listening to the neighborhood. I caution that not listening and having different goals are very different situations. CBJ should be more explicit in its goals and philosophical approach. Our philosophical approach includes:

1. Minimize disruption to existing uses.
2. Avoid infringement on scarce private property.
3. Balance all needs, including construction costs.
4. Meet or increase safety for all users.

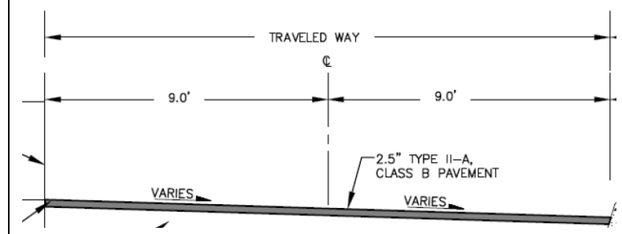
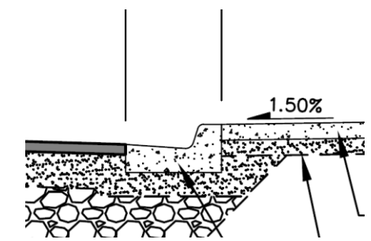
CBJ's Goals include:

A. Maintain two-way traffic.
B. To the extent appropriate, accommodate neighborhood desires.
C. Upgrade buried utility systems to modern standards.
D. To the extent possible and appropriate, meet modern standards.

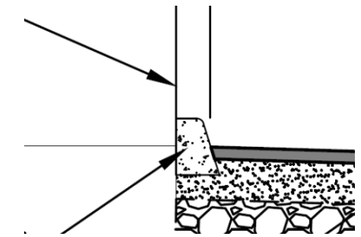
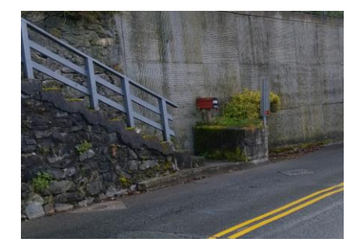
Neighborhood Meeting 2/25:
For the meeting later this week, I recommend that the design team present all ideas suggested or considered to date. However, please caution the neighborhood that discussion of considered ideas does not mean that some or all of these ideas are recommended or possible for staff or the design team to recommend. However, there is still merit in discussing them – those discussions help answer questions for the Assembly, Commission and public.

The approach for the meeting is to present this suite of ideas, with corresponding pro's and con's and to listen to public comment. Subsequently, staff and the design team will present a revised project submission to the Planning Commission for review.

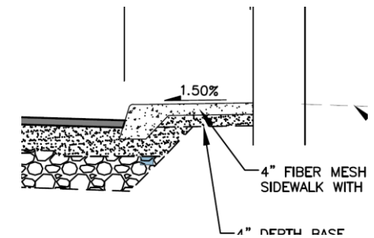
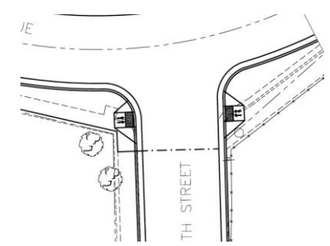
Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

#	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
1	Traffic Calming Geometric Constraint Pedestrian Safety	Consistent and narrow traffic lanes	Reduce Lane Width to minimum 9' along entire Calhoun Avenue corridor	•Provides consistency through the corridor. •Narrowing traffic lanes is an identified method of traffic calming. •Reduced vehicle speeds and increased safety. •Additional space for pedestrian facilities (except at locations of limited ROW/geometric constraint).	•Areas with limited ROW/geometric constraint force narrow sidewalks. •Not compatible with the use of curb and gutter due to geometric constraint.		
2	Traffic Calming Pedestrian Safety	Raising sidewalk elevation above road	Raise sidewalks to standard 6" above road grade along entire Calhoun project corridor	•Provides 6" high barrier between vehicles and pedestrians. •Provides visual barrier that roadway is narrower	•Doesn't allow local neighbors to park on the lower existing sidewalk of roadway when off street parking is full.		
3	Traffic Calming Pedestrian Safety	Raising sidewalk elevation above road	Raise sidewalks to 9" above road grade along entire Calhoun project corridor	•Provides 9" high barrier between vehicles and pedestrians. •Provides visual barrier that roadway is narrower	•Doesn't allow local neighbors to park on the lower existing sidewalk of roadway when off street parking is full. •Non-standard curb height increases tripping hazard •Vehicle strike could redirect it into oncoming traffic.	$$	
4	Traffic Calming Pedestrian Safety	Raised Crosswalks	Install raised crosswalks across Calhoun Avenue	•Raised crosswalks are an identified method of traffic calming. •Enhances crosswalk visibility. •Makes crossing easier for pedestrians.	•Creates a maintenance issue for snow removal. •Requires additional consideration to ensure roadway drainage. •Reduces comfort of ride for vehicles and bicycles. •Potential traffic risk for low clearance/long wheelbase vehicles. •Increased construction and maintenance cost compared to standard crosswalks. •Not standard for use in collector streets.	$$	
5	Traffic Calming Pedestrian Safety	Colored Crosswalks	Install colored sidewalks across Calhoun Avenue	•Colored traffic crossings are an identified method of traffic calming. •enhance crosswalk visibility.	•Reduced effectiveness in winter conditions. •Increased construction cost compared to standard crosswalks.	$$	

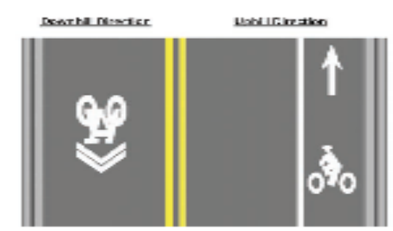
Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
6	Traffic Calming Pedestrian Safety	Concrete Curb at Wall	Install concrete curb along existing stone retaining walls	•Visually narrows the road reducing traffic speed. • Protects existing stone walls. •Reduces wall maintenance.	•Requires additional horizontal space which is limited in areas.	$$	
7	Traffic Calming	Traffic Striping	Traffic/sidewalk striping on Calhoun Avenue	•Painted traffic markings are an identified method of traffic calming. •Delineates lanes for vehicular safety. •Enhance crosswalk visibility. •Provides visuals for vehicles, pedestrians and bicyclists increasing safety.	•Reduced effectiveness in winter conditions. •Increased construction and maintenance cost.	$	
8	Traffic Calming	Stop Controlled Intersection	Three way stop controlled intersection at Calhoun Avenue and W. 8th Street	•Would require vehicles to stop at intersection slowing traffic and limiting speeds around the existing blind corner.	•Potential conflicts with sidewalk locations due to limited ROW. •If perceived as unwarranted, may not be followed by vehicles. •Not warranted by MUTCD. •Unwarranted stop signs create liability for accidents.	$$$$$	
9	Geometric Constraint	Easements/ROW acquisition	Use easements or acquire ROW at geometric constraint location at 230 W. 8th Street and 826 Calhoun to relocate a section of the existing stone wall	•Increased pedestrian safety. •Increased vehicular safety. •Allows for 5' wide sidewalks at choke point with accommodation of 9' AASHTO travel lanes with or without curb and gutter.	• Requires acquisition of private property. • Significantly ncreased construction cost. • Increase in project timeline. • Requires all property owners to agree to ROW widening in order to be effective.	$$$$$	
10	Geometric Constraint	Wall removal and replacement – Easements/ROW acquisition	Remove existing stone retaining wall below 825 Calhoun avenue and 214 W 8th Street and replace with new wall that is set back from road	• Increased pedestrian safety. • Increased vehicular safety.	• Requires acquisition of private property. • Increased design cost. • Significantly increased construction cost. • Increase in project timeline. • Access required to 825 Calhoun Avenue. • Construction may not be possible due to location of existing home foundations. • Moving walls back far enough to achieve desired corridor width would likely require acquisition of homes above retaining walls.	$$$$$$	

Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
11	Geometric Constraint	Thickened Edge Sidewalk	Remove curb/gutter and replace with thickened edge sidewalk	• Allows for more lane width and more sidewalk width by removing curb and gutter. • Allows roadway width to meet AASHTO minimum recommendations.	• Loss of gutter reduces offset/protection of pedestrians from vehicles. • potential maintenance issues with water flowing against joint • requires specialized bicycle safe drainage.	$$	
12	Traffic Safety	Eliminate Blind Corner	Eliminate north turn on/off of Goldbelt off/on Calhoun Avenue	• Removes blind turn at steep slope. • Increased vehicular safety.	• Reroutes additional traffic south on Calhoun and down W.8th Street. • Increases route driving distance for residents on Goldbelt to access cope park/flats.	$	
13	Traffic Safety Pedestrian Safety	Provide Loading Zone	Include Loading Parking and Loading Zone in W. 9th Street ROW	• Allows on-street parking for residents. • Provides loading unloading zone for residents, deliveries, etc. • Leaves sidewalk open for pedestrian use.	• Loading zone limits available residential parking within undeveloped righ-of-way. • Disrupts neighborhood parking pattern.	$$	
14	Traffic Safety Pedestrian Safety	Reconfigure Intersection	Add curb "bulb out" at intersection of Calhoun Avenue and West 8th. Relocate fire hydrant to the south side of West 8th.	• Increases vehicle sight distance turning onto Calhoun from W. 8th St on. • Provides widened sidewalk and alternative location for FH on W. 8th that would still facilitate ADA access. • Provides ADA access from W. 8th sidewalk onto the Calhoun sidewalk. • Takes advantage of wider sidewalk on South side of W 8th St. • Traffic calming due to reduced lane width.		$$$	
15	Pedestrian safety	Widen Sidewalks	Widen sidewalks, minimize the locations where sidewalks are narrower than 5' wide	• Increase pedestrian safety. • Improves walkability of corridor.	• Geometric constraints limit ability to achieve this option without removing curb/gutter, a ROW acquisition, non AASHTO compliant road width, etc.	$$	

Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
16	Pedestrian safety Bicycle Safety Traffic Calming	Traffic Signage	Traffic signage (vehicle, pedestrian and bicycle). Such as “Pedestrain Crossing”, “Bicycles may use full lane”, “Slow”, “Road Narrows” on Calhoun Avenue.	•Traffic signage is an identified method of traffic calming. •Provides visuals for vehicles, pedestrians and bicyclists increasing safety.	•Potential conflicts with sidewalk locations due to limited ROW. Sing posts limit walk ability.	$$	
17	Pedestrian safety	Update Street Lighting	Update existing street lighting to newer, brighter, larger coverage area LED street lights	•Provides improved visuals for vehicles and pedestrians in low light conditions.	•Limited locations for light poles - additional poles would create potential conflicts with sidewalk locations due to ROW Limitations. •Adds light pollution inside local residences.	$$$	
18	Bicycle Safety	Traffic Painting	Traffic striping, including "Sharrows" on Calhoun Avenue	•Provides visuals for vehicles and bicyclists increasing safety. •Reinforces legitimacy of bicycle traffic on the street. •Requires no additional street space. •Reduces the incidence of sidewalk riding. •Reduces the incidence of wrong-way bicycling.	•Reduced effectiveness in winter conditions •Increased maintenance cost. •Promotes Calhoun Avenue (collector street) as a bicycle corridor.	$$	
19	Bicycle Safety	Uphill bike lane	Bike lane in uphill direction between Capitol Ave and Goldbelt Avenue intersection	•Allows bicycles traveling uphill at slower speeds a separate lane. •Increased bicycle safety •Allows vehicles to maintain normal traffic speed traveling uphill. •Narrows perceived road corridor resulting in traffic calming.	•Reduced effectiveness in winter conditions. •Increased maintenance cost. •Promotes Calhoun Avenue (collector street) as a bicycle corridor. •Negatively effects geometric road layout, effecting the right turn ability off Goldbelt Avenue.	$$$	
20	Bicycle Safety	Bike passing/waiting zone	Create a bike passing pullout/zone at corner near W. 8th St to allow bikes to pull off road and allow vehicles to pass	•Increased bicycle safety. •Allows vehicles to safely pass bicycles.	•Requires additional signage to inform bicyclists and vehicles. •Only available on one side at one location on entire corridor. •Create maintenance issues.	$$	

Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

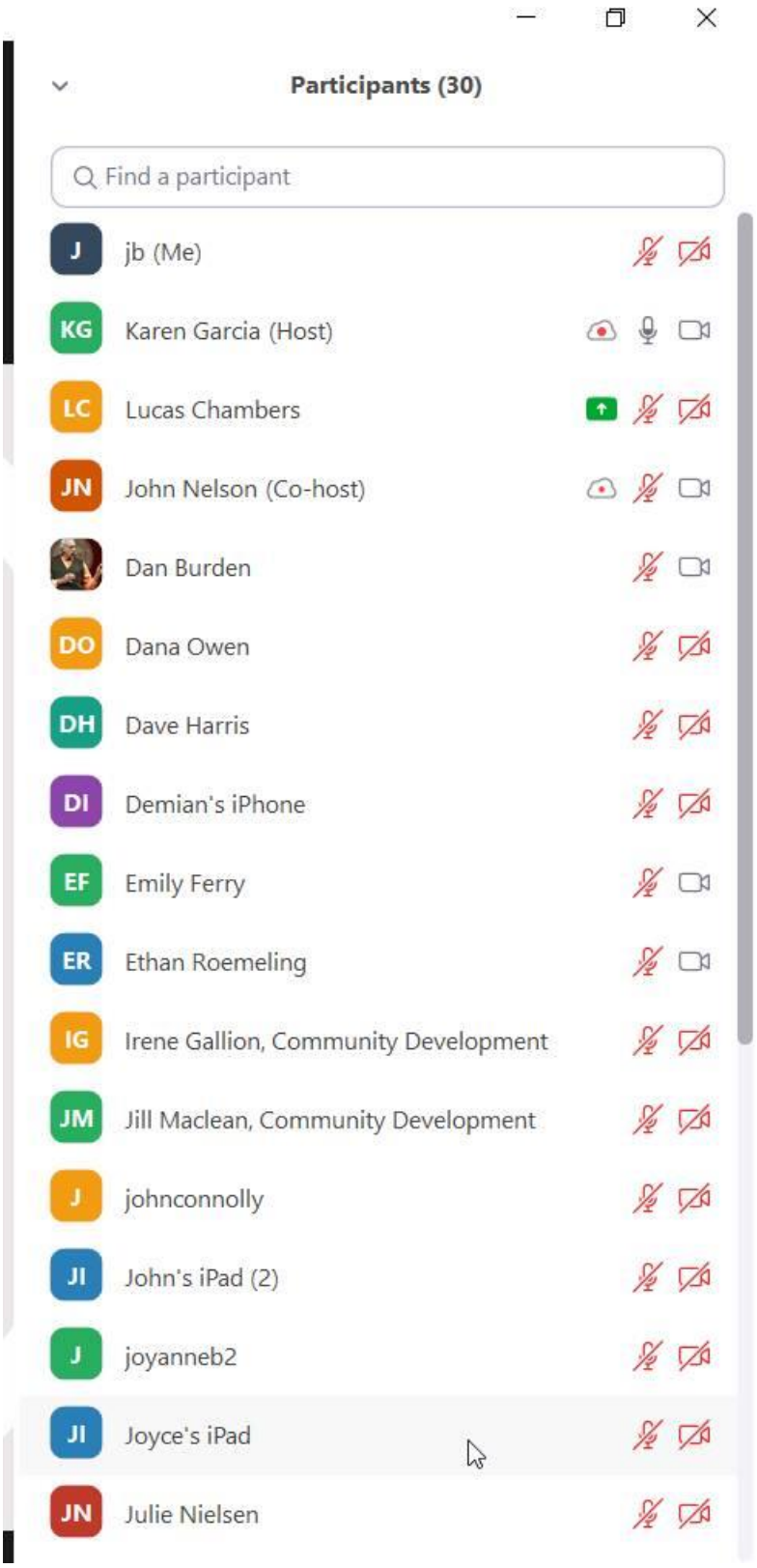
	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
21	Bicycle Safety	Bike passing/waiting zone	Stripe a bike passing pullout/zone at corner near W. 8th St to allow bikes to pull off road and allow vehicles to pass	•Increased bicycle safety. •Allows vehicles to safely pass bicycles.	•Requires additional signage to inform bicyclists and vehicles. •Only available on one side at one location on entire corridor.	$	
22	Bicycle Safety	Advisory Bike Lanes	Remove centerline striping and create shared direction center lane with advisory bike lanes on either side	•Allows for bicycle travel in both directions along Calhoun Avenue. •Reduces the incidence of sidewalk riding.	•Reduced effectiveness in winter conditions. •Requires additional horizontal width, which is limited by geometric constraints. •Experimental method requires use approval per MUTCD and FHWA. •Poor sight distance is not recommended for advisory bike lane use. •Not intended for use on a collector roadway. •Not intended for a street that is used by trucks and busses.	$	

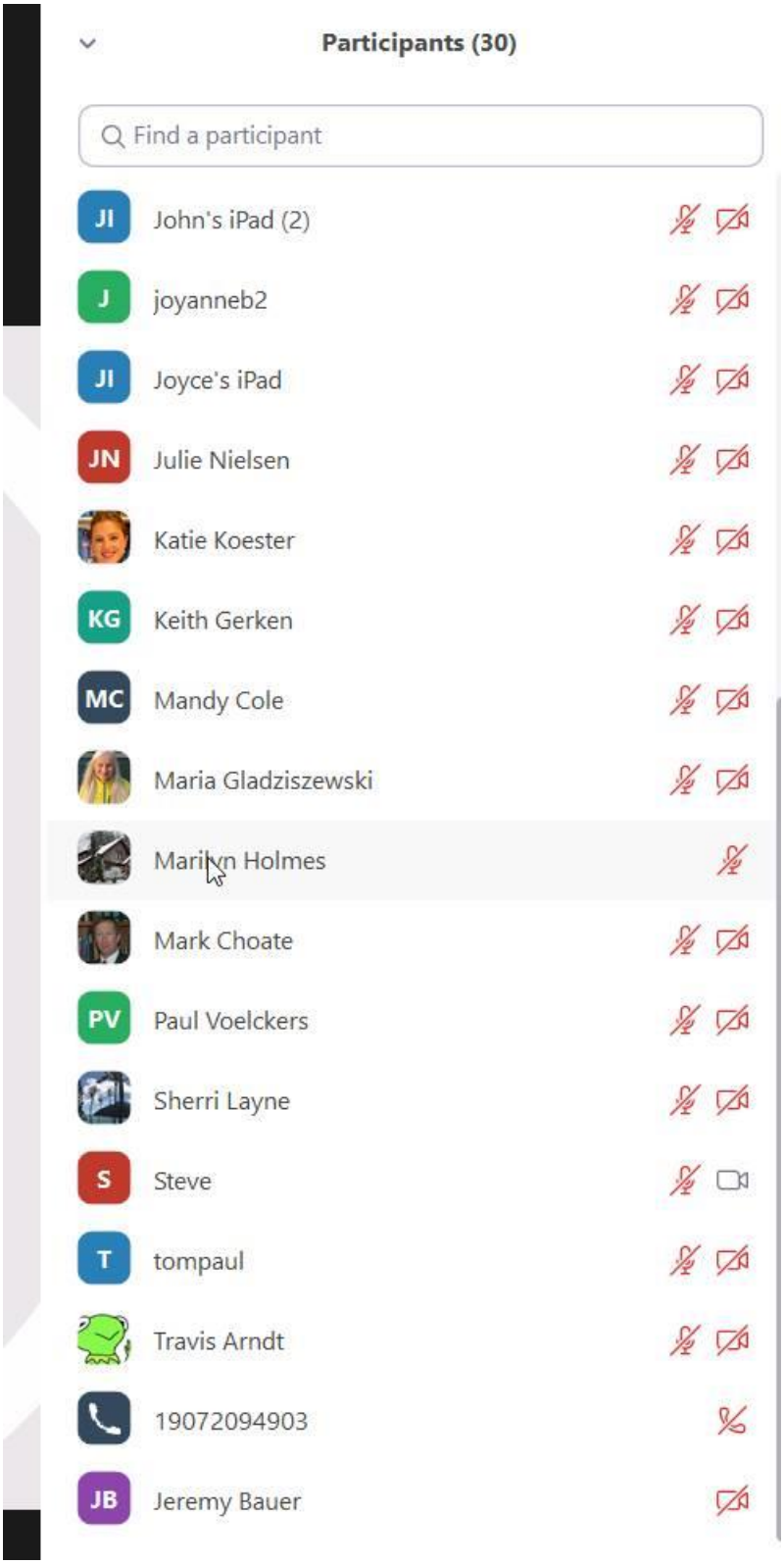
Assumptions/exclusions:
One-way option not included per direction from CBJ assembly.
Realignment of existing concrete retaining wall across from W. 8th Street (STA 17+00 to 19+00) not considered, cost exceeds project budget and construction may not be possible given existing homes above the wall.

Cost Increase Key:
$ <$1,000
$$ $1,000 -$10,000
$$$ $10,000 -$50,000
$$$$ $50,000 -$100,000
$$$$$ >$100,000

Resources:
FHWA Course on Bicycle and Pedestrian Transportation - Traffic Calming
Portland Bicycle Plan - Bikeway Design - Best Practices
NACTO - Urban Bikeway Design Guide - Shared Lane Markings
NACTO - Urban Bikeway Design Guide - Bike Route Wayfinding Signage and Markings System
Multi-way Stops – The Research Shows the MUTCD is Correct
ALTA – Advisory Bike Lanes in North America

6:00 pm attendees




Participants (30)
Find a participant
JI John's iPad (2)
J joyanneb2
JI Joyce's iPad
JN Julie Nielsen
Katie Koester
KG Keith Gerken
MC Mandy Cole
Maria Gladziszewski
Marilyn Holmes
Mark Choate
PV Paul Voelckers
Sherri Layne
S Steve
T tompaul
Travis Arndt
19072094903
JB Jeremy Bauer

From Emily Ferry to Everyone:

In terms of response to options, I would also worry greatly about a 9 inch curb - that sounds like a perfect set-up for kids to tumble into traffic.

To: Everyone

From tompaul to Everyone:

Without yellow center line I suspect there would be accidents at that blind corner with people from both directions using the middle of the road.

From Frankie Pillifant to Everyone:

It's pretty much functioning that way already, people just ignore the yellow lines to achieve a better sight line.

From Emily Ferry to Everyone:

Tom: removing the centerline would pretty much function like 9th street in front of your house does now. Studies show that ambiguity can actual help slow traffic and make things safer.

From tompaul to Everyone:

There's no blind curve on 9th St, Emily. People can mostly see others coming and adjust accordingly. Just seems like you are asking for trouble and reducing safety by eliminating a safety "cue" like a center line around a blind curve.

From tompaul to Everyone:

That said, I admit there is no center line on the blind curve going up the 9th St. hill.

From Marilyn Holmes to Everyone: 07:25 PM

What about the use of electronic signage: for speed, alert to pedestrian traffic?

From Me to Frankie Pillifant: (Direct Message)

hi Frankie, John Bohan here. I didn't see you on our email list, are you on it? do you want to be? Did you receive our alternative study matrix? If you send me your email I can forward our information to you and include you in the contact list if you want.

From Frankie Pillifant to Me: (Direct Message)

Thanks John, I would appreciate that. email: frankiepillifant@gmail.com

From Emily Ferry to Everyone:

This is how the road is used now. With a stop sign at 8th this could create the slow speeds needed to navigate the curve safely.

From tompaul to Everyone:

I'm in favor of the stop signs at 8th.

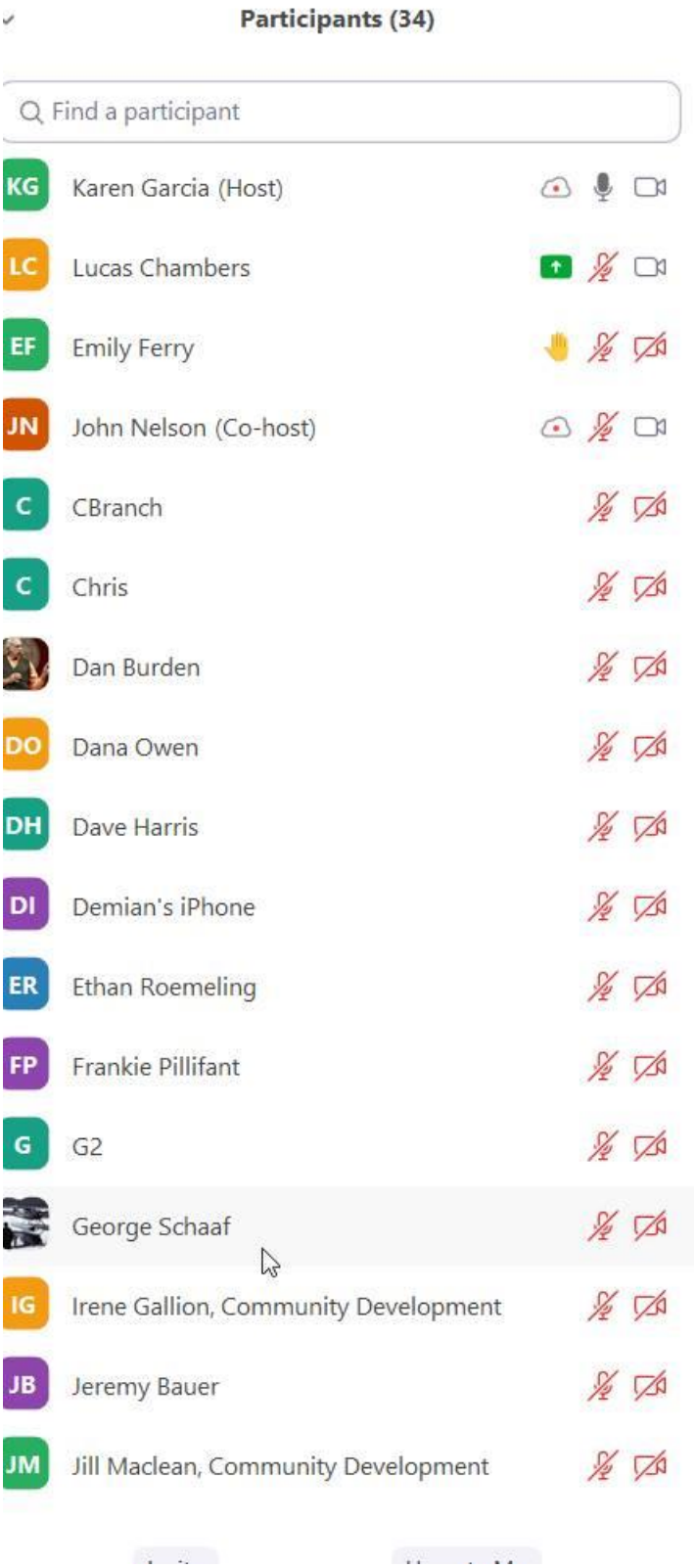
From Frankie Pillifant to Everyone:

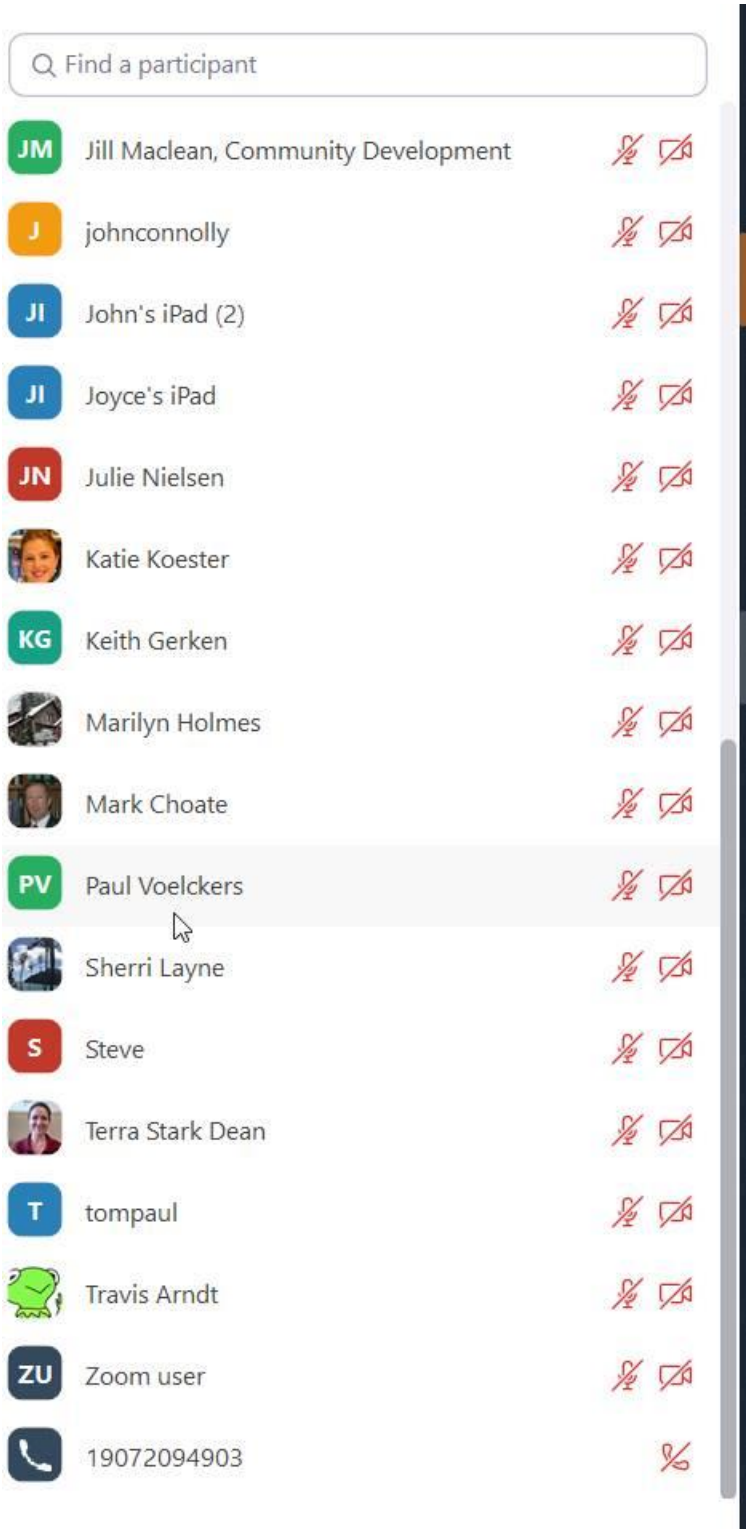
Thank you for the interactive conversation.

From Emily Ferry to Everyone:

Totally agree with burying the powerlines! That space could be used in so many better ways.

8:00 pm attendees




Find a participant
JM Jill Maclean, Community Development
J johnconnolly
JI John's iPad (2)
JI Joyce's iPad
JN Julie Nielsen
Katie Koester
KG Keith Gerken
Marilyn Holmes
Mark Choate
PV Paul Voelckers
Sherri Layne
S Steve
Terra Stark Dean
T tompaul
Travis Arndt
ZU Zoom user
19072094903

From johnconnolly to Everyone:

My facetious answer (shared with Frankie), make wider sidewalks by moving utility poles into the street as a calming feature.

From CBranch to Everyone:

I would wholeheartedly agree with migrating the power lines underground!

New York City buried their lines 150 years ago!

From Emily Ferry to Everyone: 08:1

How do we know that it's outside the budget if there's been no information about costs? Also I'm not sure how you will even do the project without taking down some of the poles that are in the middle of the sidewalk.

From Emily Ferry to Everyone:

New York City buried their lines 150 years ago!

From CBranch to Everyone:

That's a great point Jeremy. What about all the buses and tours that are driven along Calhoun by the Governor's Mansion in addition to the foot traffic?

Planning Commission

(907) 586-0715
PC_Comments@juneau.org
www.juneau.org/plancomm
155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION
NOTICE OF RECOMMENDATION

Date: January 15, 2021
File No.: CSP2020 0011

City and Borough of Juneau
CBJ Assembly Members
155 S Seward Street
Juneau, AK 99801

Proposal:	Planning Commission Recommendation to the City and Borough Assembly regarding complete street and underground utility maintenance (and replacements as necessary) for Calhoun Avenue
Property Address:	Calhoun Avenue
ROW name:	Calhoun Avenue
Parcel Code No.:	Not Applicable
Hearing Date:	January 12, 2021

The Planning Commission, at its regular public meeting, recommended that the Assembly DENY CBJ staff to design and build the project as described in the project description and drawings submitted with the application.

The Planning Commission recommended to the Assembly that a full traffic study of Calhoun Avenue traffic operations should be conducted prior to reconstruction.

Attachments: January 5, 2021 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding CSP2020 0011.

This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even

if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020(b).

_____	January 20, 2021 _____
Michael LeVine, Chair Planning Commission	Date
_____	January 21, 2021 _____
Filed With Municipal Clerk	Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ - adopted regulations. The CBJ and project designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

PLANNING COMMISSION STAFF REPORT
STATE PROJECT REVIEW CSP2020 0011
HEARING DATE: JANUARY 12, 2021

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

DATE: January 5, 2021

TO: Michael LeVine, Chair, Planning Commission

BY: Irene Gallion, Senior Planner

THROUGH: Jill Maclean, Director, AICP

PROPOSAL: Applicant requests a City Project Review of Calhoun Avenue Reconstruction.

STAFF RECOMMENDATION: ADOPTION of the CSP analysis and findings with a recommendation to the Assembly for APPROVAL, and APPROVAL of a road standards waiver.

KEY CONSIDERATIONS FOR REVIEW:

- Water and sewer in poor condition, increases maintenance costs and risk of failure.
- Roadway evolved from pre-1914 origins, limited right-of-way for improvements.

GENERAL INFORMATION	
Property Owner	City & Borough of Juneau (CBJ)
Applicant	CBJ Engineering and Public Works (E&PW)
Property Address	Calhoun Avenue
Legal Description	Not applicable
Parcel Number	Not applicable
Zoning	D18/D10/MU/MU2
Land Use Designation	Traditional Town Center and Medium Density Residential
Lot Size	Not applicable
Water/Sewer	CBJ
Access	Calhoun Avenue, Main Street & 12th Street
Existing Land Use	Roadway
Associated Applications	None

ALTERNATIVE ACTIONS:

1. **Amend:** amend the recommendation to include conditions and recommend approval to the Assembly.
2. **Deny:** recommend denial of the proposed project. Planning Commission must make its own findings.
3. **Continue:** continue the hearing to a later date if determined that additional information or analysis is needed to make a decision, or if additional testimony is warranted.

ASSEMBLY ACTION REQUIRED:
A Notice of Recommendation will be forwarded to the Assembly for further action.

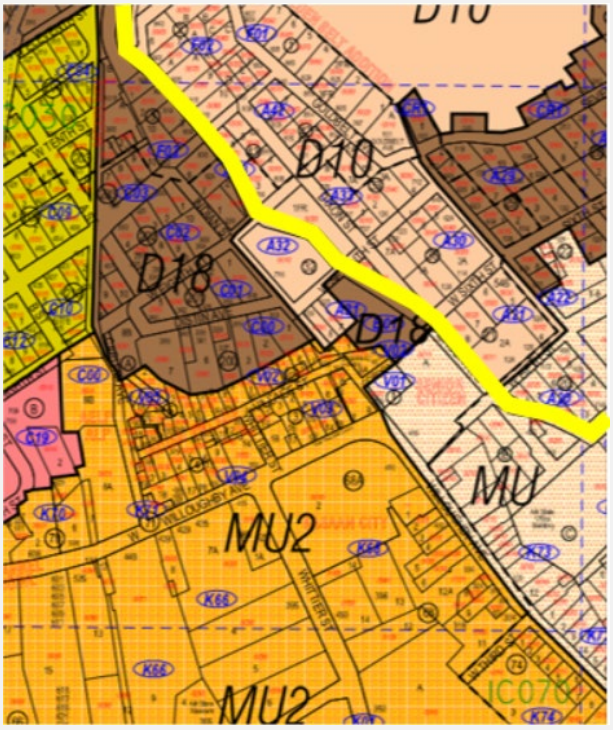
STANDARD OF REVIEW:

- Quasi-judicial decision
- Requires five (5) affirmative votes for approval
- Code Provisions:
  - 49.15.580(b)
  - 49.35 Table 240
  - 49.35.240(i)(4)(B)
  - 49.80

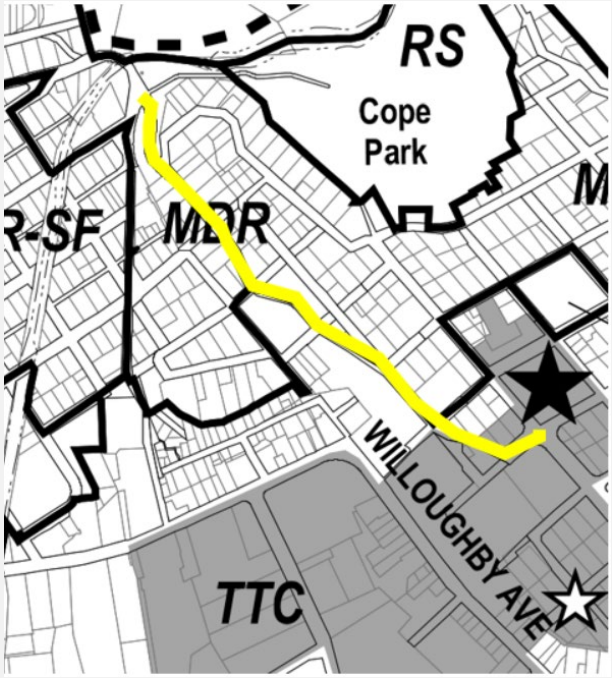
The Commission shall hear and decide the case per CBJ 49.15.580(a) - *CBJ Project Review:* *The commission shall review all proposed City and Borough capital improvement projects estimated to cost $500,000 or more for consistency with this title. The commission may review, at the director's discretion, all proposed City and Borough capital projects estimated to cost more than $250,000 but less than $500,000. The commission may recommend conditions on and modifications to any project reviewed by the commission through a notice of recommendation. The notice of recommendation shall be forwarded to the assembly for further action.*

CBJ 49.10.170(c) Planning Commission Duties: *The commission shall review and make recommendations to the assembly on land acquisitions and disposals as prescribed by Title 53, or capital improvement project by any City and Borough agency. The report and recommendation of the commission shall be based upon the provisions of this title, the comprehensive plan, and the capital improvements program.*

CURRENT ZONING MAP



LAND USE DESIGNATION MAP



SURROUNDING LAND USES AND ZONING

Direction	Zoning District	Land Use
North	D10/MU	Residential
South	D18, D10, MU2, MU	Residential, Government
East	MU	City center
West	D18, D5	Residential

BACKGROUND INFORMATION

Project Description – This project will rehabilitate the road prism and drainage, replace the water and sewer systems that have exceeded expected service life, replace sidewalks and repave the roadway. Phase 1 is from the Governor's Mansion to Cope Park. Phase 2 is from the Governor's Mansion to Main Street, and only requires minor utility improvements (**Attachment A**).

An existing high-pressure ductile iron water line will be replaced with high-density polyethylene pipe. The low pressure line will be replaced and looped into the West 8th Street system, improving water quality, flow and pressure, and reducing freezing.

The sewer replacement will separate the sanitary and storm sewer systems to reduce load on treatment facilities.

The sanitary sewer replacement will connect to Goldbelt Avenue and go up Calhoun Avenue, redirecting flow toward West 8th Street. The sewer is trenched in bedrock, and CBJ Engineering & Public Works (E&PW) would like to use the current trenching for the new line. Manholes with fiberglass liners will reduce back-up.

The storm sewer system will include additional catch basins and underdrains.

Surface improvements include widening the sidewalk as much as possible. Pinch points in front of 214 West 8th Street and 911 Calhoun Avenue limit vicinity sidewalk to three feet wide, which meets ADA standards. For the remainder of the project, the sidewalk varies between four feet and five feet. The existing crosswalks at Cope Park will have ADA accessible ramps with minimum slope landings. Back of sidewalk will be matched at tie-in points. Curb and gutter will put the sidewalk six inches above the roadway.

This project was originally an element of CSP2020-0009, which combined road and utility maintenance projects. Calhoun Avenue has been given its own CSP due to public interest in the project.

Members of the public expressed interest in making Calhoun Avenue one way in order to widen sidewalks and provide bike accommodations. During E&PW investigations of the option, Capital City Fire and Rescue (CCFR) expressed opposition to the plan due to the following reasons:

- CCFR uses Calhoun Avenue to access the upper downtown in the event that Egan Drive or Main Street is blocked.
- CCFR needs egress as well as access in the event that multiple emergency calls come in at once.
- West 9th Street and Indian Street are too narrow for a ladder truck.

In order to accommodate CCFR vehicles along West 9th Street and Indian Street, private land would need to be taken and 17 on-street parking spaces would be eliminated (**Attachment B**). The Fire Chief has emphasized Calhoun Avenue's importance to CCFR's downtown operations. Heavy summer traffic makes Calhoun Avenue the faster route to the Capitol building area, then provides a straight shot to Gastineau Avenue without a three-point-turn. The route has been used during 4th of July parades and other downtown events. Calhoun Avenue provides access to upper downtown when construction blocks other routes and provides an alternate route for downtown residents in the event of a blockage on Egan Drive. Finally, CCFR uses the route for most structure fires downtown in order to get above and closer to the fire without having to walk multiple blocks.

Given this life safety concern, E&PW continued the project with improvements to the existing two-way traffic configuration. Multiple plans recognize the importance of walkability in the area, and E&PW have expanded pedestrian accommodations within the constraints of limited right-of-way and two-lane traffic.

Background – Calhoun Avenue is on the Sanborn Maps from 1914, terminating in a wagon trail about 130 linear feet from crossing Gold Creek (**Attachment C**). The road was built prior to the prevalence of automobiles with less right-of-way or road width than current standards require. Construction dates of single-family structures on the uphill side of the road range from 1893 (835 Calhoun Avenue) to 1929. On the downhill side, single-family structure construction dates range from 1911 to 1950. Structures along this route were built before zoning was established in 1956. Residences, stone fences, retaining walls, and other structures were built within modern-day setbacks of Calhoun Avenue.

Road development construction included a reinforced concrete roadway. Due to the difficulties of removing it, subsequent paving projects covered it. The depth of asphalt has created a situation where the roadway is flush with the adjoining sidewalk. Utilities will be replaced in the current trenched location to reduce expensive and difficult concrete removal. The engineer consultant, ProHNS, has used Ground Penetrating Radar to determine the extents of the concrete and designed utility replacements accordingly.

The section between the Governor's Mansion and Main Street was reconstructed in 1994 and included repairs to the viaduct. Utilities were undergrounded because they had to be moved for construction.

The table below summarizes relevant history for the proposed development.

Item	Summary
Calhoun *(Avenue)* Bridge Water Line Replacement and Intertie	1995, CBJ and AEL&P constructed
Proposed Widening of Calhoun Avenue	1972
Calhoun Avenue Bridge Waterline Reconstruction	E99-485: Water line replacement for Calhoun Avenue and West 8th Street
Calhoun Avenue Retaining Wall	E88-145: Retaining wall in front of 214 West 8th Street
Calhoun Avenue Reconstruction	E94-305: Reconstruction of West 7th Street to Main Street, including repair of viaduct

Current Conditions – The existing water line is in poor shape. Surges, from turning water on and off for the addition of services or pipe maintenance, damage pipes and create leaks that need repair.

The sewer system has exceeded its design life. It also has a combined system for sanitary sewer and storm sewer. This routes all storm sewer through the treatment plant, increasing loads, reducing life span and increasing costs.

Multiple asphalt lifts have created a roadway flush with the sidewalk. Parts of the sidewalk show regular tire wear. Driving lanes are undefined. Curbs would usually divert low-speed traffic from the sidewalk. Sidewalk width varies from three feet to five feet.

ZONING ANALYSIS

49.05.100 - Purpose and intent. **The purpose and Intent of Title 49 Land Use Code is:**

(1) To achieve the goals and objectives, and implement the policies, of the Juneau comprehensive plan, and coastal management program;

(2) To ensure that future growth and development in the City and Borough is in accord with the values of its residents;

(3) To identify and secure, for present and future residents, the beneficial impacts of growth while minimizing the negative impacts;

(4) To ensure that future growth is of the appropriate type, design and location, and is served by a proper range of public services and facilities such as water, sewage, and electrical distribution systems, transportation, schools, parks and other public requirements, and in general to promote public health, safety and general welfare;

(5) To provide adequate open space for light and air; and

(6) To recognize the economic value of land and encourage its proper and beneficial use.

Roadway Construction Standard Waivers – Public improvements must meet the standards of 49.35 Table 240 or receive a waiver. This project requires a Planning Commission waiver [CBJ 49.35.2240(i)(4)(B), Roadway construction standards waivers].

Public improvements include any construction incidental to servicing or furnishing facilities to a development.

Calhoun Avenue does not meet the standards outlined in 49.35 Table 240 due to the historic nature of the road and neighborhood.

According to the Alaska Department of Transportation and Public Facilities 2019 data, Calhoun Avenue has an average annual daily traffic (AADT) of 2,877.

The Commission may waive roadway standards if:

(i) The existing roadway does not comply with the roadway construction standards identified in Table 49.35.240;

Table 240 requires 26-foot roadway and sidewalks on both sides of the street. Existing width varies from 17 feet to 18 feet, though Calhoun Avenue looks wider in areas because the gutter pan (not included in lane width calculations) has been paved over. Sidewalk runs the length of the downhill side, and in isolated areas on the uphill side.

(ii) There are unique circumstances that make compliance with the requirements of the table unreasonable;

The original road was constructed before 1914 and the prevalence of the automobile, and has inadequate right-of-way to conform to established modern standards. Structures have been built in a manner that does not provide for acquiring additional land to increase the existing right-of-way.

(iii) The proposed project will not aggravate the intent of the requirements of this chapter; and

The design meets the intent of Title 49, the 2013 Comprehensive Plan, and other adopted plans that recognize Calhoun as an important emergency and pedestrian corridor by:

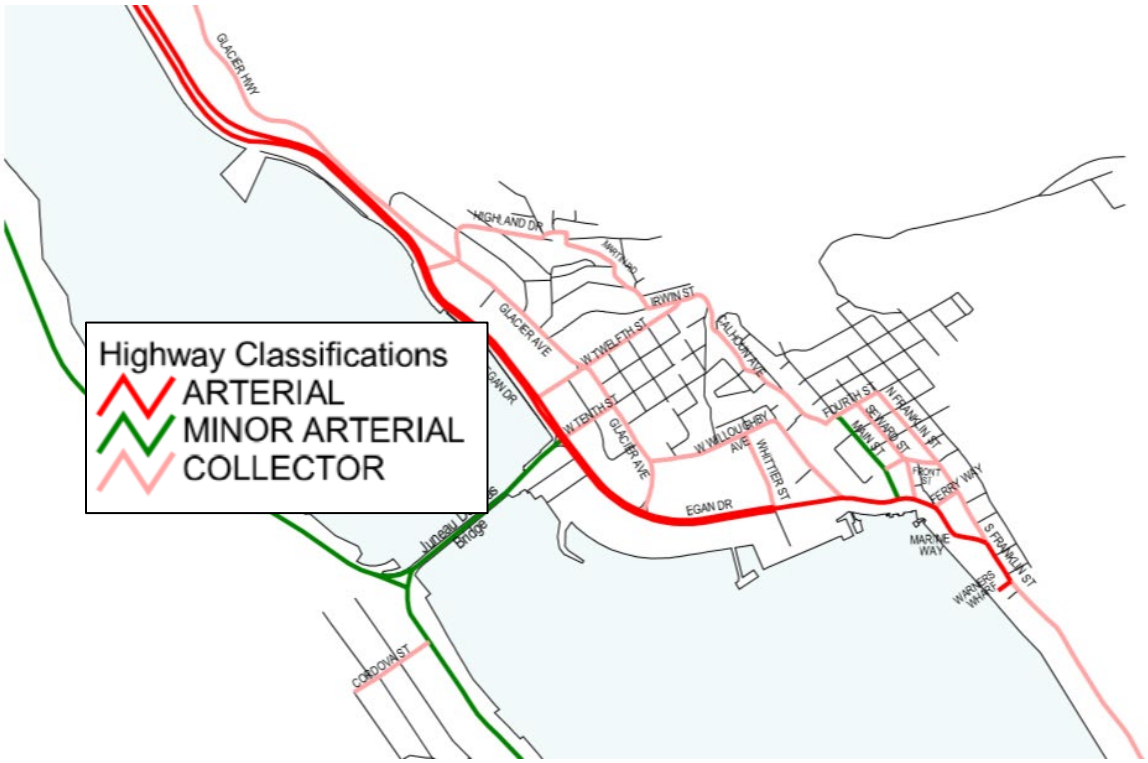
- Rehabilitating existing sidewalks;
- Raising sidewalks;
- Widening sidewalks where able;
- Meeting ADA standards;
- Providing improvements to water and sewer system;
- Preserving the historic features of downtown when integrating modern standards; and
- Providing reasonable access for public safety vehicles.

(i) Unique circumstances make compliance with the American Association of State Highway and Transportation Officials' guidelines unreasonable, and the commission requires sufficient safeguards to protect public health, safety, and welfare under the circumstances.

AASHTO recognizes that practical considerations of the built environment and terrain constrain old roads in urban areas. This often limits available right-of-way [AASHTO Policy on Geometric Design of Highways and Streets, 7th Edition, 2018, page 5-13]. Where available right-of-way imposes severe limitations, nine-foot lanes can be used in residential areas.

At West 8th Street a “pinch point” may result in lane widths of eight feet.

Roadway Classification Maps – Calhoun Avenue is classified a “collector” on Juneau’s Roadway Classification Map, adopted under Ordinance 2013-9.



COMMUNITY SERVICES

Service	Summary
Urban Service Boundary	Yes
Water/Sewer	CBJ
Fire Service Area	Yes – CCFR uses the route for secondary access to upper downtown.
Schools	Discovery Preschool, Harborview Elementary, Juneau Community Charter, Juneau Douglas High School
Recreation	Cope Park

ENVIRONMENTAL, CONSERVATION, HISTORIC, AND ARCHEOLOGICAL RESOURCES

The below table summarizes possible Conservation, Historic, and Archeological Resources this project may impact.

Resource	Summary
Environmental	Access to areas of downtown in the moderate and severe hazard area
Wetlands	No
Anadromous	No
Impaired Waterbodies	No
Historic	While built before 1914, Calhoun Avenue is outside of Juneau's Historic District. Structures along the route date from the late 1800s to the mid-1950s.
Archeological	None known
Comprehensive Plan View sheds	No

CONFORMITY WITH ADOPTED PLANS

2013 COMPREHENSIVE PLAN VISION: *The City and Borough of Juneau is a vibrant State Capital that values the diversity and quality of its natural and built environments, creates a safe and satisfying quality of life for its diverse population, provides quality education and employment for its workers, encourages resident participation in community decisions and provides an environment to foster state-wide leadership.*

2013 COMPREHENSIVE PLAN -			
Chapter	**Page No.**	**Item**	**Summary**
5	45	IA5.2-IA1(D)	Preserve the visual dominance of historic features when integrating modern standards.
8	109	3,5	Recognizes incomplete and dangerous pedestrian and bicycle systems, including inadequate sidewalks during tourist season. Recognizes lack of coordination of transportation plans among local agencies and private operators.
8	110	DG3	Designate corridors for subsequent site-based studies.
8	111	IA6	Develop a multi-agency "Downtown Transportation Management Program, including provision of safe pedestrian and bicycle routes through downtown. (Also IA3 on page 117).
12	197-98	SOP2	CIP is an important tool in determining priority, timing and funding of needed facilities, the "urban glue." Use the six-year CIP for this purpose.
12	201	IA4	Separate sanitary and storm drain systems.
12	208	SOP1	Consider proposed parking reductions in light of area demand, land use, and physical restrictions.

2012 Safe Routes to Schools			
Chapter	**Page No.**	**Item**	**Summary**
Harborview Audit	49	Enforcement	Periodic police reinforcement of the 20 mph speed limit on Calhoun *(Avenue)* is needed.
Juneau Community Charter Audit	104	Issues	Calhoun *(Avenue)* is narrow and difficult for cyclists, has short sight distances, and traffic moves relatively quickly. Up to 9 percent of Juneau Charter School students ride their bikes to school.
Juneau Community Charter Audit	106	Improvement/Action	Rehabilitate the rundown sections of sidewalk along Calhoun Avenue from Cope Park to Main Street. Raise sidewalks to provide more contract between street and sidewalk, widen where possible.

2009 Nonmotorized Transportation Plan			
Chapter	**Page No.**	**Item**	**Summary**
7.3	57	Mid/Low Priority	Calhoun Avenue: Traffic calming to increase safety of pedestrians, including narrower lanes, reducing speed limit and adding signs.
Apx D	95	#78, Mid	Improvements for pedestrians needed on Calhoun Avenue.

2001 Areawide Transportation Plan			
Chapter	**Page No.**	**Item**	**Summary**
	4-5	Mission Statement	Paramount concern is public safety, transportation choice is important, pedestrian travel should be safe and convenient.

The Historic and Cultural Preservation Plan (2020) focuses on structures other than roads.

Plans that address pedestrian connections and walkability include:

- 2004 Long Range Waterfront Plan
- 2004 Downtown Tourism Transportation Study
- 2012 Willoughby District Land Use Plan
- 2008 Capital Transit Development Plan

While the Blueprint Downtown Area Plan is still in development, the Steering Committee recommended, "Implement traffic calming through streetscape design and/or enforcement to provide improved walking environment and safer crossing opportunities. Willoughby Avenue, Glacier Avenue from Willoughby to Highland Drive, W 10th Street, Egan Drive in the vicinity of harbors, Calhoun Avenue, Basin Road, Main Street." The importance of walkability downtown is a theme throughout the Blueprint Downtown Area Plan.

AGENCY REVIEW

CDD conducted an agency review comment period from December second to December 14, 2020. No comments were received on the two-way traffic option in the Commissioner's packet. CCFR comments opposing one-way traffic were gathered from subsequent communications and public meetings.

PUBLIC COMMENTS

Abutters notices were sent out to neighbors within 500 feet of the proposed project Calhoun Avenue. (**Attachment D**). A public notice sign was posted (**Attachment E**). E&PW hosted a public meeting for the Calhoun Avenue project on December 22, 2020 (**Attachment F**). Public comments can be found in **Attachment G,** and are summarized below. ProHNS has made personal contact with 14 people (**Attachment H**).

Name	Summary
Joyanne Bloom	Consider single lane, tourist circulation, and burying utilities.
Rebecca Braun	Broaden scope and study options for walkability.
Downtown Juneau Neighborhood Association	Prioritize walkability, and pedestrian and bike safety. Consider one-way operations and traffic calming measures.
W. Keith Gerken	Need expert analysis of options, current info inadequate.

Name	Summary
Dave Harris	Adjust the location of the crosswalk. Opposed to one-way.
Melinda Lamb	Safe walking and biking should be a priority for this rebuild project.
Peter and Sandy Metcalfe	Make the section people-friendly, do a traffic study.
Dana Owen and Joyce Thoresen	Unsafe corridor needs redesign to correct problems.
Jacob Resneck	Upgrade sidewalk and shoulder to improve non-motorized safety.
Rob Welton	Prioritize 60" sidewalk over lane width. Consider 3-way stop at W 8th.
Demian Schane	Widen sidewalk to five feet wherever possible. Do traffic study.

FINDINGS

In accordance with CBJ 49.15.580 staff finds the proposed Calhoun Avenue Reconstruction Project complies with Title 49 Land Use Code and conforms with adopted plans, specifically the 2013 Comprehensive Plan, 2012 Safe Routes to Schools Plan, the 2009 Non-motorized Plan, and 2001 Area-wide Transportation Plan.

RECOMMENDATION

Staff recommends the Planning Commission:

- **ADOPT** the Director's analysis and findings, and forward a **RECOMMENDATION OF APPROVAL** to the CBJ Assembly for the Calhoun Avenue Reconstruction Project.
- **APPROVE** the waiver of road construction standards for the Calhoun Avenue Reconstruction Project.

STAFF REPORT ATTACHMENTS

Item	Description
Attachment A	Application Packet
Attachment B	CCFR maneuverability and impacts
Attachment C	Sanborn Maps for the area
Attachment D	Abutters Notice
Attachment E	Public Notice Sign
Attachment F	Public Meeting Notes
Attachment G	Public Comments
Attachment H	ProHNS contact list

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant

PROPERTY LOCATION

Physical Address
~~Delta Drive, Tongass Boulevard~~, Calhoun Ave, ~~Crest Street, Douglas 4th Street - specific locations identified by project titles and attached descriptions~~

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)

Parcel Number(s)

This property located in the downtown historic district
This property located in a mapped hazard area, if so, which _____

LANDOWNER/ LESSEE

Property Owner	Contact Person
CBJ	Bohan

Mailing Address	Phone Number(s)
E-mail Address: john.bohan@juneau.org	0876

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 _____ 11/17/20
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 If the same as OWNER, write "SAME"

Applicant	Contact Person
CBJ Engineering	"SAME"

Mailing Address	Phone Number(s)
E-mail Address: "SAME"	"SAME"

X _____ _____
Applicant's Signature **Date of Application**

----------DEPARTMENT USE ONLY BELOW THIS LINE----------

Intake Initials
Amg 11/19/2020

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Case Number	Date Received
CSP20-0011	11/19/20

For assistance filling out this form, contact the Permit Center at 586-0770.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

To be completed by Applicant

PROJECT SUMMARY

Complete street and underground utility maintenance (and replacements as necessary) on the following streets: Delta Drive, Tongass Boulevard, Calhoun Ave, Crest Street, Douglas 4th Street

TYPE OF PROJECT REVIEW:

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

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

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

Capital Improvement Program # (CIP) YES -see attached narrative

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: $ n/a

ALL REQUIRED MATERIALS ATTACHED

- ☑ **Complete application**
- ☐ **Pre-Application notes** (if applicable)
- ☑ **Narrative including:**
  - ☑ Current use of land or building(s)
  - ☐ Proposed use of land or building(s)
  - ☐ How the proposed project complies with the Comprehensive Plan
  - ☐ How the proposed project complies with the Land Use Code (Title 49)
- ☐ **Site Plan** (details on page 2)

NOTE: This application is <u>required</u> even if the proposed project is associated with other Land Use permits.

----------DEPARTMENT USE ONLY BELOW THIS LINE----------

CITY/STATE PROJECT FEES	Fees	Check No.	Receipt	Date
Application Fees	$_____			

This form and all documents associated with it are public record once submitted.

<u>INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED</u>

For assistance filling out this form, contact the Permit Center at 586-0770.

Case Number	Date Received
CSP20-009	11/19/20

City/State Project and Land Action Review Information

City and State project review is outlined in CBJ 49.15.580

Each application for a City/State Project is reviewed by the Planning Commission at a public hearing. The permit procedure is intended to provide the Commission the flexibility necessary to make recommendations tailored to individual applications.

Application: An application for a City/State Project Review will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

1. **Forms:** Completed City/State Project Review Application and Development Permit Application forms.
2. **Fees:** No fee required for projects that cost less than $2.5 million. For projects costing more than this amount, the fee is $1,600.00. All fees are subject to change.
3. **Project Narrative:** A detailed narrative describing the project.
4. **Plans:** All plans are to be drawn to scale and clearly show the items listed below:
    a. Plat, site plan, floor plan and elevation views of existing and proposed structures and land;
    b. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances;
    c. Proposed traffic circulation within the site including access/egress points and traffic control devices;
    d. Existing and proposed lighting (including cut sheets for each type of lighting);
    e. Existing and proposed vegetation with location, area, height and type of plantings; and,
    f. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

Document Format: All materials submitted as part of an application shall be submitted in either of the following formats:

1. Electronic copies in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf (other formats may be preapproved by the Community Development Department).
2. Paper copies 11" X 17" or smaller (larger paper size may be preapproved by the Community Development Department).

Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

Review: As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All City/State Project Review Permit Applications must be reviewed by the Planning Commission. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting. The Planning Commission will make a recommendation based on staff's analysis and forward it to the Assembly for final approval/denial.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

CSPs – Street and CBJ Utilities' maintenance projects proposed for 2021 construction season

~~**Delta Drive (R72-148):** segment: Valley Boulevard to end. Add sidewalk to one side, rehabilitate road prism, and drainage, replace underground water and sewer systems that have exceeded expected service life, repave roadway~~

~~**Tongass Boulevard(R72-152)** segment: Jennifer Drive north to end at Loop Road: Add second sidewalk as identified by SRTS, rehabilitate road prism and drainage, replace underground water and sewer systems that have exceeded expected service life, replace existing sidewalk and repave roadway~~

Calhoun Avenue(R72-132): [2 phases] – 1. Governor's house to Cope Park: Rehabilitate road prism and drainage, replace water and sewer system that have exceed expected service life, replace sidewalks and repave roadway – scheduled for summer 2021
2. Main Street to Governor's House: Rehabilitate road prism and repave roadway minor utility improvements as identified during design – scheduled for summer 2022

~~**Crest Street(COVID Bond project – CIP number not assigned yet)**: segment: Old Dairy Rd to Yandukin. Add sidewalk to one side, rehabilitate road prism and drainage, replace water and partial sewer system that have exceed expected service life, repave roadway~~

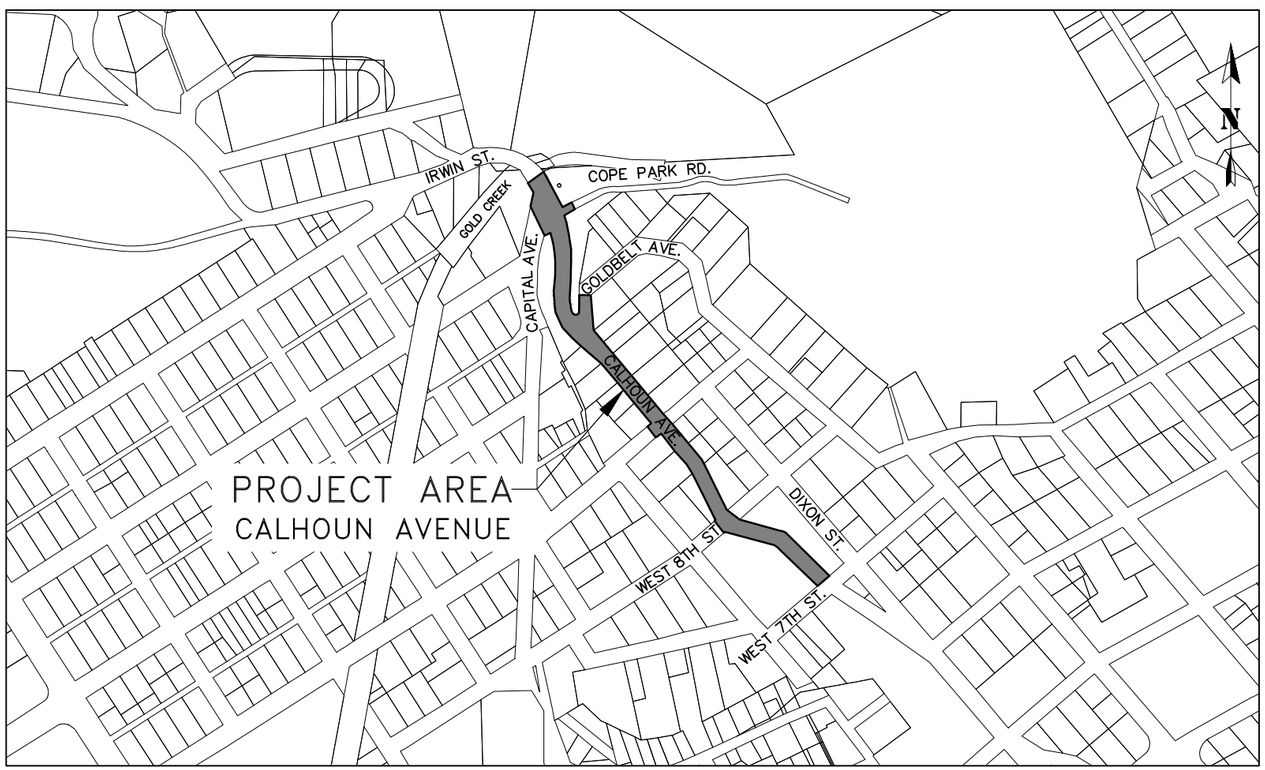
~~**Douglas 4th Street F to I and Side Streets Improvements (R72-154):** segment: F to I Streets. Replace existing water and sewer infrastructure, which have exceeded expected service life, improve drainage infrastructure within these existing gravel roadways. Paving of these gravel roadways is not funded at this time.~~

CALHOUN AVENUE RECONSTRUCTION

CBJ PROJECT NO. BE21-117

CITY & BOROUGH OF JUNEAU, ALASKA

SHEET INDEX	
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	LEGEND, ABBREVIATIONS & GENERAL NOTES
3–4	TYPICAL SECTIONS
5	PROJECT PHASING AND COORDINATION PLAN
6–11	DETAILS
12	SUMMARY TABLES
13	GRADING – BOP TO 12+90
14	GRADING – 12+90 TO 15+75
15	GRADING – 15+75 TO 18+40
16	GRADING – 18+40 TO 20+75
17	PLAN – BOP TO 12+90
18	PLAN – 12+90 TO 15+75
19	PLAN – 15+75 TO 18+40
20	PLAN – 18+40 TO 20+75
21	PROFILE – BOP TO 15+75
22	PROFILE – 15+75 TO EOP



PROJECT LOCATION MAP

NTS

VICINITY MAP

NTS

PRELIMINARY PLANS

RECORD OF REVISIONS			
No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

1945 ALEX HOLDEN WAY #101
JUNEAU, AK 99801
907.586.6032 phone
www.proHNS.com

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

COVER SHEET

SHEET NUMBER 1 OF 22

December 16, 2020 C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_TITLE.dwg

LEGEND

DESCRIPTION	EXISTING	REMOVE	PROPOSED
ASPHALT	EDGE OF ASPHALT		HATCHED AREA
BOLLARDS			
BUILDING			
CONCRETE			
CURB & GUTTER			
CURB – NO GUTTER			
FENCE			
FIRE HYDRANT			
MONUMENT			
PROPERTY LINE			
SANITARY SEWER CLEANOUT			
SANITARY SEWER PIPE	PIPE SIZE & TYPE		
SANITARY SEWER MANHOLE			
SIDEWALK RAMP			
SAWCUT & MTE LIMITS			
SIGN			
STORM DRAIN CATCH BASIN			S-1
STORM DRAIN PIPE	PIPE SIZE & TYPE SD SD	PIPE SIZE & TYPE SD SD SD	P-1 SD SD
STORM DRAIN UNDERDRAIN	UD UD UD		UD UD UD
STORM DRAIN MANHOLE, GRATE			
STORM DRAIN MANHOLE, SOLID LID			S-1
TREES			
UNDERGROUND PIPE CAP			
UTILITY POLE			
UTILITY POLE WITH LUMINAIRE			
WATER LINE PIPE	PIPE SIZE & TYPE	PIPE SIZE & TYPE	
WATER VALVE BOX			

ABBREVIATIONS

AC	ASPHALT CONCRETE
ACP	ASBESTOS CEMENT PIPE
BOP	BEGINNING OF
BTM	BOTTOM
BVC	BEGIN VERTICAL CURVE
CB	CATCH BASIN
CBJ	CITY & BOROUGH OF JUNEAU
℄	CENTERLINE
CMP	CORRUGATED METAL PIPE
CPP	CORRUGATED POLYETHYENE PIPE
CONC	CONCRETE
CTE	CONNECT TO EXISTING
DIP	DUCTILE IRON PIPE
DIA	DIAMETER
EL	ELEVATION
EOP	END OF PROJECT
EVC	END VERTICAL CURVE
EX	EXISTING
FG	FINISHED GRADE
FRP	FIBERGLASS REINFORCED PLASTIC
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE
HP	HIGH PRESSURE
INV	INVERT
LP	LOW PRESSURE
LT	LEFT
LVC	LENGTH OF VERTICAL CURVE
MH	MANHOLE
MIN	MINIMUM
MTE	MATCH TO EXISTING
NIC	NOT IN CONTRACT
NO	NUMBER
NTS	NOT TO SCALE
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PRC	POINT OF REVERSE CURVATURE
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENT
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
RP	RADIUS POINT
RT	RIGHT
ROW	RIGHT-OF-WAY
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
STA	STATION
STD	STANDARD
TBC	TOP BACK OF CURB
TBG	TOP BACK OF GUTTER
TBM	TEMPORARY BENCHMARK
TP	TOP OF PAVEMENT
TYP	TYPICAL
UD	UNDERDRAIN
VPC	VERTICAL POINT OF CURVATURE
VPT	VERTICAL POINT OF TANGENCY

GENERAL NOTES

1. CBJ ENGINEERING STANDARD DETAILS BOOK FOR CIVIL ENGINEERING PROJECTS AND SUBDIVISION IMPROVEMENTS FOURTH ADDITION DATED AUGUST, 2011 AND CBJ ENGINEERING STANDARD SPECIFICATIONS DATED DECEMBER, 2003 ARE MADE A PART OF THIS CONTRACT, INCLUDING ALL ERRATA (NOS. 1–16) AND CURRENT REVISIONS AS APPLICABLE.
2. CALL 586–1333 BEFORE YOU DIG FOR UNDERGROUND POWER, TELEPHONE AND CABLE. CALL 811 ALASKA DIGLINE BEFORE YOU DIG FOR UNDERGROUND ACS & GCI. LOCATIONS AND ELEVATION OF EXISTING UNDERGROUND WATER, SEWER, POWER, TELEPHONE AND CABLE TELEVISION SHOWN ON THE PLANS WERE DERIVED FROM CBJ AS–BUILTS AND FIELD LOCATES. THE ACTUAL LOCATION OF UTILITIES MAY VARY FROM THOSE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, PROTECTING AND MAINTAINING THE UTILITIES THROUGHOUT THE CONSTRUCTION OF THE PROJECT. ANY DAMAGE TO THE UNDERGROUND UTILITIES DURING CONSTRUCTION SHALL BE PAID FOR BY THE CONTRACTOR AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
3. THE ESTIMATED TOTAL AREA OF DISTURBANCE RESULTING FROM THESE IMPROVEMENTS IS APPROXIMATELY 0.8 ACRES.
4. THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) HAS IDENTIFIED SEVERAL CONTAMINATED SITES WITHIN 1,500 FEET OF THE PROJECT LIMITS THAT ARE CURRENTLY IN "ACTIVE" OR "INSTITUTIONAL CONTROL" CLEANUP STATUS. THE ONLY SITE IN THE IMMEDIATE PROJECT AREA IS THE GOVERNORS RESIDENCE, WHICH IS LISTED AS "ACTIVE" AND "CLEANUP COMPLETE – INSTITUTIONAL CONTROLS". IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONSULT DEC AND OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM THE WORK.
5. FINISHED GRADE AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. LOCATION OF PROPOSED WATER, SEWER AND STORM DRAINAGE FACILITIES ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
6. PROPERTY LINE LOCATIONS USED IN THESE PLANS ARE DERIVED FROM RECORD PLATS AND DO NOT REPRESENT BOUNDARY SURVEY.
7. THE CONTRACTOR SHALL PERFORM A CLOSED LEVEL LOOP THROUGH ALL TBM'S TO VERIFY ELEVATIONS PRIOR TO BEGINNING ANY WORK.
8. CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. BRASS CAP MONUMENTS, REBARS, CONCRETE NAILS, CHISELED X'S) PRIOR TO CONSTRUCTION AND REMONUMENT AFTER SURFACING IS REPLACED. EXISTING SURVEY MONUMENTS MAY NOT BE SHOWN ON THE DRAWINGS. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR.
9. CONTRACTOR SHALL ENSURE GARBAGE PICKUP, PRIVATE AND BUSINESS DELIVERIES, AND DAILY MAIL SERVICE WILL BE UNINTERRUPTED TO ALL BUSINESS AND RESIDENCES AFFECTED BY THIS PROJECT.
10. THE CONTRACTOR SHALL NOTIFY EACH PROPERTY OWNER OF EACH DRIVEWAY CLOSURE 48 HOURS PRECEDING THE DAY THE DRIVEWAY IS TO BE CLOSED TO VEHICULAR ACCESS. THE PROPERTY OWNER SHALL BE INFORMED OF THE PERIOD OF TIME THE CLOSURE WILL BE IN EFFECT. NO DRIVEWAY CLOSURES WILL BE PERMITTED UNTIL THIS REQUIREMENT HAS BEEN MET TO THE SATISFACTION OF THE ENGINEER.
11. THE CONTRACTOR SHALL NOT STORE MATERIALS OR EQUIPMENT, OR OPERATE EQUIPMENT WITH ITS TRACKS OR WHEELS PLACED ON PRIVATE PROPERTY, WITHOUT THE WRITTEN APPROVAL OF THE PROPERTY OWNER.
12. THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES (LONI VANKIRK AT 723–4975) OF PROPOSED WATER SERVICE INTERRUPTION AND SUBMIT THE "WATER SYSTEM SPECIAL USE PERMIT" TO CBJ WATER UTILITIES SUPERINTENDENT FOR APPROVAL AT LEAST 48 HOURS PRIOR TO SHUTDOWN OR FLUSHING OF MAINLINE WATER PIPE. NO WATER SERVICE INTERRUPTION MAY PROCEED UNTIL THIS APPROVAL IS OBTAINED. THE CONTRACTOR SHALL NOT SHUT OFF WATER SUPPLY TO SERVICES FOR MORE THAN 4 HOURS AT ONE TIME.
13. ALL MATERIALS PROPOSED FOR THE WATER SYSTEM THAT COME IN DIRECT CONTACT WITH THE WATER SHALL BE CERTIFIED BY AN ANSI ACCREDITED ORGANIZATION TO CONFORM WITH ANSI/NSF STANDARD 61 OR AN ANSI/NSF STANDARD WITH EQUIVALENT HEALTH REQUIREMENTS.
14. THE MATERIALS USED FOR THIS PROJECT SHALL COMPLY WITH THE NEW LEAD FREE REQUIREMENTS INCLUDING NOT MORE THAN 0.2% WHEN USED WITH RESPECT TO SOLDER AND FLUX AND NOT MORE THAN A WEIGHTED AVERAGE OF 0.25% LEAD WHEN USED WITH RESPECT TO THE WETTED SURFACES OF PIPES, PIPE FITTINGS, PLUMBING FITTINGS AND FIXTURES.
15. THE CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF EXISTING WATER PIPES, INCLUDING ALL SERVICES ALONG THE STORM DRAIN AND WATER PIPE ALIGNMENTS TO DETERMINE PIPE INSULATION LOCATIONS AND TO ENSURE DAMAGE DOES NOT OCCUR TO THE SERVICE PIPES.
16. ONLY HORIZONTAL ELBOW FITTINGS (BENDS) ARE SHOWN (NOT ALL ARE LABELED) ON DRAWINGS. ADDITIONAL FITTINGS WILL BE REQUIRED FOR VERTICAL DEFLECTIONS NEAR CONNECTIONS TO EXISTING PIPES, AND AT OTHER LOCATIONS REQUIRING GRADE CHANGES TO AVOID CONFLICTS.
17. THE PLAN DRAWINGS DO NOT SHOW ALL PLANTINGS AND OTHER LANDSCAPING THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES. NO PLANTINGS OR LANDSCAPING ARE TO BE REMOVED OR DAMAGED, UNLESS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER.
18. ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE DISPOSED OF OFF–SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS.
19. ALL ASPHALT PAVEMENT TO BE REMOVED AND DISPOSED OF SHALL BE DELIVERED TO A STOCKPILE AREA AT THE LEMON CREEK CITY PIT AT A LOCATION TO BE DESIGNATED BY THE ENGINEER. CONTACT THE ENGINEER FOR THE EXACT LOCATION OF THE STOCKPILE.
20. ALL OTHER MATERIALS TO BE REMOVED AND DISPOSED OF SHALL BECOME THE PROPERTY OF THE CONTRACTOR, INCLUDING CONCRETE, UNSUITABLE SOILS, WATER PIPE, SEWER PIPE, CULVERT, STORM AND SEWER STRUCTURES, SIGN POSTS AND ETC.
21. ALL EXISTING STORM DRAINAGE PIPES, CULVERTS AND STRUCTURES WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND DISPOSED OF IN THEIR ENTIRETY UNLESS OTHERWISE INDICATED IN THE CONTRACT DOCUMENTS. WATER AND SANITARY SEWER PIPE CALLED OUT ON THE DRAWINGS FOR REMOVAL SHALL BE REMOVED AND DISPOSED OF IN THEIR ENTIRETY.

PRELIMINARY PLANS

RECORD OF REVISIONS

No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

1945 ALEX HOLDEN WAY #101
JUNEAU, AK 99801
907.790.4855 ext 3
www.proHNS.com

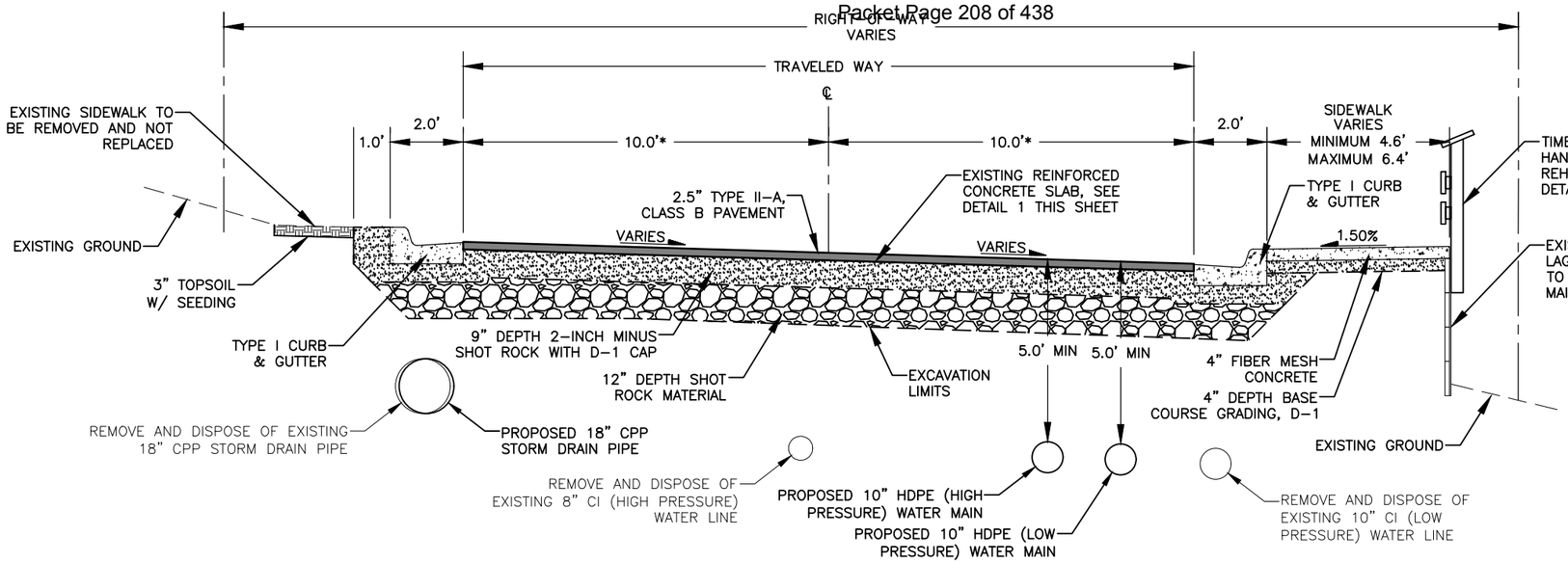
CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

LEGEND, ABBREVIATIONS & GENERAL NOTES

SHEET NUMBER 2 OF 22

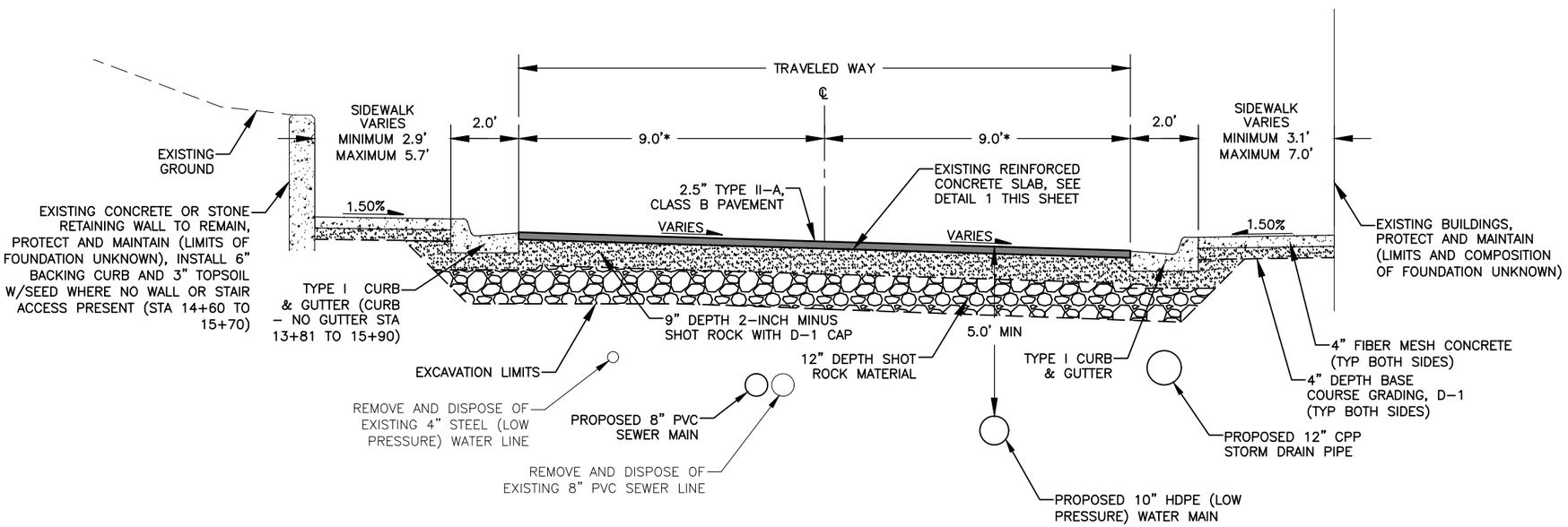
December 16, 2020 C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_LAG.dwg



CALHOUN AVENUE TYPICAL SECTION STATION RANGE 10+75 TO 13+50

NTS

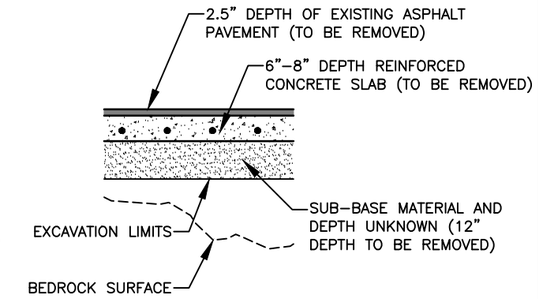
*WIDTH VARIES AT INTERSECTIONS



CALHOUN AVENUE TYPICAL SECTION STATION RANGE 13+50 TO 15+90

NTS

*WIDTH VARIES AT INTERSECTIONS



1/3 EXISTING ROADWAY SECTION

SCALE: NOT TO SCALE

NOTES:

1. EXACT LIMITS OF REINFORCED CONCRETE SLAB UNKNOWN. FROM RECENT ADJACENT CBJ ROAD RECONSTRUCTION PROJECT FILES, WHAT'S VISIBLE AT THE ROADWAY SURFACE, AND RESULTS OBTAINED FROM A GROUND PENETRATING RADAR INVESTIGATION PERFORMED FOR THIS PROJECT THE REINFORCED CONCRETE SLAB IS ASSUMED TO EXIST FROM THE BOP TO EOP FROM EXISTING CURB TO EXISTING CURB.
2. EXACT ELEVATION OF BEDROCK UNKNOWN. FROM DISCUSSIONS WITH CBJ WATER DEPARTMENT STAFF ABOUT SHALLOW BURY DEPTH OF EXISTING 4" STEEL WATER LINE AND RESULTS OBTAINED FROM GROUND PENETRATING RADAR INVESTIGATION PERFORMED FOR THIS PROJECT IT IS BELIEVED THAT BEDROCK EXISTS WITHIN UTILITY TRENCHING LIMITS.
3. EXCAVATION OF BEDROCK TO INSTALL SHOT ROCK WILL NOT BE REQUIRED.

TYPICAL SECTION NOTES

1. TOP OF ASPHALT ALONG NEW GUTTER SHALL BE 1/4-INCHES ABOVE LIP OF GUTTER.
2. THE LIMITS OF USABLE MATERIAL, BASE COURSE GRADING D-1 AND TOPSOIL BEHIND THE PROPOSED CURB & GUTTER/VALLEY GUTTER VARY IN DISTANCE. PLACE AND GRADE THESE MATERIALS TO PROVIDE A SMOOTH, WELL-DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.
3. PLACE AND GRADE TOPSOIL AND BASE COURSE GRADING, D-1 USED TO MATCH TO EXISTING GROUND TO PROVIDE A SMOOTH, WELL DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.
4. EXISTING OVERHEAD ELECTRICAL LINES ARE NOT SHOWN IN PLAN VIEWS. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND MAINTAINING THE UTILITY THROUGHOUT CONSTRUCTION OF THE PROJECT.
5. BACKFILL TRENCHES AND VOIDS FROM EXISTING UTILITY REMOVALS WITH NATIVE MATERIAL TO EXCAVATION LIMITS. PLACE AND COMPACT MAX 12 INCH THICK LIFTS TO SATISFACTION OF THE ENGINEER.

PAVING SEQUENCE NOTES

1. LAYDOWN OPERATIONS SHALL BE CONDUCTED IN A MANNER WHICH ENSURES THAT THE MINIMUM TEMPERATURE ALONG THE CENTERLINE EDGE OF THE FIRST PAVED LANE DOES NOT FALL BELOW 200°F BEFORE THE SECOND LANE IS PAVED.

PRELIMINARY PLANS

RECORD OF REVISIONS

No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

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TYPICAL SECTIONS - 1

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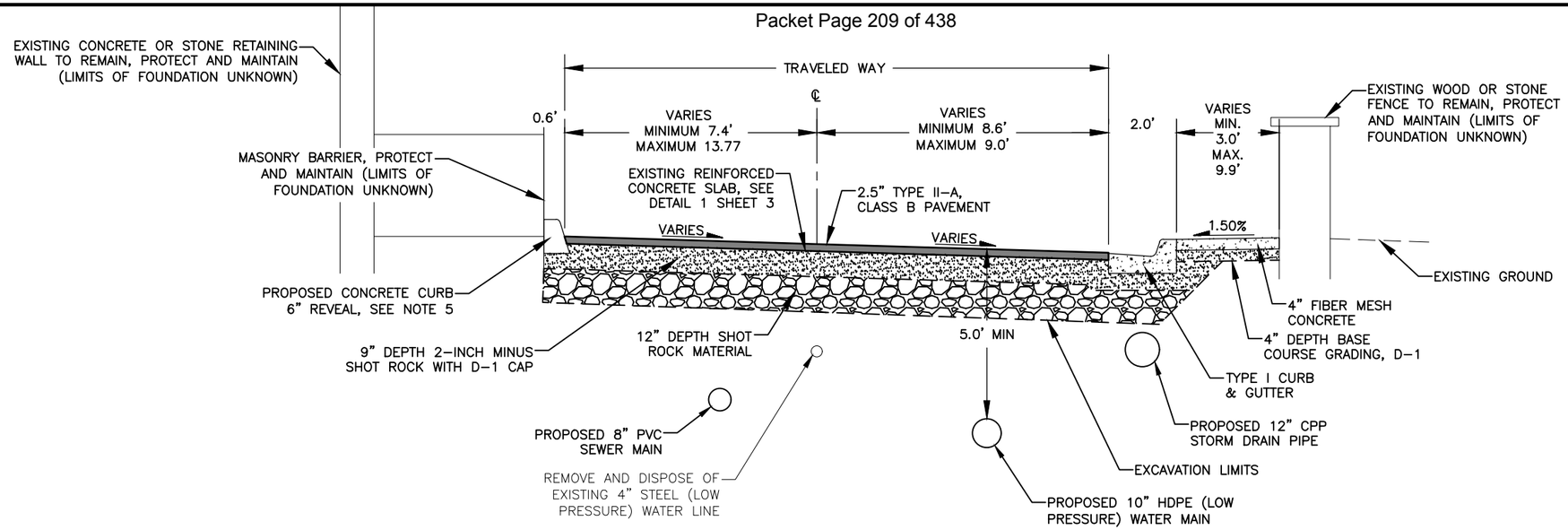
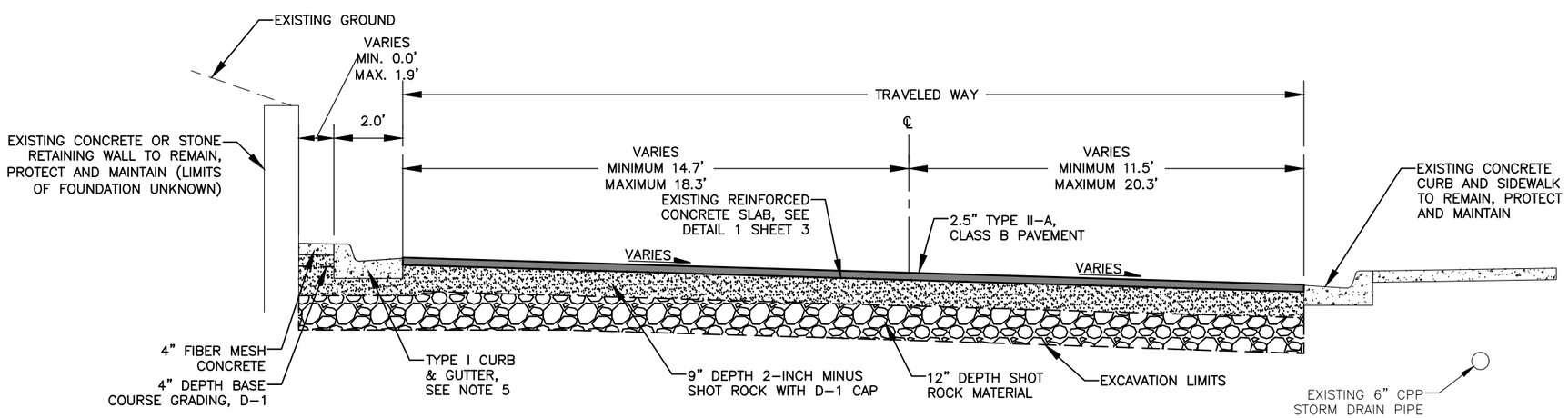


CALHOUN AVENUE TYPICAL SECTION STATION RANGE 15+90 TO 18+00

NTS



CALHOUN AVENUE TYPICAL SECTION STATION RANGE 18+00 TO 20+25

NTS

TYPICAL SECTION NOTES

1. TOP OF ASPHALT ALONG NEW GUTTER SHALL BE 1/4-INCHES ABOVE LIP OF GUTTER.
2. THE LIMITS OF USABLE MATERIAL, BASE COURSE GRADING D-1 AND TOPSOIL BEHIND THE PROPOSED CURB & GUTTER/VALLEY GUTTER VARY IN DISTANCE. PLACE AND GRADE THESE MATERIALS TO PROVIDE A SMOOTH, WELL-DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.
3. PLACE AND GRADE TOPSOIL AND BASE COURSE GRADING, D-1 USED TO MATCH TO EXISTING GROUND TO PROVIDE A SMOOTH, WELL DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.
4. EXISTING OVERHEAD ELECTRICAL LINES ARE NOT SHOWN IN PLAN VIEWS. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND MAINTAINING THE UTILITY THROUGHOUT CONSTRUCTION OF THE PROJECT.
5. EXISTING CURB TO REMAIN FROM STA 16+95 TO 18+95, PROTECT AND MAINTAIN.
6. BACKFILL TRENCHES AND VOIDS FROM EXISTING UTILITY REMOVALS WITH NATIVE MATERIAL TO EXCAVATION LIMITS. PLACE AND COMPACT MAX 12 INCH THICK LIFTS TO SATISFACTION OF THE ENGINEER.

PAVING SEQUENCE NOTES

1. LAYDOWN OPERATIONS SHALL BE CONDUCTED IN A MANNER WHICH ENSURES THAT THE MINIMUM TEMPERATURE ALONG THE CENTERLINE EDGE OF THE FIRST PAVED LANE DOES NOT FALL BELOW 200°F BEFORE THE SECOND LANE IS PAVED.

PRELIMINARY PLANS

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TYPICAL SECTIONS - 2

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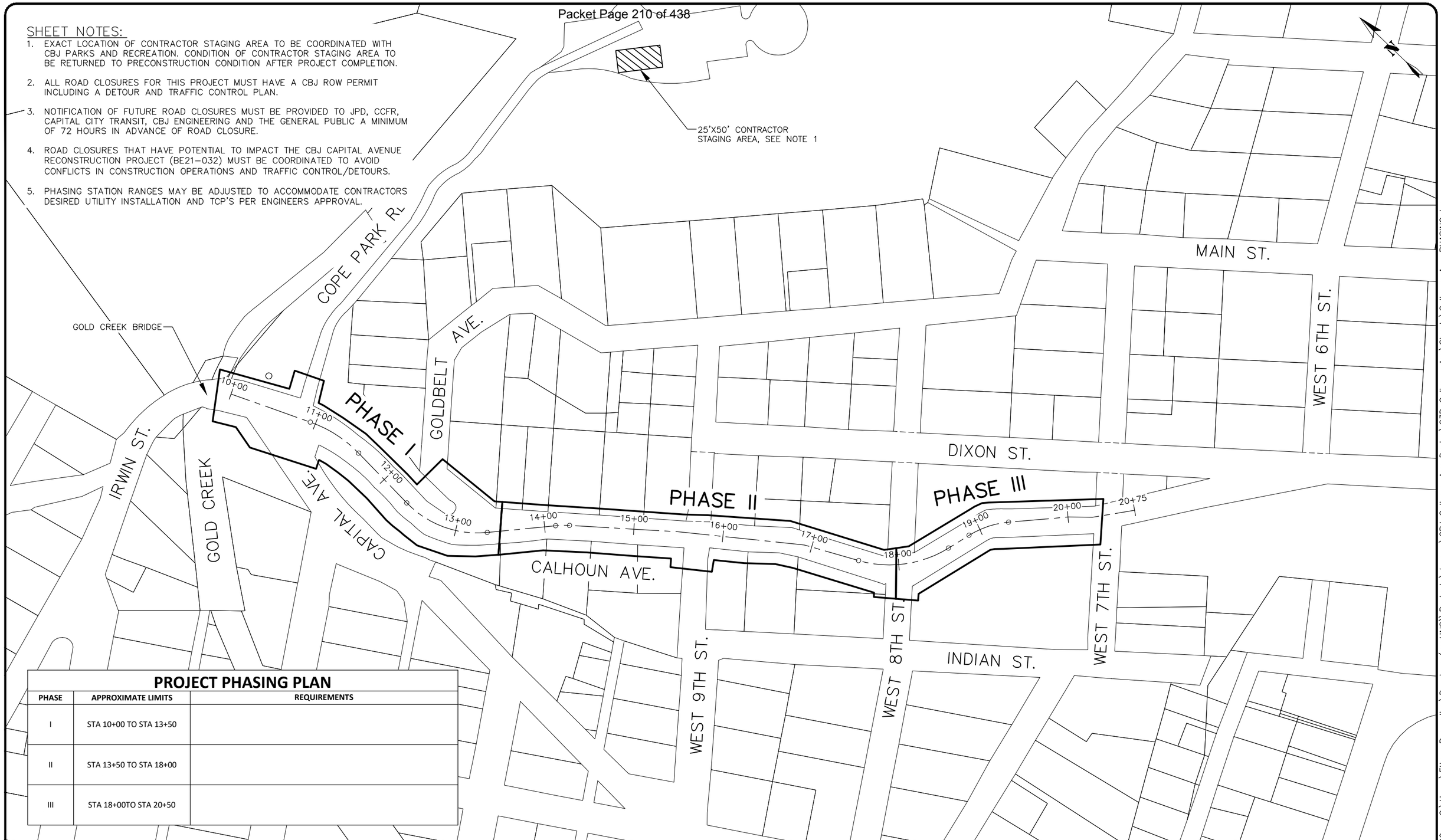
SHEET NOTES:

1. EXACT LOCATION OF CONTRACTOR STAGING AREA TO BE COORDINATED WITH CBJ PARKS AND RECREATION. CONDITION OF CONTRACTOR STAGING AREA TO BE RETURNED TO PRECONSTRUCTION CONDITION AFTER PROJECT COMPLETION.
2. ALL ROAD CLOSURES FOR THIS PROJECT MUST HAVE A CBJ ROW PERMIT INCLUDING A DETOUR AND TRAFFIC CONTROL PLAN.
3. NOTIFICATION OF FUTURE ROAD CLOSURES MUST BE PROVIDED TO JPD, CCFR, CAPITAL CITY TRANSIT, CBJ ENGINEERING AND THE GENERAL PUBLIC A MINIMUM OF 72 HOURS IN ADVANCE OF ROAD CLOSURE.
4. ROAD CLOSURES THAT HAVE POTENTIAL TO IMPACT THE CBJ CAPITAL AVENUE RECONSTRUCTION PROJECT (BE21-032) MUST BE COORDINATED TO AVOID CONFLICTS IN CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL/DETOURS.
5. PHASING STATION RANGES MAY BE ADJUSTED TO ACCOMMODATE CONTRACTORS DESIRED UTILITY INSTALLATION AND TCP'S PER ENGINEERS APPROVAL.



PROJECT PHASING PLAN

PHASE	APPROXIMATE LIMITS	REQUIREMENTS
I	STA 10+00 TO STA 13+50	
II	STA 13+50 TO STA 18+00	
III	STA 18+00TO STA 20+50	

PRELIMINARY PLANS

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PROJECT PHASING AND COORDINATION PLAN

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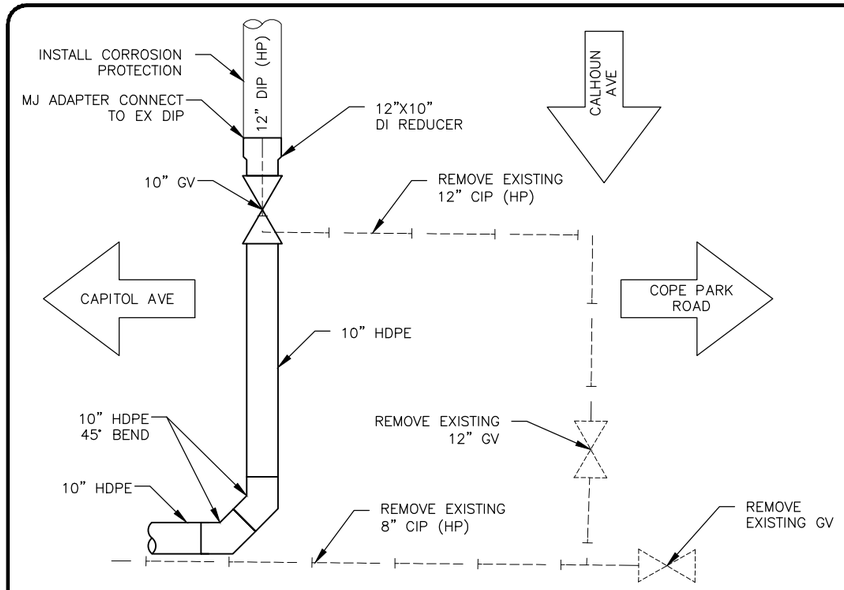
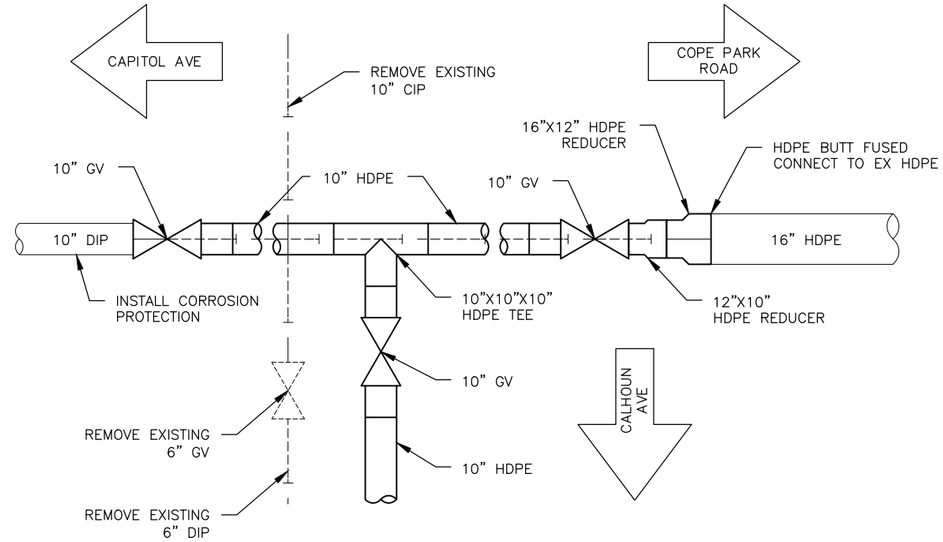


1/6 HP WATERLINE CONNECTION DETAIL ~STA 10+78

SCALE: NOT TO SCALE



2/6 LP WATERLINE CONNECTION DETAIL ~STA 10+88

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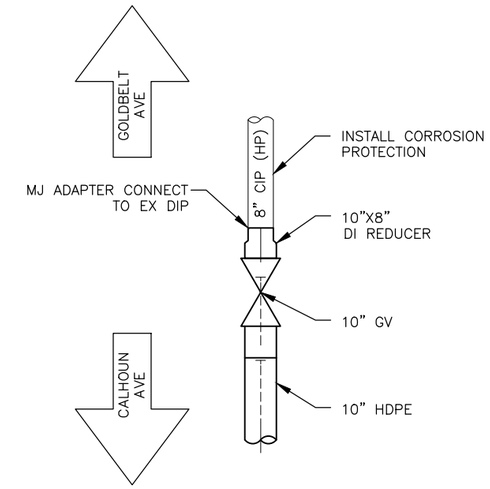

3/6 HP WATERLINE CONNECTION DETAIL ~STA 13+24

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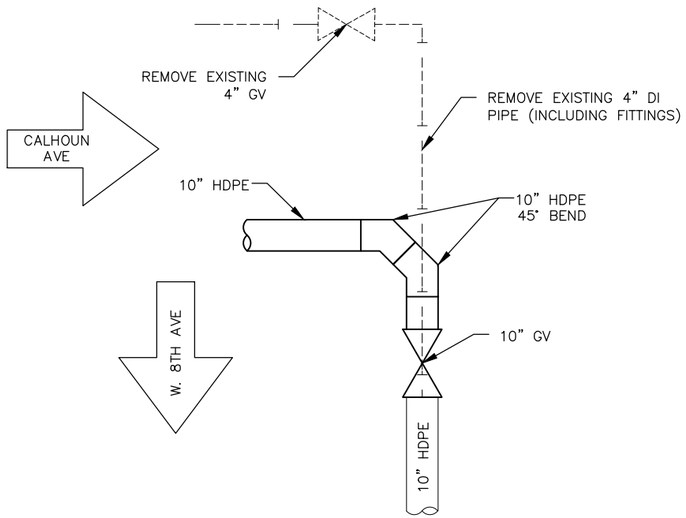

4/6 LP WATERLINE CONNECTION DETAIL ~STA 18+98

SCALE: NOT TO SCALE

SHEET 6 NOTES:

1. ALL DI CONNECTIONS SHALL BE MEGALUGGED OR CONNECTED WITH LOCKING FIELD GASKETS. ALL HDPE CONNECTIONS SHALL BE BUTT FUSED, ELECTROFUSION COUPLERS ARE DISCOURAGED AND SHALL ONLY BE ALLOWED WITH PRIOR, WRITTEN APPROVAL OF THE ENGINEER.

PRELIMINARY PLANS

RECORD OF REVISIONS			
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proHNS LLC
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BE21-117

WATER LINE CONNECTION DETAILS

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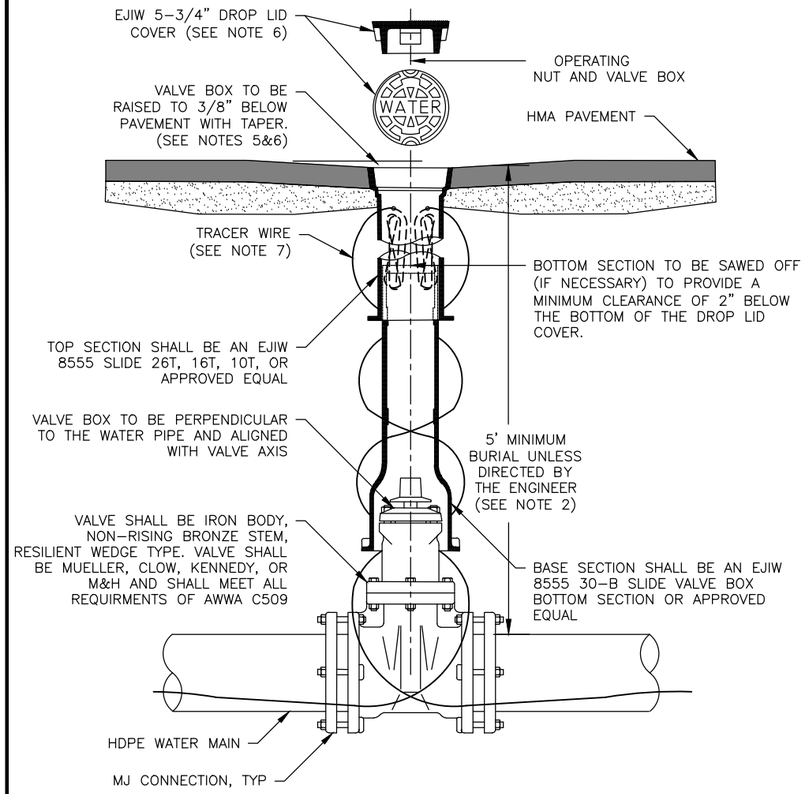
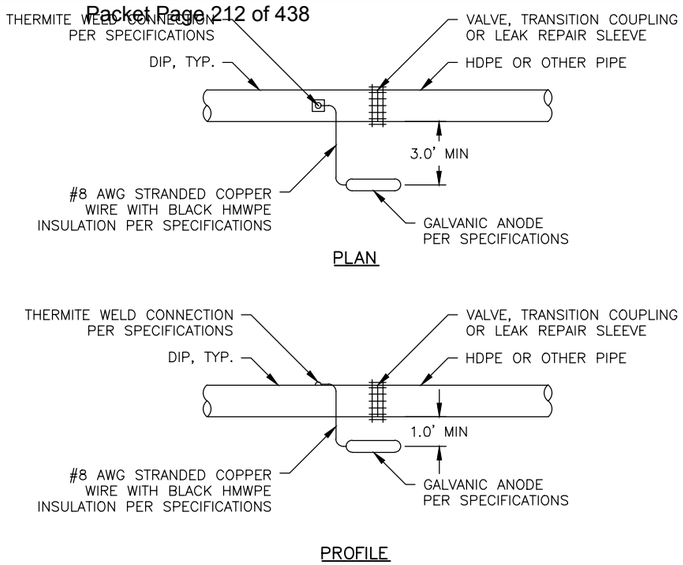


1/7 MAIN LINE WATER VALVE DETAIL

SCALE: NOT TO SCALE

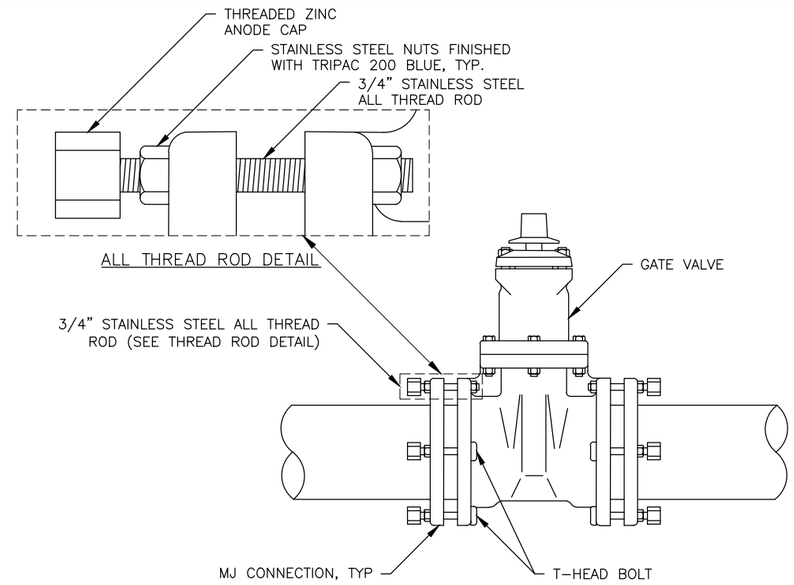
DETAIL 1/7 NOTES:

1. A VALVE IS REQUIRED WHERE SHOWN ON THE PLANS.
2. IF WATER MAIN IS MORE THAN 6' DEEP, USE 4" ID CAST IRON SOIL PIPE WITH TOP SECTION EJW 8555 SLIDE (26T,16T, OR 10T)VALVE BOX.
3. THIS DETAIL APPLIES TO ALL MAINLINE VALVES AND ALL WATER VALVES 4" IN DIAMETER OR GREATER.
4. NO MORE THAN 1 VALVE BOX PAVING RISER IS ALLOWED PER VALVE.
5. VALVE BOXES ARE TO BE RAISED DURING PAVING OPERATIONS A MINIMUM OF 3/8" BELOW FINISHED PAVEMENT. VALVE BOXES THAT DO NOT MEET GRADE SPECIFICATIONS SHALL BE SAWCUT, RAISED TO GRADE AND PATCHED.
6. VALVE BOX COVER SHALL BE 5-3/4" DROP LID TYPE WITH 1" RAISED LETTERING (RECESSED FLUSH) AND 2 CLOSED PICKHOLES.
7. TRACER WIRE SHALL BE NO.10 AWG HIGH-STRENGTH COPPER CLAD STEEL WITH BLUE HDPE INSULATION JACKET. MAIN LINE TRACER WIRE SHALL NOT BE SPLICED AND SHALL BE CONTINUOUS BETWEEN VALVE BOXES. TRACER WIRE SHALL BE CONNECTED TO THE BOTTOM QUADRANT OF THE HDPE WATER PIPE. EACH END OF TRACER WIRE SHALL BE TERMINATED AT A VALVE BOX, TRACER WIRE SHALL RUN OUTSIDE THE VALVE BOX AND BE INSERTED INTO THE VALVE BOX THROUGH A 3/4" DRILLED HOLE WITHIN 9"-12" OF THE TOP. 5' OF ADDITIONAL TRACER WIRE SHALL BE NEATLY COILED WITHIN THE VALVE BOX.



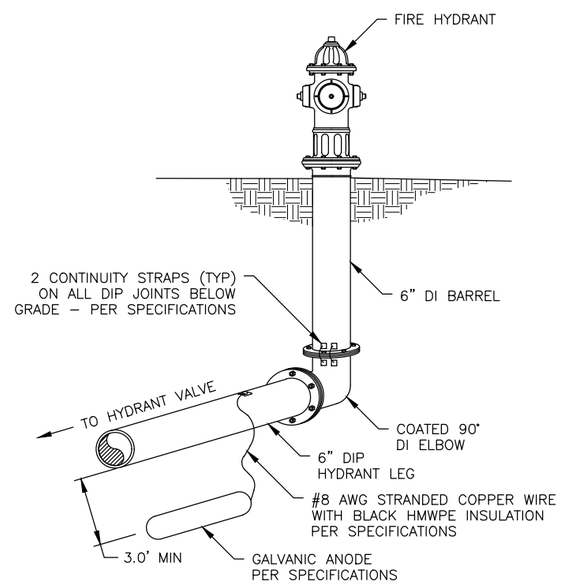
2/7 GALVANIC ANODE INSTALLATION FOR PIPE MATERIAL TRANSITION DETAIL

SCALE: NOT TO SCALE



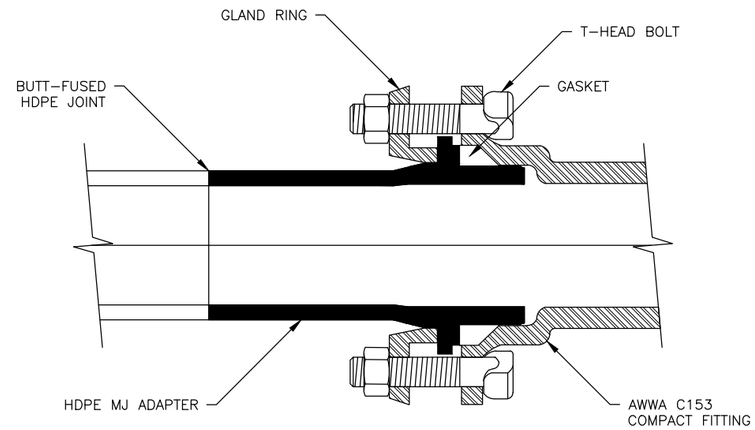
3/7 VALVE BOLT CONNECTION DETAIL

SCALE: NOT TO SCALE



4/7 GALVANIC ANODE INSTALLATION AT FIRE HYDRANT ASSEMBLY DETAIL

SCALE: NOT TO SCALE



5/7 TYPICAL HDPE MJ CONNECTION TO DI FITTING

SCALE: NOT TO SCALE

PRELIMINARY PLANS

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BE21-117

WATER LINE DETAILS

SHEET NUMBER 7 OF 22

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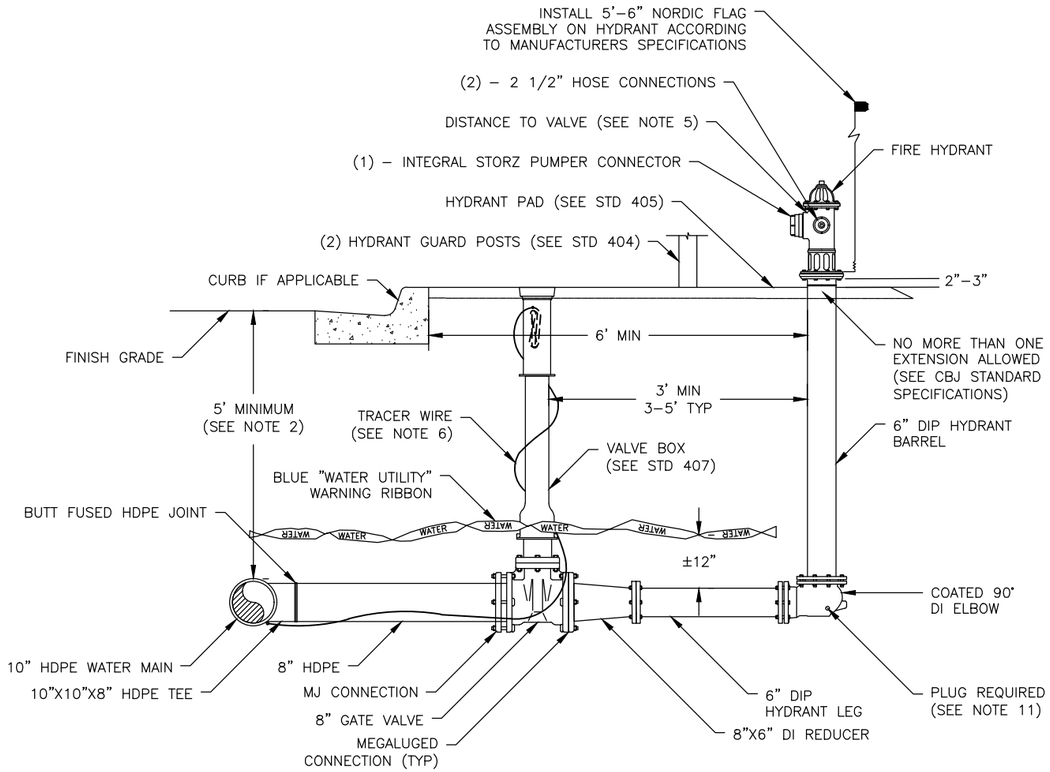

1/8 FIRE HYDRANT ASSEMBLY DETAIL

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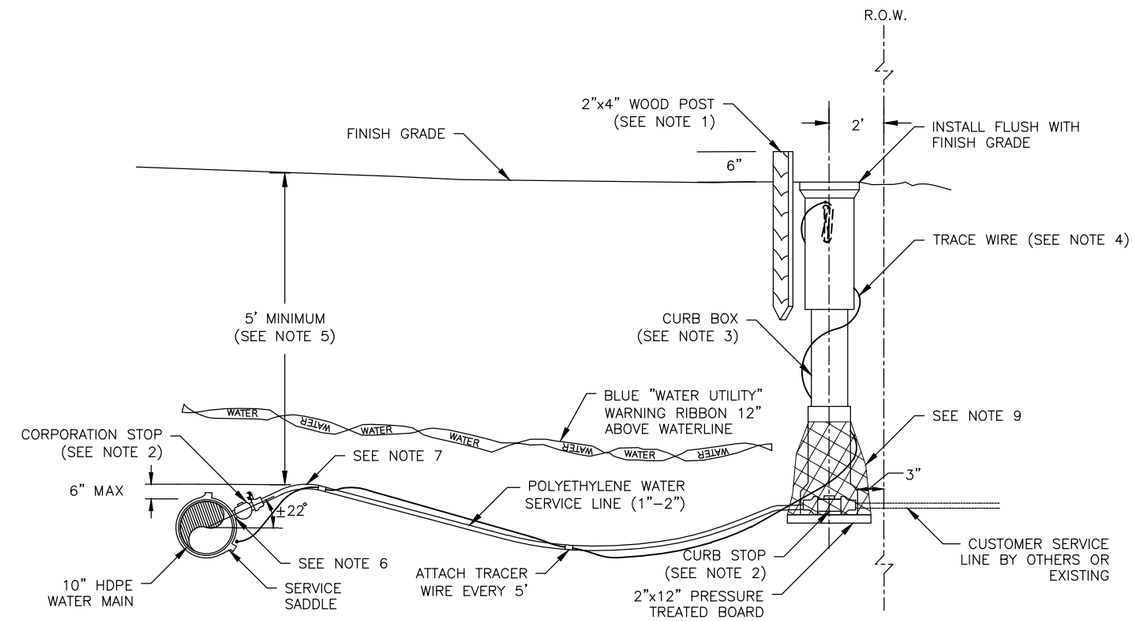

2/8 POLYETHYLENE WATER SERVICE DETAIL

SCALE: NOT TO SCALE

DETAIL 1/8 NOTES:

1. HYDRANT BARREL AND VALVE BOX SHALL BE PLUMB.
2. GROUND COVER SHALL BE 5' MINIMUM. ADDITIONAL COVER (MORE THAN 5') MAY BE REQUIRED BY THE ENGINEER.
3. ALL DI CONNECTIONS SHALL BE MEGALUGGED OR CONNECTED WITH LOCKING FIELD GASKETS. ALL HDPE CONNECTIONS SHALL BE BUTT FUSED, ELECTROFUSION COUPLERS ARE DISCOURAGED AND MAY ONLY BE ALLOWED WITH PRIOR, WRITTEN APPROVAL OF THE ENGINEER.
4. BENDS BETWEEN THE HYDRANT AND THE MAIN SHALL NOT EXCEED 11 1/4" UNLESS APPROVED BY THE ENGINEER.
5. ALL HYDRANTS SHALL BE PAINTED CATEPILLAR YELLOW, AND THE NUMBER OF FEET TO THE VALVE SHALL BE PRINTED IN BLACK 1/2" BLOCK LETTERS JUST BELOW THE TOP BONNET. PORT CAPS SHALL BE COLOR CODED PER NFPA STANDARD 291 AS DIRECTED BY THE CBJ WATER UTILITIES DEPARTMENT.
6. TRACER WIRE SHALL BE NO.10 AWG HIGH–STRENGTH COPPER CLAD STEEL WITH BLUE HDPE INSULATION JACKET. MAIN LINE TRACER WIRE SHALL NOT BE SPLICED AND SHALL BE CONTINUOUS BETWEEN VALVE BOXES. SERVICE AND HYDRANT LEGS SHALL USE WATERPROOF DIRECT BURY SPLICE CONNECTION LUGS. TRACER WIRE SHALL BE CONNECTED TO THE BOTTOM QUADRANT OF THE HDPE WATER PIPE. EACH END OF TRACER WIRE SHALL BE TERMINATED AT A VALVE BOX, TRACER WIRE SHALL RUN OUTSIDE THE VALVE BOX AND BE INSERTED INTO THE VALVE BOX THROUGH A 3/4" DRILLED HOLE WITHIN 9"–12" OF THE TOP. 5' OF ADDITIONAL TRACER WIRE SHALL BE NEATLY COILED WITHIN THE VALVE BOX.
7. INSTALL A PAVED HYDRANT PAD PER STANDARD 405 AND GUARD POSTS PER STANDARD 404.
8. HYDRANT SHALL BE MUELLER CENTURION 200 OR 250 WITH INTEGRAL STORZ PUMPER CONNECTION OR APPROVED EQUAL. CLOW F2500 SERIES HYDRANTS ARE NO LONGER ACCEPTED BY CBJ.
9. THIS STANDARD TO BE USED FOR ALL HYDRANTS AND BLOW–OFFS. ALTERNATE BLOW–OFF TYPE HYDRANTS ARE NO LONGER ACCEPTED BY CBJ.
10. FIRE HYDRANT TO THE VALVE SHALL BE TESTED TO A MINIMUM OF 200 PSI FOR TWO (2) HOURS PER STANDARD SPECIFICATION SECTION 02601 ARTICLE 3.5 PARAGRAPH B 2.
11. CBJ WATER UTILITIES DEPARTMENT SHALL DETERMINE FOR EACH HYDRANT INSTALLATION IF HYDRANT PLUGS SHALL BE REMOVED FOR SELF DRAINING. DO NOT BLOCK PLUG WITH THE THRUST BLOCK.

DETAIL 2/8 NOTES:

1. AT CURB STOP MARK CURB BOX WITH BLUE 2"x4" WOOD POST OR MARK "W" ON CONCRETE CURB ABOVE THE SERVICE LINE OR CONNECT TO EXISTING LINE.
2. USE MUELLER CORPORATION STOP NO. B25025, FORD CORPORATION STOP NO. FB700–4, OR APPROVED EQUAL. USE MEULLER CURB STOP NO. H15201, OR NO. H15204, FORD CURB STOP B22–444 OR APPROVED EQUAL.
3. CURB BOX SHALL BE KEJRIWAL PACIFIC 145R 49"–62" LID, TOP, MIDDLE AND BOTTOM OR APPROVED EQUIVALENT.
4. TRACER WIRE SHALL BE NO.10 AWG HIGH–STRENGTH COPPER CLAD STEEL WITH BLUE HDPE INSULATION JACKET. MAIN LINE TRACER WIRE SHALL NOT BE SPLICED AND SHALL BE CONTINUOUS BETWEEN VALVE BOXES. SERVICES SHALL USE WATERPROOF DIRECT BURY SPLICE CONNECTION LUGS. TRACER WIRE SHALL BE CONNECTED TO THE BOTTOM QUADRANT OF THE HDPE WATER PIPE. EACH END OF TRACER WIRE SHALL BE TERMINATED AT A VALVE BOX, TRACER WIRE SHALL RUN OUTSIDE THE VALVE BOX AND BE INSERTED INTO THE VALVE BOX THROUGH A 3/4" DRILLED HOLE WITHIN 9"–12" OF THE TOP. 5' OF ADDITIONAL TRACER WIRE SHALL BE NEATLY COILED WITHIN THE VALVE BOX.
5. ALL SERVICES MUST HAVE A MINIMUM OF 5' OF COVER BELOW EXISTING CULVERTS AND DITCHES. ADDITIONAL DEPTH MAY BE REQUIRED BY THE ENGINEER. INSULATE SERVICE LINES PER CBJ STD 412 WHERE NEEDED.
6. HOLE DRILLED IN THE MAIN FOR THE CORPORATION STOP SHALL BE THE SAME DIAMETER AS THE SERVICE PIPE.
7. PROVIDE AN ADDITIONAL 12" OF SERVICE PIPE BEYOND STRAIGHT LINE LENGTH REQUIRED. LOOP AS SHOWN AT THE CORP STOP. MAINTAIN 5' MINIMUM BURIAL AT HIGH POINT OF SERVICE LINE.
8. MAINTAIN A MINIMUM OF 18" OF SEPARATION BETWEEN VALVE BOXES, AND BETWEEN VALVE BOXES AND OTHER STRUCTURES.
9. WRAP BOTTOM OF CURB BOX WITH FABRIC OR PLASTIC PRIOR TO BACKFILLING TO KEEP MATERIAL FROM INFILTRATING THE BOX.
10. SERVICE BOXES SHALL BE LOCATED 2 FEET INSIDE OF THE RIGHT–OF–WAY LINE.
11. CONTRACTOR TO SUPPLY ALL NECESSARY PARTS AND FITTINGS TO CONNECT THE PROPOSED 1"–2" WATER SERVICES TO THE EXISTING WATER SERVICES AFTER THE CURB STOP.

PRELIMINARY PLANS

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WATER LINE DETAILS

SHEET NUMBER 8 OF 22

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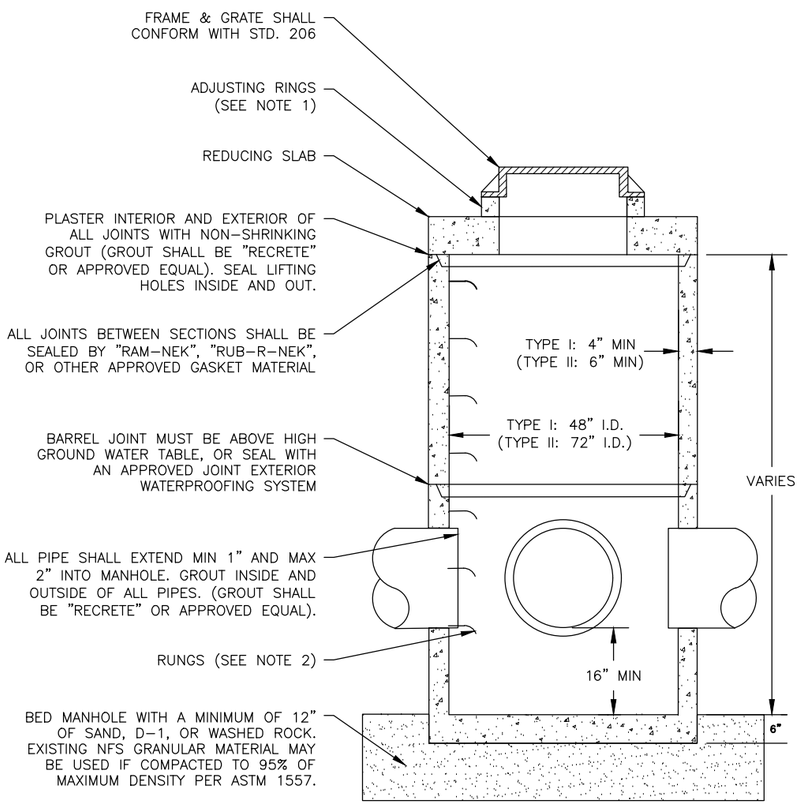
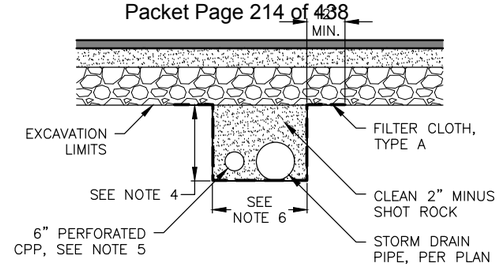


1/9 CONCENTRIC STORM DRAIN MANHOLE WITH REDUCING SLAB – TYPES I & II

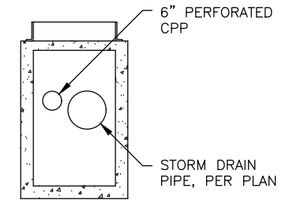
SCALE: NOT TO SCALE

DETAIL 1/9 NOTES:

1. THE AREA BETWEEN THE TOP OF THE CATCH BASIN AND THE FRAME SHALL BE FILLED WITH CONCRETE MEETING THE REQUIREMENTS OF CBJ SPECIFICATION 03302-CONCRETE STRUCTURES. NO BRICKS, WOOD, STONES, ADJUSTING RINGS, OR OTHER GRADE ADJUSTMENT DEVICES SHALL BE USED. TEMPORARY FORM WORK SHALL BE CONSTRUCTED TO PROVIDE A SMOOTH INSIDE EXPOSED SURFACE FREE OF VOIDS AND PROJECTIONS. THE CONSTRUCTED FRAME SUPPORT MUST MATCH THE INTERIOR OF THE FRAME INSTALLED AS APPROVED BY THE ENGINEER.
2. RUNGS TO BE PLACED 12" O.C. ON UNOBSTRUCTED SIDE OF MANHOLE. LAST RUNG SHALL BE 18" MAX FROM BOTTOM OF MANHOLE, AND TOP RUNG SHALL BE 6" MAXIMUM FROM TOP OF CONE. IF UNOBSTRUCTED SIDE NOT AVAILABLE, LAST RUNG SHALL BE PLACED 6" OVER SMALLEST PIPE. REFER TO A.S.T.M. C-478 FOR DESIGN REQUIREMENTS AND C-478-69 FOR MINIMUM STEEL FOR BARREL. BARREL SHALL BE IMBEDDED IN BASE SO THAT FIRST BARREL SECTION IS CONNECTED WITH BASE.
3. FOR TYPE I MANHOLE, PRIMARY LEADS SHALL NOT EXCEED 30" C.M.P. OR 27" R.C.P. WITH INCLUDED ANGLE BETWEEN LEADS NO LESS THAN 135°. OR PRIMARY LEAD NOT TO EXCEED 24" C.M.P. OR 21" R.C.P. WITH INCLUDED ANGLE LESS THAN 135°.
4. FOR TYPE II MANHOLE, PRIMARY LEADS SHALL NOT EXCEED TWO 42" C.M.P. OR 36" R.C.P. WITH INCLUDED ANGLE BETWEEN LEADS NE LESS THAN 135° OR PRIMARY LEADS NOT TO EXCEED TWO 36" C.M.P. OR R.C.P. WITH INCLUDED ANGLE BETWEEN LEADS LESS THAN 135°.



TRENCH DETAIL



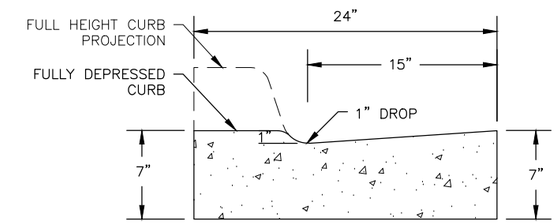
CONNECT TO STORM DRAIN STURCTURE

2/9 6-INCH CPP UNDERDRAIN

SCALE: NOT TO SCALE

DETAIL 2/9 NOTES:

1. OUTFALL CONNECTIONS WILL BE INTO CATCH BASINS.
2. BOTH ENDS OF PIPES SHALL BE CONNECTED IN STORM DRAIN STRUCTURES OR CAPPED, SEE PLANS. FILTER CLOTH SHALL BE FOLDED AND OVERLAPPED TO SEAL END OF DRAIN ROCK SECTION.
3. PROVIDE KNOCK OUTS IN STORM DRAIN STRUCTURES LARGE ENOUGH TO ACCOMMODATE BOTH UNDERDRAIN AND STORM DRAIN PIPE.
4. DEPTH VARIES SEE PLAN OR PROFILE SHEETS.
5. MINIMUM PIPE SLOPE SHALL BE 1.00%.
6. TRENCH WIDTH SHALL BE 3'-2" WIDE AT 18" STORM PIPE CROSSINGS AND 1'-6" WIDE WHEN NO STORM DRAIN PIPE IS PRESENT.

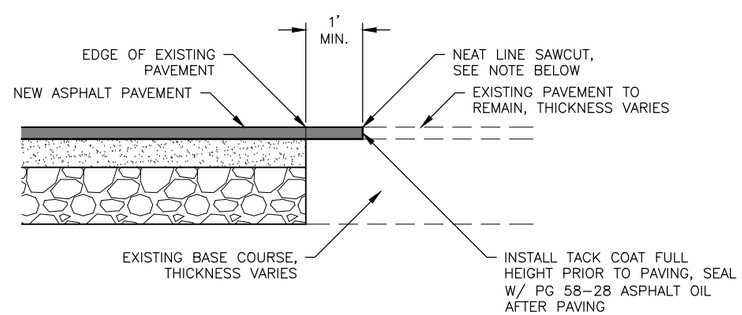


4/9 DRIVEWAY CURB & GUTTER CUT DETAIL

SCALE: NOT TO SCALE

DETAIL 4/9 NOTES:

1. DRIVEWAY CURB CUT DETAIL SHALL BE USED ONLY IN DRIVEWAYS WHERE SPECIFIED ON THE PLANS. SEE CBJ STANDARD DETAIL 105 FOR ADDITIONAL CURB CUT INFORMATION.
2. SEE CBJ DETAIL 111A FOR FULL HEIGHT TYPE I CURB & GUTTER.
3. USE A SMOOTH TRANSITION BETWEEN FULL HEIGHT CURB AND FULLY DEPRESSED CURB.

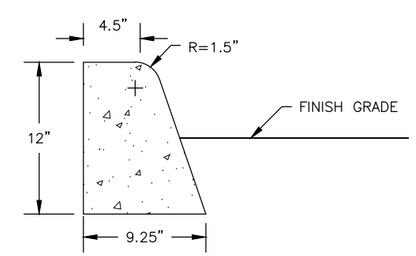


3/9 PAVEMENT MATCH JOINT

SCALE: NOT TO SCALE

DETAIL 3/9 NOTES:

1. FINAL SAWCUT OF EXISTING ASPHALT SHALL NOT BE MADE UNTIL 24 HOURS PRIOR TO PAVING.



5/9 CONCRETE CURB NO GUTTER DETAIL

SCALE: NOT TO SCALE

DETAIL 5/9 NOTES:

1. CURB – NO GUTTER DETAIL SHALL BE USED ONLY IN DRIVEWAYS WHERE SPECIFIED ON THE PLANS.
2. SEE CBJ DETAIL 111A FOR ADDITIONAL CONCRETE INFORMATION REGARDING REINFORCEMENT, CURING, JOINTS, FINISHING, ETC.

PRELIMINARY PLANS

RECORD OF REVISIONS

No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

1945 ALEX HOLDEN WAY #101
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CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

STORM AND STREET DETAILS

SHEET NUMBER 9 OF 22

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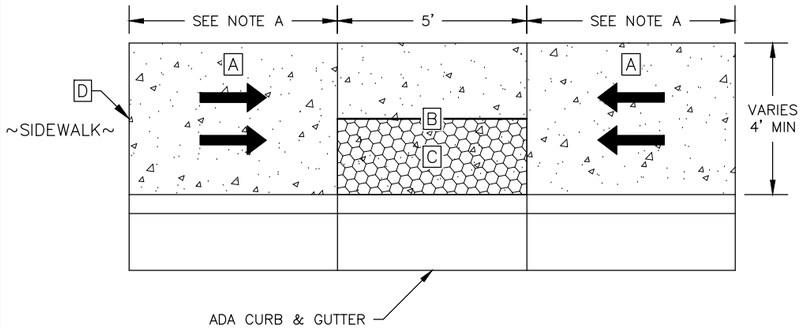


1/10 ADA CURB RAMP DETAIL – TYPE I

SCALE: NOT TO SCALE

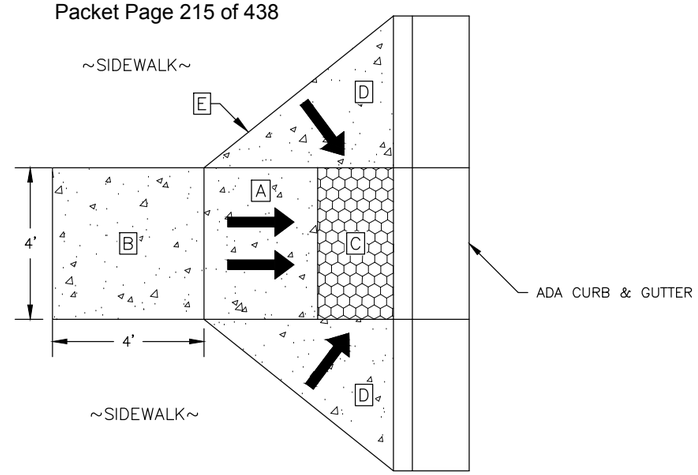
DETAIL 1/10 NOTES:

A. CONSTRUCT RAMP SLOPES AT 7.70% NOMINAL GRADE, OR FLATTER. RAMP SLOPES MAY BE INCREASED TO A MAXIMUM 8.33% WHEN SITE CONDITIONS WARRANT IT. 1.50% CROSS SLOPE (MAXIMUM 2.0%).

B. LANDING AREA – 4'x4' MIN DIMENSIONS AND 1.50% SLOPE IN ALL DIRECTIONS (MAXIMUM 2.0%). GRADE TO DRAIN TOWARD GUTTER FLOW LINE.

C. 2'X5' DETECTABLE WARNING TILE.

D. ALL CONCRETE SHALL BE 4" IN DEPTH.



2/10 ADA CURB RAMP DETAIL – TYPE II

SCALE: NOT TO SCALE

DETAIL 2/10 NOTES:

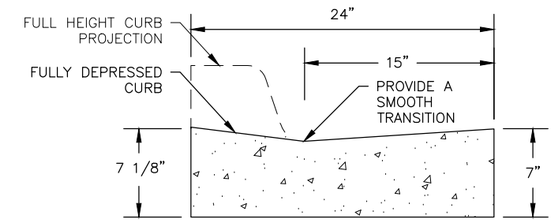
A. CONSTRUCT RAMP SLOPES AT 7.70% NOMINAL GRADE, OR FLATTER. RAMP SLOPES MAY BE INCREASED TO A MAXIMUM 8.33% WHEN SITE CONDITIONS WARRANT IT. 1.50% CROSS SLOPE (MAXIMUM 2.0%).

B. LANDING AREA – 4'x4' MIN DIMENSIONS AND 1.50% SLOPE IN ALL DIRECTIONS (MAXIMUM 2.0%). GRADE TO DRAIN TOWARD GUTTER FLOW LINE.

C. 2'X4' DETECTABLE WARNING TILE.

D. 8.00% TO 10.00% WALKABLE FLARE.

E. ALL CONCRETE SHALL BE 4" IN DEPTH.



3/10 ADA CURB & GUTTER DETAIL

SCALE: NOT TO SCALE

DETAIL 3/10 NOTES:

1. ADA CURB & GUTTER DETAIL SHALL BE USED ONLY WHERE SPECIFIED ON THE PLANS. SEE CBJ STANDARD DETAIL 106 FOR ADDITIONAL INFORMATION.
2. SEE CBJ DETAIL 111A FOR FULL HEIGHT TYPE I CURB & GUTTER.
3. USE A SMOOTH TRANSITION BETWEEN FULL HEIGHT CURB AND FULLY DEPRESSED CURB.

PRELIMINARY PLANS

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DESIGNED BY:	E. ROEMELING
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ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

ADA RAMP DETAILS

SHEET NUMBER 10 OF 22

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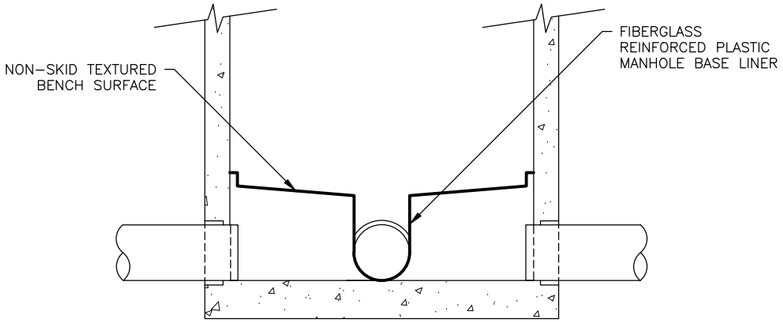
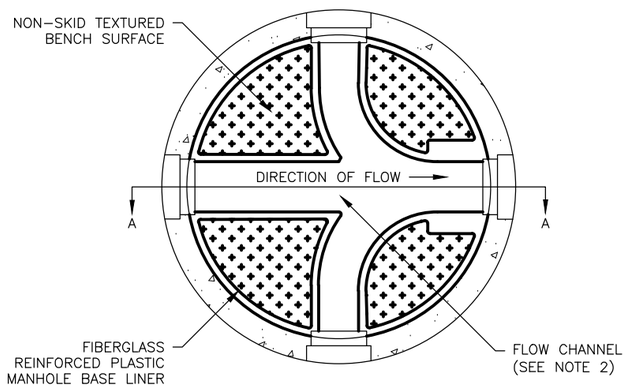


SECTION A–A



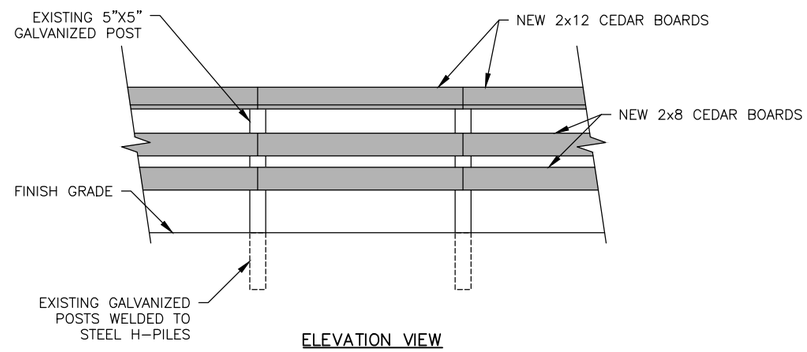
PLAN

1/11 PRECAST MANHOLE WITH FIBERGLASS REINFORCED PLASTIC BASE LINER DETAIL

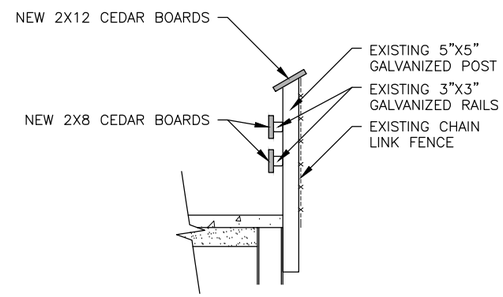
SCALE: NOT TO SCALE

DETAIL 1/11 NOTES:

1. THE MANHOLE BASE LINER SHALL BE FIBERGLASS REINFORCED PLASTIC (FRP) OR APPROVED EQUAL.
2. FRP BASE LINER SHALL HAVE A MINIMUM DROP OF 0.1' BETWEEN INLET AND OUTLET PIPES.
3. FRP BASE LINER SHALL BE PRE MANUFACTURED TO MATCH THE PIPE SIZES, ANGLES, SLOPES AND INVERTS AS SHOWN IN THE DESIGN DRAWINGS.
4. WHERE EXISTING PIPES ARE TO BE TIED INTO NEW MANHOLE WITH A FRP BASE LINER, CONTRACTOR SHALL FIELD CONFIRM REQUIRED PIPE ANGELS, SLOPES AND INVERTS PRIOR TO ORDERING THE FRP MANHOLE BASE LINER.
5. NOTES AND REQUIREMENTS IN CBJ DETAIL 203 FOR STANDARD SANITARY SEWER MANHOLE TYPE I & II APPLY TO THIS DETAIL.



ELEVATION VIEW



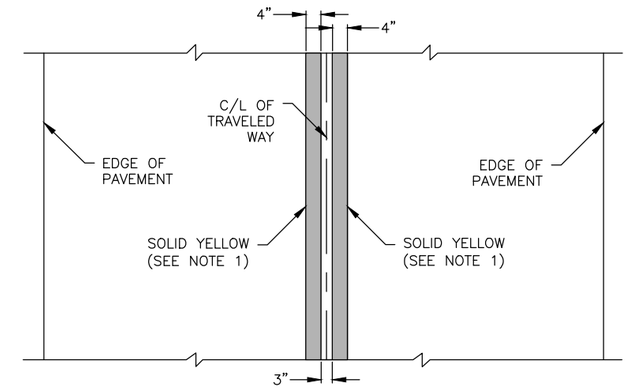
SECTION VIEW

2/11 HAND RAIL REHABILITATION DETAIL

SCALE: NOT TO SCALE

DETAIL 2/11 NOTES:

1. ALL EXISTING WOOD MEMBERS TO BE REMOVED AND DISPOSED OF.
2. CHAIN LINK FENCE TO REMAIN, NOT SHOWN IN ELEVATION VIEW FOR CLARITY. REMOVE AND REINSTALL AS NECESSARY TO REHABILITATE HAND RAIL.
3. ALL EXISTING GALVANIZED POSTS AND RAILS TO REMAIN. CONTRACTOR TO CLEAN EXISTING METAL SURFACES. ANY DAMAGE OR VISIBLE CORROSION TO BE WIRE BRUSHED TO REMOVE RUST AND PAINTED WITH COLD GALVANIZING COMPOUND.
4. ALL EXISTING WOOD BOARD FASTENERS AND HARDWARE TO BE REMOVED AND REPLACED. NEW FASTENERS AND HARDWARE TO BE GALVANIZED OR STAINLESS STEEL AND MATCH EXISTING SIZE, MATERIAL AND SPACING OF ORIGINAL HARDWARE.
5. 1/2" ROUTERED RADIUS ON ALL EXPOSED TIMBER EDGES REQUIRED.

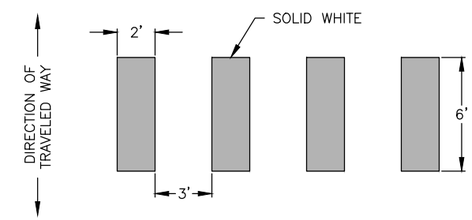


3/11 CENTERLINE PAVEMENT MARKING DETAIL

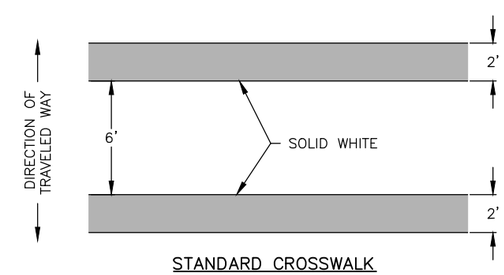
SCALE: NOT TO SCALE

DETAIL 3/11 NOTES:

1. DISCONTINUE CENTERLINE PAVEMENT MARKINGS AT INTERSECTIONS, AS SHOWN IN THE GRADING PLANS.



CONTINENTAL CROSSWALK



STANDARD CROSSWALK

4/11 CROSSWALK MARKING DETAIL

SCALE: NOT TO SCALE

PRELIMINARY PLANS

RECORD OF REVISIONS			
No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

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CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

CONSTRUCTION DETAILS

SHEET NUMBER 11 OF 22

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WATER SERVICE SUMMARY

SERVICE TO	STATION & OFFSET	SIZE/TYPE	REMARKS
924 & 928 CALHOUN AVENUE	14+23.25, 13.49 RT	2" POLY	SEE NOTE 1
925 CALHOUN AVENUE	14+54.02, 14.47 LT	1" POLY	SEE NOTE 1
914 CALHOUN AVENUE	14+96.01, 13.71 RT	2" POLY	SEE NOTE 1
904 CALHOUN AVENUE	15+26.12, 14.02 RT	1" POLY	SEE NOTE 1
911 CALHOUN AVENUE	15+41.41, 12.97 LT	1" POLY	SEE NOTES 1 & 2
911 CALHOUN AVENUE	15+43.41, 12.91 LT	1" POLY	FOR FUTURE CONNECTION
212 WEST 9TH STREET	15+68.49, 63.54 RT	1" POLY	SEE NOTE 1
835 CALHOUN AVENUE	15+80.23, 14.98 LT	1" POLY	SEE NOTE 1
836 CALHOUN AVENUE	15+84.81, 48.25 RT	1" POLY	SEE NOTES 1 & 2
826 CALHOUN AVENUE	16+55.58, 12.49 RT	1" POLY	SEE NOTE 1
825 CALHOUN AVNEUE	16+75.12, 8.48 LT	1" POLY	SEE NOTE 1
214 WEST 8TH STREET	16+86.89, 7.31 LT	1" POLY	SEE NOTE 1

NOTES:
1. INSTALL NEW WATER SERVICE AND CURB BOX PER DETAIL 2 SHEET 8, CONNECT TO EXISTING WATER SERVICE. STATION AND OFFSET ARE GIVEN TO THE CENTER OF VALVE BOX. REMOVE AND DISPOSE OF EXISTING CURB BOX AND CURB STOP IF EXISTING.

2. THIS WATER SERVICE BOX WAS NOT FIELD LOCATED, CONTRACTOR SHALL DETRERMINE THE LOCATION OF THE EXISTING WATER SERVICE, PRIOR TO INSTALLING NEW WATER SERVICE.

SEWER SERVICE SUMMARY

SERVICE TO	STATION & OFFSET	SIZE/TYPE	REMARKS
925 CALHOUN AVENUE	14+45.05, 14.58 LT	6" PVC	SEE NOTE 1
911 CALHOUN AVENUE	15+58.03, 13.18 LT	6" PVC	SEE NOTE 1
911 CALHOUN AVENUE	15.58.68, 21.80 LT	6" PVC	FOR FUTURE CONNECTION
835 CALHOUN AVENUE	15+84.64, 21.02 LT	6" PVC	SEE NOTES 1 & 2
825 CALHOUN AVENUE	16+91.31, 6.87 LT	6" PVC	SEE NOTES 1 & 2
816 DIXON STREET	17+17.14, 10.48 LT	6" PVC	SEE NOTES 1 & 2

NOTES:
1. INSTALL NEW SEWER SERVICE AND CLEANOUT CBJ STANDARD DETAIL 213, CONNECT TO EXISTING SEWER SERVICE. STATION AND OFFSET ARE GIVEN TO THE CENTER OF CLEANOUT.

2. THIS SEWER SERVICE WAS NOT FIELD LOCATED, CONTRACTOR SHALL DETRERMINE THE LOCATION OF THE EXISTING SEWER SERVICE, PRIOR TO INSTALLING NEW SEWER SERVICE.

SIGN ASSEMBLY SUMMARY

SIGN NO.	STATION & OFFSET	MUTCD DESIGNATION	LEGEND & REMARKS
1	10+62.13, 25.01 LT	R1-1	"STOP" (30"X30")
2	10+97.85, 27.99 RT	R1-1	"STOP" (30"X30")
3	10+51.09, 14.00 LT	W11-2	PEDESTRIAN
4	13+22.37, 20.93 LT	R1-1	"STOP" (30"X30")
5	13+42.37, 17.98 RT	R7-1D W11-2	"NO PARKING ANY TIME" (12"X18") DOUBLE ARROW PEDESTRIAN
6	13+82.87, 21.77 LT	R7-1D	"NO PARKING ANY TIME" (12"X18") DOUBLE ARROW
7	14+61.45, 15.57 LT	W11-2	PEDESTRIAN
8	15+39.18, 13.23 LT	R7-1D	"NO PARKING ANY TIME" (12"X18") DOUBLE ARROW
9	15+45.09, 15.39 RT	R7-1D	"NO PARKING ANY TIME" (12"X18") DOUBLE ARROW
10	16+30.82, 15.00 RT	W11-2	PEDESTRIAN
11	19+23.63, 18.73 LT	W11-2	PEDESTRIAN

STORM DRAIN PIPE REMOVAL SUMMARY

SIZE	PIPE TYPE	INLET	OUTLET	APPROXIMATE LINEAR FOOTAGE
		STATION & OFFSET	STATION & OFFSET	
18"	CPP	11+07.64, 18.90 LT	10+13.42, 22.82 LT	96
18"	CPP	12+26.56, 11.41 LT	11+07.64, 18.90 LT	125
12"	CPP	11+16.36, 15.28 RT	11+15.05, 21.04 RT	6
18"	CPP	13+29.24, 21.03 LT	12+26.56, 11.41 LT	94
18"	CPP	13+24.14, 25.83 LT	13+29.24, 21.03 LT	6
12"	CPP	13+78.77, 17.03 LT	13+29.24, 21.03 LT	49
8"	AC	12+56.22, 9.36 LT	15+66.96, 8.99 LT	11
8"	AC	15+58.21, 11.09 RT	15+67.72, 12.40 RT	10
8"	CPP	17+87.28, 15.59 RT	18+07.88, 21.75 RT	24
12"	CPP	18+11.58, 10.61 LT	18+07.53, 25.88 RT	37
12"	CPP	20+14.98, 13.88 LT	20+24.79, 14.10 RT	30

STORM DRAIN STRUCTURE FRAME & GRATE SUMMARY

STRUCTURE NO.	EAST JORDAN, OLYMPIC FOUNDRY CO., NEENAH FOUNDRY, CBJ STANDARD NO., OR APPROVED EQUAL
S-1	EJ 7701, T2 HOOD & 7700 M3 GRATE
S-2	EJ 7701, T2 HOOD & 7700 M3 GRATE
S-3	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-4	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-5	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-6	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-7	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-8	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-9	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-10	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-11	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-12	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-13	CBJ STD 306 (NON-SKID W/OUT LUGS)
S-14	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-15	EJ 7701, T2 HOOD & 7700 M2 GRATE

NOTES:
1. CATCH BASIN TOP SLAB OPENINGS SHALL BE DIMENSIONED TO FIT THE FRAME DIMENSIONS. ALL GRATES SHALL BE HEAVY DUTY CONSTRUCTION & BICYCLE SAFE. ALL FRAMES & GRATES TO BE DUCTILE IRON.

SANITARY SEWER MANHOLE RECONSTRUCTION SUMMARY

MANHOLE NUMBER	STATION & OFFSET	LID ELEVATION	INVERT ELEVATION	STRUCTURE DEPTH	REMARKS
SS-EX-4	13+64.35, 10.30 LT	125.06	120.63	4.43	SEE NOTES 1 & 2

NOTES:
1. REMOVE EXISTING COVER AND FRAME AND REPLACE WITH NEW, SEE CBJ STANDARD DETAIL 206A. INSTALL NEW COVER AND FRAME USING AN INFRA-RISER (RECYCLED RUBBER) GRADE RING.

2. EXISTING SANITARY SEWER MANHOLE SHALL BE WATERPROOFED AT EACH EXISTING JOINT WITH MIRADRI WATERPROOFING SYSTEM, OR APPROVED EQUAL.

STRUCTURE REMOVAL SUMMARY

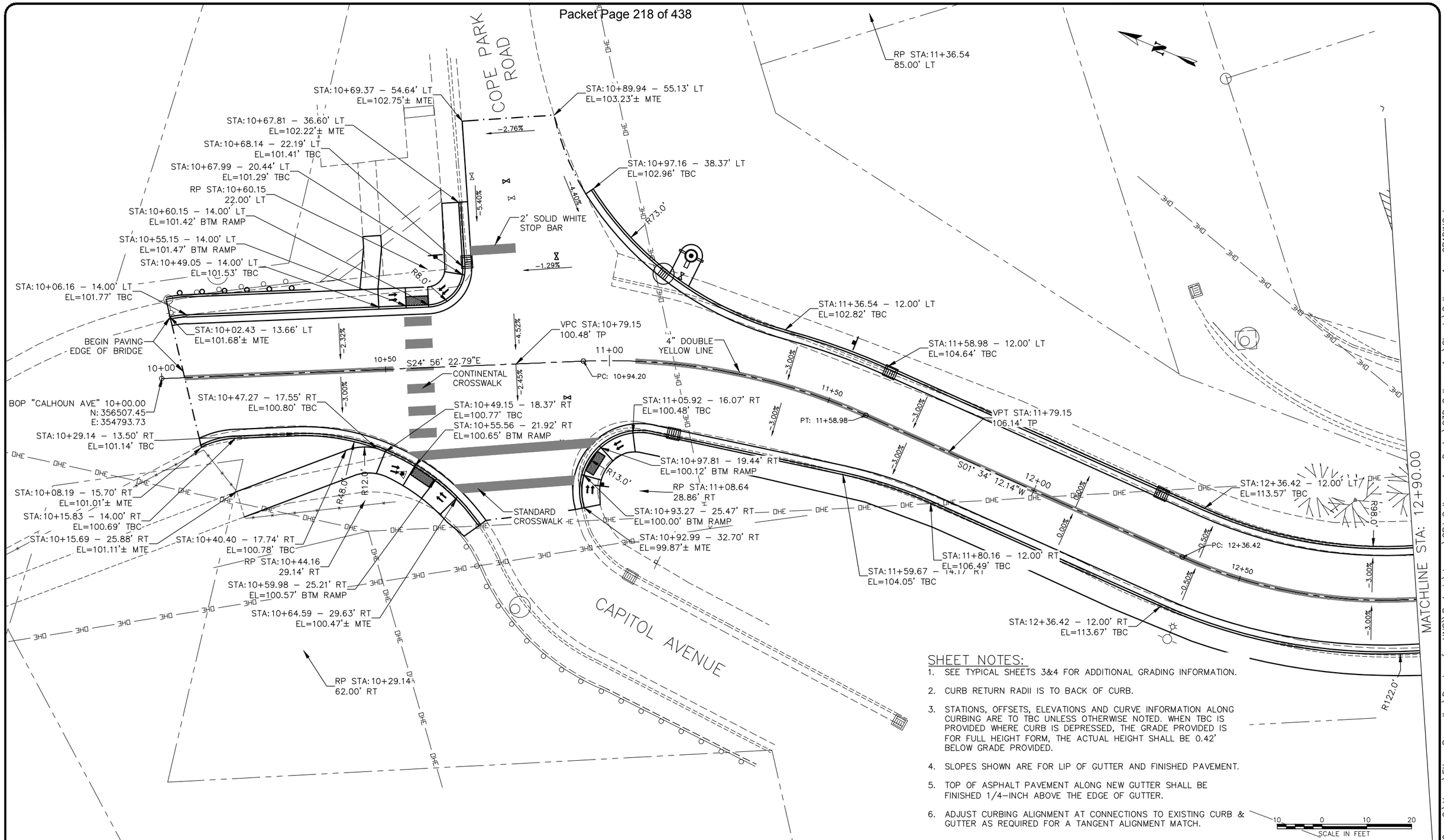
STRUCTURE TYPE	STATION & OFFSET
CATCH BASIN	11+07.64, 18.90 LT
CATCH BASIN	11+16.36, 15.28 RT
CATCH BASIN	12+26.56, 11.41 LT
STORM DRAIN MAHHOLE	13+29.24, 21.03 LT
CATCH BASIN	13+78.77, 17.03 LT
CATCH BASIN	15+56.22, 9.36 LT
CATCH BASIN	15+58.21, 11.09 RT
SANITARY SEWER MANHOLE	15+67.18, 0.35 RT
CATCH BASIN	17+87.21, 15.51 RT
SANITARY SEWER MANHOLE	18+04.66, 2.87 LT
CATCH BASIN	18+11.58, 10.63 LT
CATCH BASIN	20+17.98, 13.89 LT

FIRE HYDRANT SUMMARY

REMARKS	STATION & OFFSET
INSTALL NEW HYDRANT WITH GATE VALVE & BOLLARDS	11+15.57, 24.40 LT
INSTALL NEW HYDRANT WITH GATE VALVE & BOLLARDS	13+56.31, 27.09 LT

ANODES SUMMARY

INSTALLED ON	STATION & OFFSET
EX 12" DIP (HP) AT COPE PARK ROAD	10+76.63, 40.71 LT
EX 10" DIP (LP) AT CAPITOL AVENUE	10+88.62, 19.98 RT
NEW FIRE HYDRANT	11+14.50, 21.05 LT
EX 8" CIP (HP) AT GOLDBELT AVENUE	13+28.98, 32.33 LT
NEW FIRE HYDRANT	13+55.61, 23.58 LT



SHEET NOTES:

1. SEE TYPICAL SHEETS 3&4 FOR ADDITIONAL GRADING INFORMATION.
2. CURB RETURN RADII IS TO BACK OF CURB.
3. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TBC UNLESS OTHERWISE NOTED. WHEN TBC IS PROVIDED WHERE CURB IS DEPRESSED, THE GRADE PROVIDED IS FOR FULL HEIGHT FORM, THE ACTUAL HEIGHT SHALL BE 0.42' BELOW GRADE PROVIDED.
4. SLOPES SHOWN ARE FOR LIP OF GUTTER AND FINISHED PAVEMENT.
5. TOP OF ASPHALT PAVEMENT ALONG NEW GUTTER SHALL BE FINISHED 1/4-INCH ABOVE THE EDGE OF GUTTER.
6. ADJUST CURBING ALIGNMENT AT CONNECTIONS TO EXISTING CURB & GUTTER AS REQUIRED FOR A TANGENT ALIGNMENT MATCH.

10 0 10 20
SCALE IN FEET

PRELIMINARY PLANS

RECORD OF REVISIONS

No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

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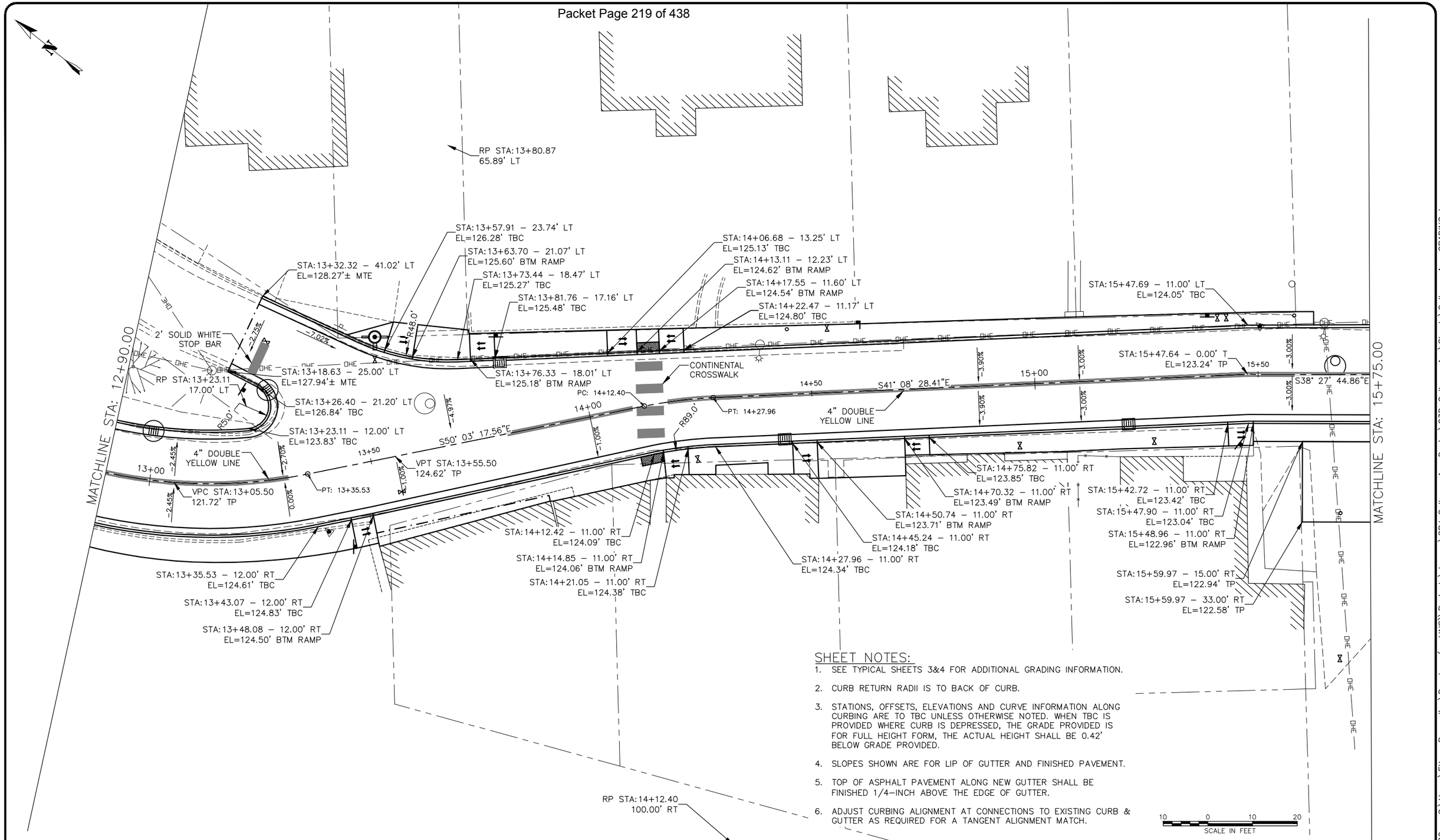
CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

GRADING - BOP TO 12+90

SHEET NUMBER 13 OF 22

December 16, 2020 C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_GRADING.dwg



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PRELIMINARY PLANS

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proHNS LLC
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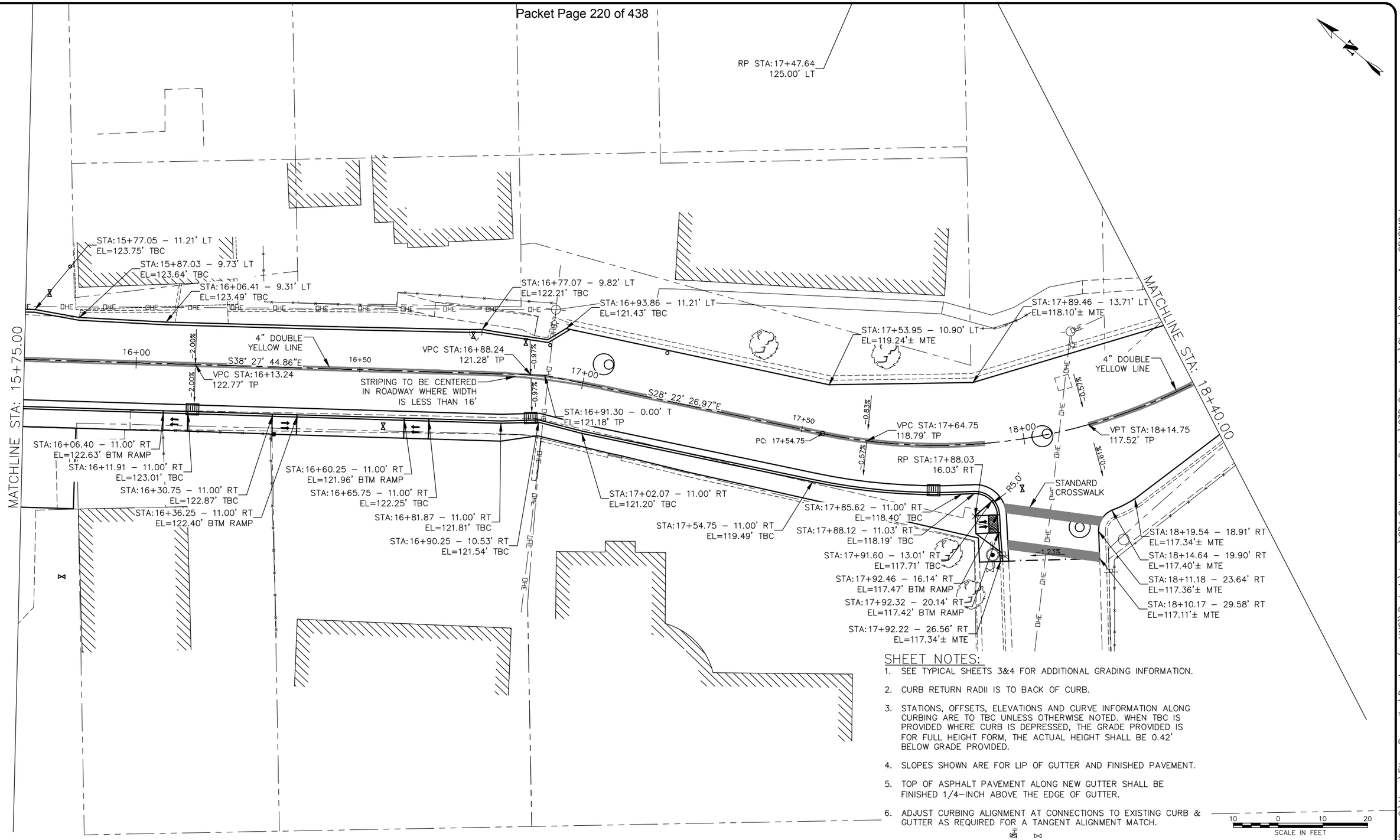
CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

GRADING - 12+90 TO 15+75

SHEET NUMBER 14 OF 22

December 16, 2020 C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_GRADING.dwg



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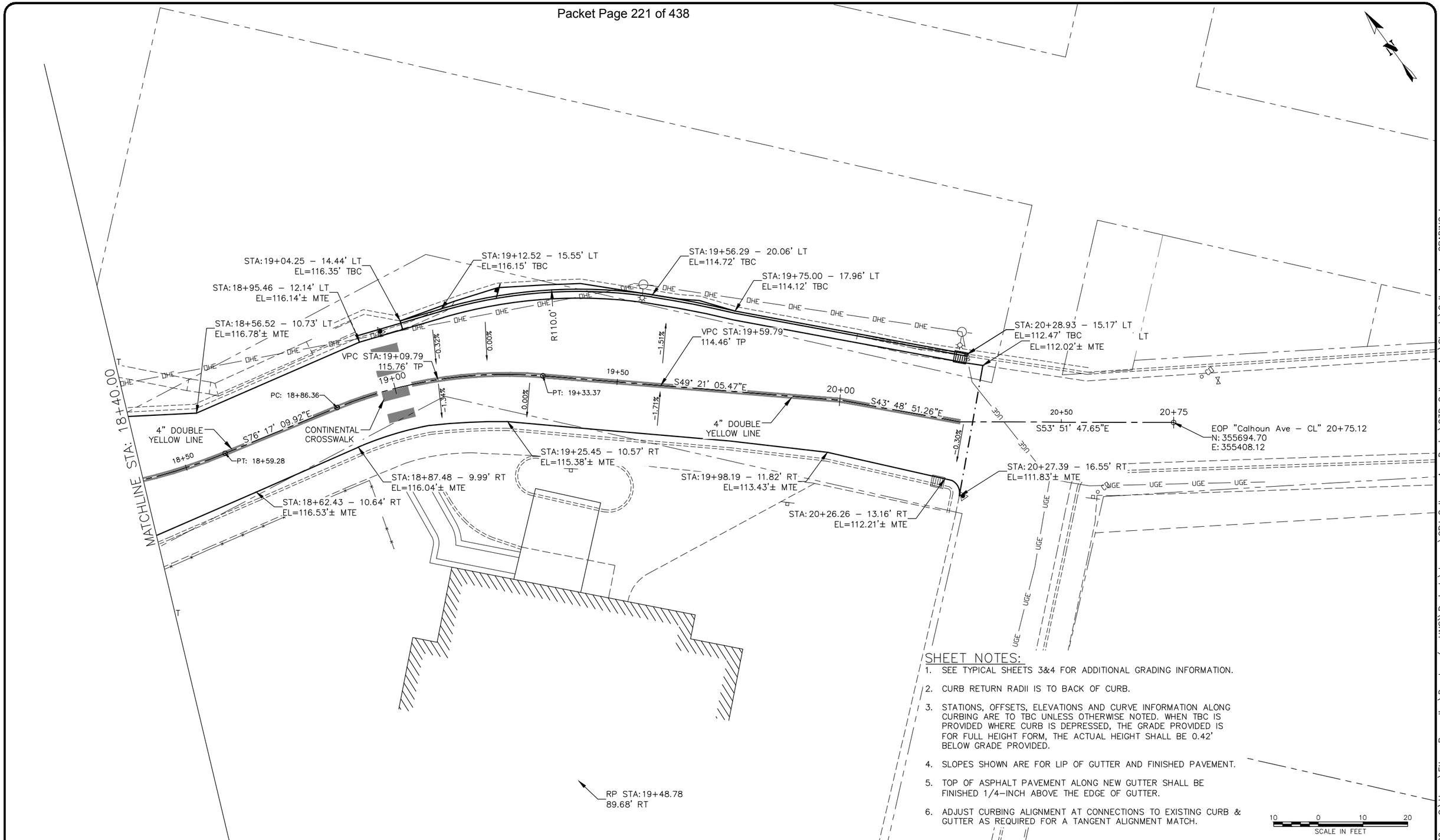
BE21-117

GRADING - 15+75 TO 18+40

SHEET NUMBER 15 OF 22

December 16, 2020 C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_GRADING.dwg



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10 0 10 20
SCALE IN FEET

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CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

GRADING - 18+40 TO 20+75

SHEET NUMBER 16 OF 22

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SS-EX-1	(Q27)
STA: 10+68.13	OFF: 111.14 LT
FRAME EL=	105.10
SP-EX-1	99.86
SP-EX-2	99.78

S-1	TYPE IV CB
STA: 10+69.12	OFF: 23.21 LT
FRAME EL=	100.99
P-1	97.79
P-2	97.89

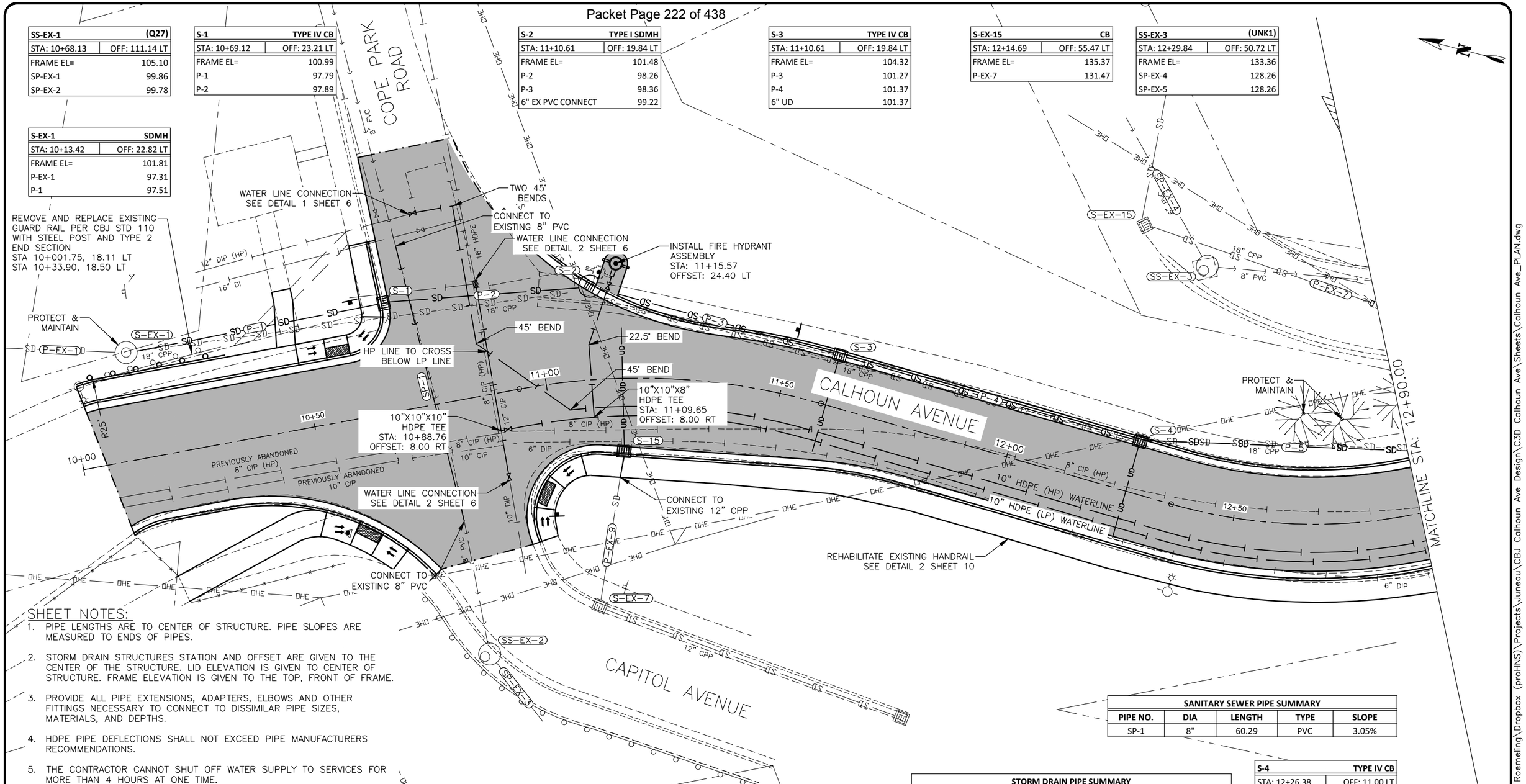
S-2	TYPE I SDMH
STA: 11+10.61	OFF: 19.84 LT
FRAME EL=	101.48
P-2	98.26
P-3	98.36
6" EX PVC CONNECT	99.22

S-3	TYPE IV CB
STA: 11+10.61	OFF: 19.84 LT
FRAME EL=	104.32
P-3	101.27
P-4	101.37
6" UD	101.37

S-EX-15	CB
STA: 12+14.69	OFF: 55.47 LT
FRAME EL=	135.37
P-EX-7	131.47

SS-EX-3	(UNK1)
STA: 12+29.84	OFF: 50.72 LT
FRAME EL=	133.36
SP-EX-4	128.26
SP-EX-5	128.26

S-EX-1	SDMH
STA: 10+13.42	OFF: 22.82 LT
FRAME EL=	101.81
P-EX-1	97.31
P-1	97.51



SHEET NOTES:

1. PIPE LENGTHS ARE TO CENTER OF STRUCTURE. PIPE SLOPES ARE MEASURED TO ENDS OF PIPES.
2. STORM DRAIN STRUCTURES STATION AND OFFSET ARE GIVEN TO THE CENTER OF THE STRUCTURE. LID ELEVATION IS GIVEN TO CENTER OF STRUCTURE. FRAME ELEVATION IS GIVEN TO THE TOP, FRONT OF FRAME.
3. PROVIDE ALL PIPE EXTENSIONS, ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS, AND DEPTHS.
4. HDPE PIPE DEFLECTIONS SHALL NOT EXCEED PIPE MANUFACTURERS RECOMMENDATIONS.
5. THE CONTRACTOR CANNOT SHUT OFF WATER SUPPLY TO SERVICES FOR MORE THAN 4 HOURS AT ONE TIME.
6. SEE STANDARD SPECIFICATIONS, ERRATAS AND SPECIAL PROVISION SECTION 02601 WATER PIPE FOR WATERLINE INSTALLATION FOR TESTING, DISINFECTION & INSTALLATION REQUIREMENTS.
7. ALL STORM DRAIN CROSSINGS WITH WATERLINE SHALL BE PRESSURE TESTED.
8. MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN PROPOSED WATER PIPE AND ALL STORM OR SANITARY SEWER PIPE CROSSINGS.

SS-EX-2	(Q25)
STA: 10+77.74	OFF: 54.26 RT
FRAME EL=	99.72
SP-EX-2	94.72
SP-EX-3	94.52

S-EX-7	CB
STA: 11+07.07	OFF: 48.07 RT
FRAME EL=	97.86
P-EX-9	95.25

S-15	TYPE III CB
STA: 11+16.14	OFF: 15.53 RT
FRAME EL=	100.47
PE-EX-9 CONNECT	98.09
6" UD	98.19

STORM DRAIN PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
P-1	18"	55.703	CPP	0.50%
P-2	18"	43.991	CPP	0.85%
P-3	18"	55.142	CPP	5.28%
P-4	18"	66.402	CPP	11.28%
P-5	18"	65.772	CPP	12.92%

SANITARY SEWER PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
SP-1	8"	60.29	PVC	3.05%

S-4	TYPE IV CB
STA: 12+26.38	OFF: 11.00 LT
FRAME EL=	111.92
P-4	108.87
P-5	108.97
6" UD	108.97

10 0 10 20
SCALE IN FEET

PRELIMINARY PLANS

RECORD OF REVISIONS

No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

1945 ALEX HOLDEN WAY #101
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DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

PLAN - BOP TO 12+90

SHEET NUMBER 17 OF 22

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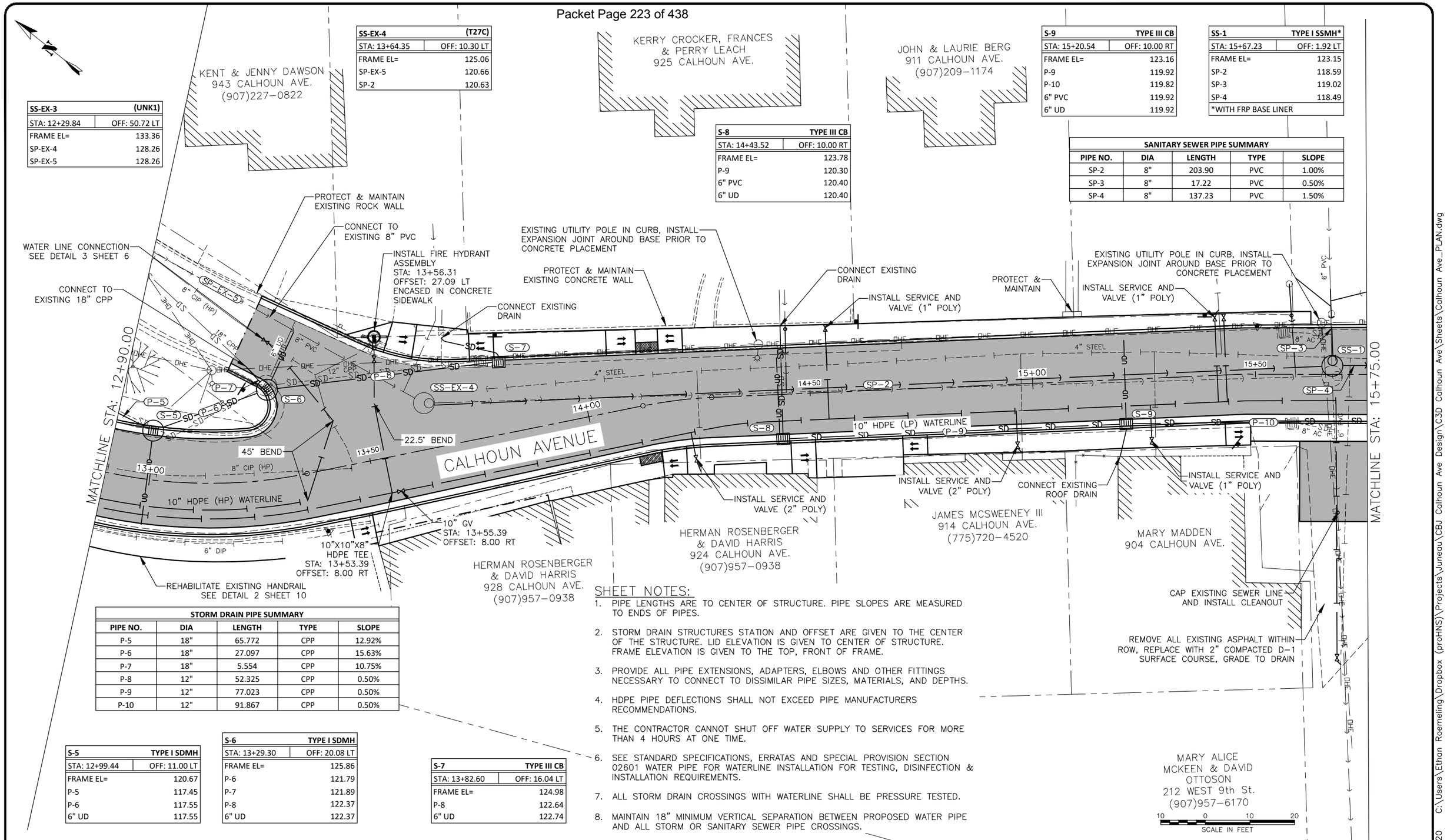

SS-EX-3	(UNK1)
STA: 12+29.84	OFF: 50.72 LT
FRAME EL=	133.36
SP-EX-4	128.26
SP-EX-5	128.26

SS-EX-4	(T27C)
STA: 13+64.35	OFF: 10.30 LT
FRAME EL=	125.06
SP-EX-5	120.66
SP-2	120.63

S-8	TYPE III CB
STA: 14+43.52	OFF: 10.00 RT
FRAME EL=	123.78
P-9	120.30
6" PVC	120.40
6" UD	120.40

S-9	TYPE III CB
STA: 15+20.54	OFF: 10.00 RT
FRAME EL=	123.16
P-9	119.92
P-10	119.82
6" PVC	119.92
6" UD	119.92

SS-1	TYPE I SSMH*
STA: 15+67.23	OFF: 1.92 LT
FRAME EL=	123.15
SP-2	118.59
SP-3	119.02
SP-4	118.49
*WITH FRP BASE LINER	

SANITARY SEWER PIPE SUMMARY

PIPE NO.	DIA	LENGTH	TYPE	SLOPE
SP-2	8"	203.90	PVC	1.00%
SP-3	8"	17.22	PVC	0.50%
SP-4	8"	137.23	PVC	1.50%

STORM DRAIN PIPE SUMMARY

PIPE NO.	DIA	LENGTH	TYPE	SLOPE
P-5	18"	65.772	CPP	12.92%
P-6	18"	27.097	CPP	15.63%
P-7	18"	5.554	CPP	10.75%
P-8	12"	52.325	CPP	0.50%
P-9	12"	77.023	CPP	0.50%
P-10	12"	91.867	CPP	0.50%

S-5	TYPE I SDMH
STA: 12+99.44	OFF: 11.00 LT
FRAME EL=	120.67
P-5	117.45
P-6	117.55
6" UD	117.55

S-6	TYPE I SDMH
STA: 13+29.30	OFF: 20.08 LT
FRAME EL=	125.86
P-6	121.79
P-7	121.89
P-8	122.37
6" UD	122.37

S-7	TYPE III CB
STA: 13+82.60	OFF: 16.04 LT
FRAME EL=	124.98
P-8	122.64
6" UD	122.74

SHEET NOTES:

1. PIPE LENGTHS ARE TO CENTER OF STRUCTURE. PIPE SLOPES ARE MEASURED TO ENDS OF PIPES.
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3. PROVIDE ALL PIPE EXTENSIONS, ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS, AND DEPTHS.
4. HDPE PIPE DEFLECTIONS SHALL NOT EXCEED PIPE MANUFACTURERS RECOMMENDATIONS.
5. THE CONTRACTOR CANNOT SHUT OFF WATER SUPPLY TO SERVICES FOR MORE THAN 4 HOURS AT ONE TIME.
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PRELIMINARY PLANS

RECORD OF REVISIONS

No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

DRAWN BY:	E. ROEMELING
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ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

PLAN - 12+90 TO 15+75

SHEET NUMBER 18 OF 22

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SANITARY SEWER PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
SP-4	8"	137.23	PVC	1.50%
SP-5	8"	99.29	PVC	3.47%
SP-6	8"	14.56	PVC	0.50%
SP-7	8"	22.68	PVC	4.12%

SS-2	TYPE I SSMH*
STA: 17+03.75	OFF: 5.11 LT
FRAME EL=	120.91
SP-4	116.43
SP-5	116.33
*WITH FRP BASE LINER	

SS-3	TYPE I SSMH*
STA: 18+04.16	OFF: 0.15 RT
FRAME EL=	117.72
SP-5	112.88
SP-6	112.88
SP-7	112.78
*WITH FRP BASE LINER	

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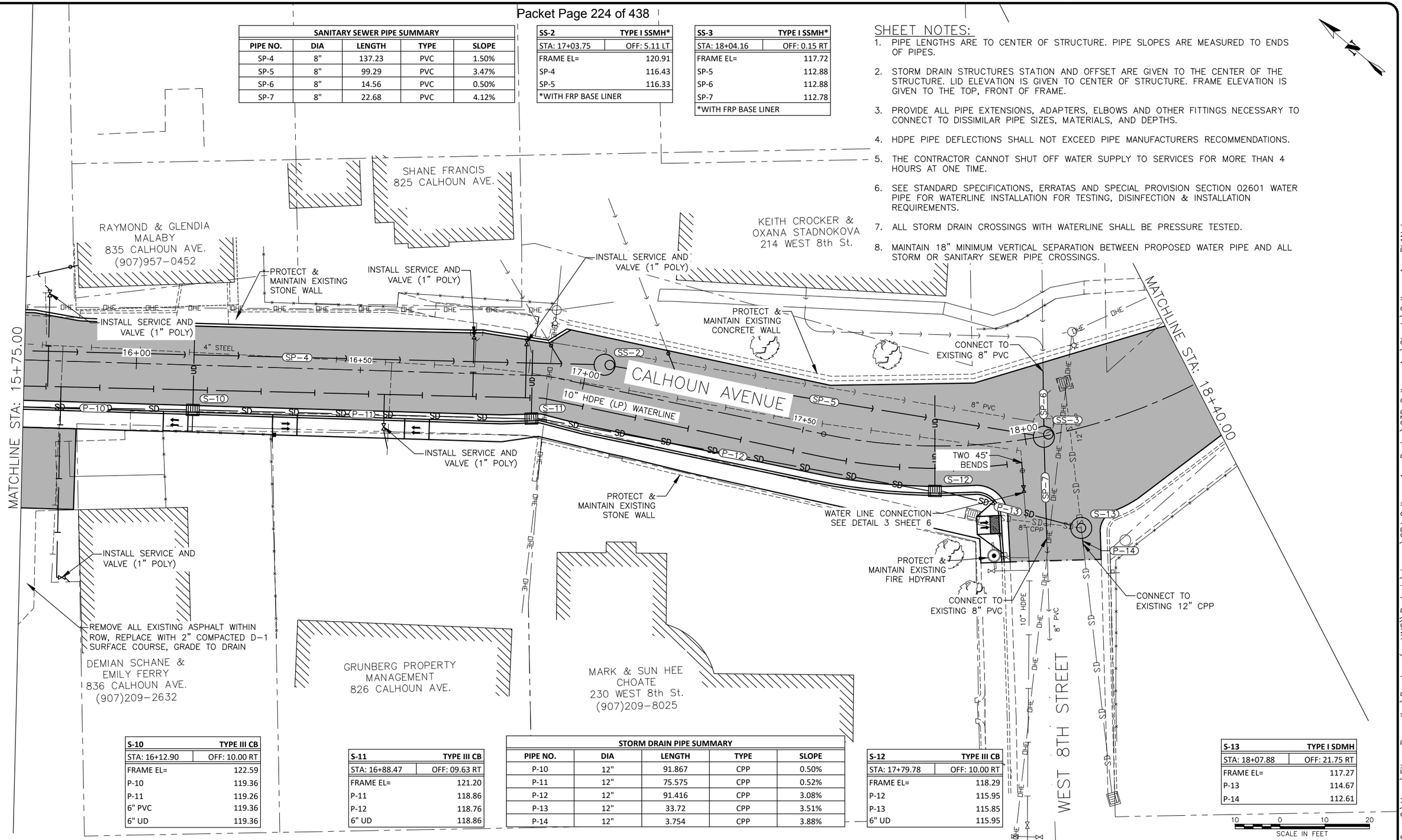

S-10	TYPE III CB
STA: 16+12.90	OFF: 10.00 RT
FRAME EL=	122.59
P-10	119.36
P-11	119.26
6" PVC	119.36
6" UD	119.36

S-11	TYPE III CB
STA: 16+88.47	OFF: 09.63 RT
FRAME EL=	121.20
P-11	118.86
P-12	118.76
6" UD	118.86

STORM DRAIN PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
P-10	12"	91.867	CPP	0.50%
P-11	12"	75.575	CPP	0.52%
P-12	12"	91.416	CPP	3.08%
P-13	12"	33.72	CPP	3.51%
P-14	12"	3.754	CPP	3.88%

S-12	TYPE III CB
STA: 17+79.78	OFF: 10.00 RT
FRAME EL=	118.29
P-12	115.95
P-13	115.85
6" UD	115.95

S-13	TYPE I SDMH
STA: 18+07.88	OFF: 21.75 RT
FRAME EL=	117.27
P-13	114.67
P-14	112.61

PRELIMINARY PLANS

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PLAN - 15+75 TO 18+40

SHEET NUMBER 19 OF 22

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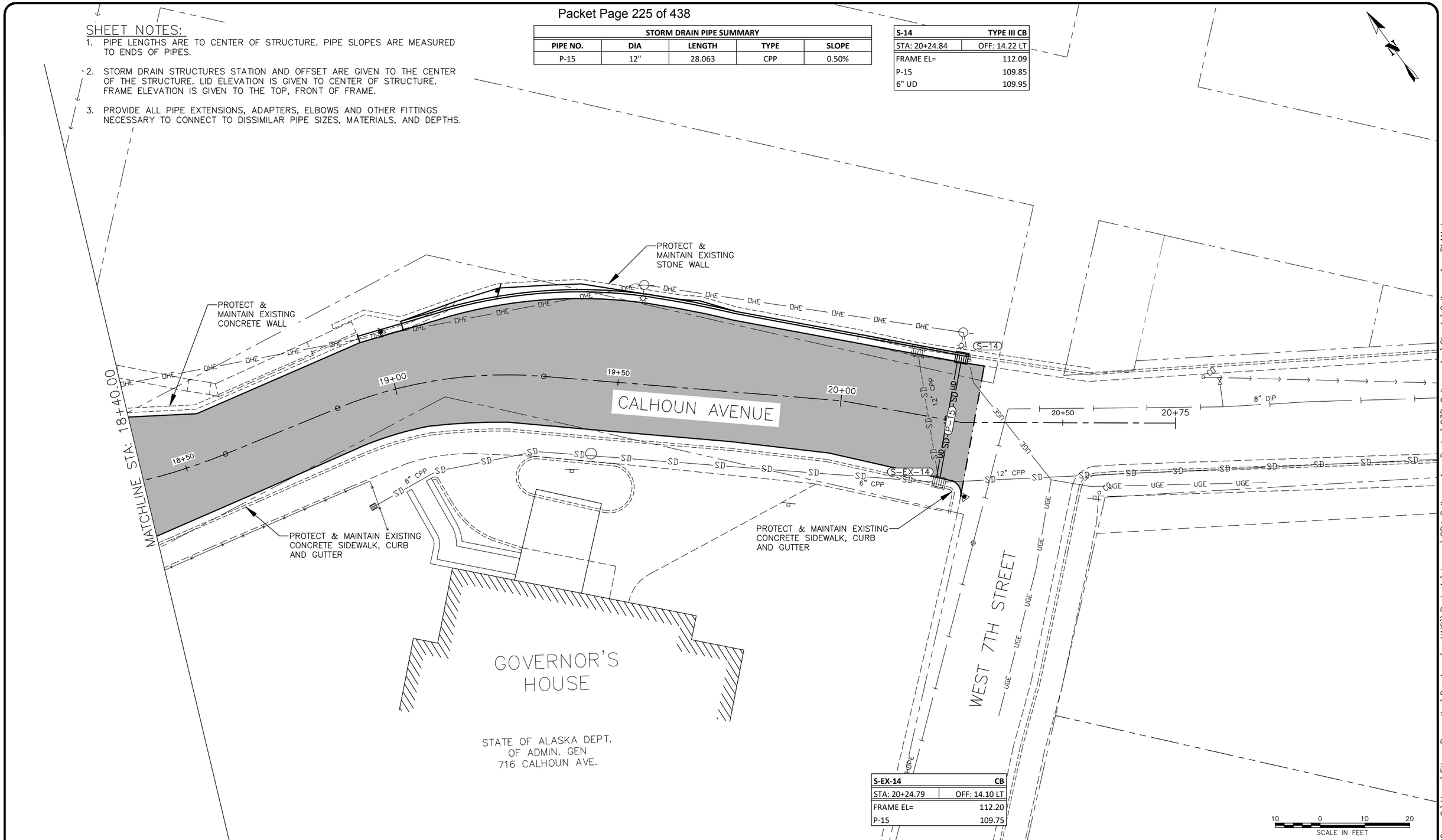
STORM DRAIN PIPE SUMMARY

PIPE NO.	DIA	LENGTH	TYPE	SLOPE
P-15	12"	28.063	CPP	0.50%

S-14	TYPE III CB
STA: 20+24.84	OFF: 14.22 LT
FRAME EL=	112.09
P-15	109.85
6" UD	109.95



S-EX-14	CB
STA: 20+24.79	OFF: 14.10 LT
FRAME EL=	112.20
P-15	109.75

PRELIMINARY PLANS

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ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

PLAN - 18+40 TO 20+75

SHEET NUMBER 20 OF 22

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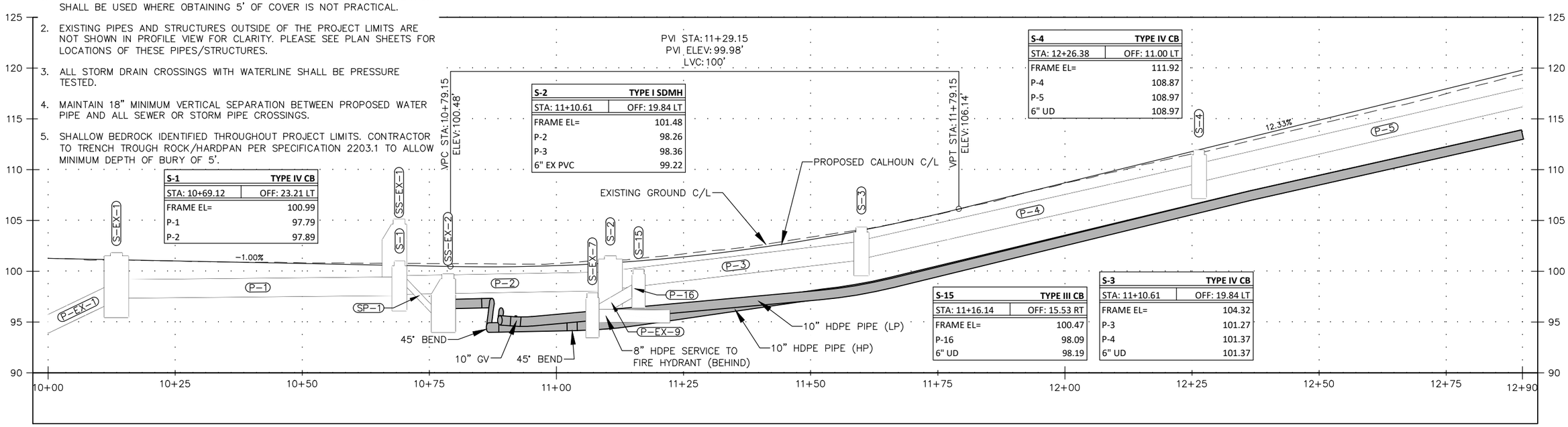
SHEET NOTES:

1. A MINIMUM OF 5' OF COVER IS REQUIRED FOR THE WATERLINE. INSULATION SHALL BE USED WHERE OBTAINING 5' OF COVER IS NOT PRACTICAL.
2. EXISTING PIPES AND STRUCTURES OUTSIDE OF THE PROJECT LIMITS ARE NOT SHOWN IN PROFILE VIEW FOR CLARITY. PLEASE SEE PLAN SHEETS FOR LOCATIONS OF THESE PIPES/STRUCTURES.
3. ALL STORM DRAIN CROSSINGS WITH WATERLINE SHALL BE PRESSURE TESTED.
4. MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN PROPOSED WATER PIPE AND ALL SEWER OR STORM PIPE CROSSINGS.
5. SHALLOW BEDROCK IDENTIFIED THROUGHOUT PROJECT LIMITS. CONTRACTOR TO TRENCH TROUGH ROCK/HARDPAN PER SPECIFICATION 2203.1 TO ALLOW MINIMUM DEPTH OF BURY OF 5'.



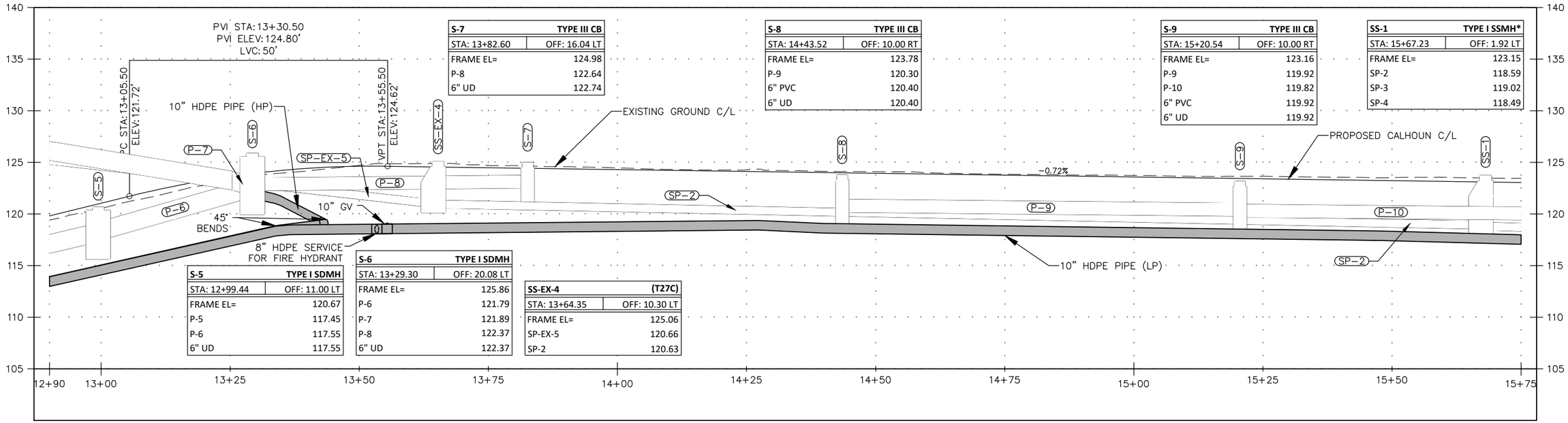
S-1	TYPE IV CB
STA: 10+69.12	OFF: 23.21 LT
FRAME EL=	100.99
P-1	97.79
P-2	97.89

S-2	TYPE I SDMH
STA: 11+10.61	OFF: 19.84 LT
FRAME EL=	101.48
P-2	98.26
P-3	98.36
6" EX PVC	99.22

S-4	TYPE IV CB
STA: 12+26.38	OFF: 11.00 LT
FRAME EL=	111.92
P-4	108.87
P-5	108.97
6" UD	108.97

S-15	TYPE III CB
STA: 11+16.14	OFF: 15.53 RT
FRAME EL=	100.47
P-16	98.09
6" UD	98.19

S-3	TYPE IV CB
STA: 11+10.61	OFF: 19.84 LT
FRAME EL=	104.32
P-3	101.27
P-4	101.37
6" UD	101.37



S-7	TYPE III CB
STA: 13+82.60	OFF: 16.04 LT
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P-8	122.64
6" UD	122.74

S-8	TYPE III CB
STA: 14+43.52	OFF: 10.00 RT
FRAME EL=	123.78
P-9	120.30
6" PVC	120.40
6" UD	120.40

S-9	TYPE III CB
STA: 15+20.54	OFF: 10.00 RT
FRAME EL=	123.16
P-9	119.92
P-10	119.82
6" PVC	119.92
6" UD	119.92

SS-1	TYPE I SSMH*
STA: 15+67.23	OFF: 1.92 LT
FRAME EL=	123.15
SP-2	118.59
SP-3	119.02
SP-4	118.49

S-5	TYPE I SDMH
STA: 12+99.44	OFF: 11.00 LT
FRAME EL=	120.67
P-5	117.45
P-6	117.55
6" UD	117.55

S-6	TYPE I SDMH
STA: 13+29.30	OFF: 20.08 LT
FRAME EL=	125.86
P-6	121.79
P-7	121.89
P-8	122.37
6" UD	122.37

SS-EX-4	(T27C)
STA: 13+64.35	OFF: 10.30 LT
FRAME EL=	125.06
SP-EX-5	120.66
SP-2	120.63

PRELIMINARY PLANS

RECORD OF REVISIONS

No.	DATE	DESCRIPTION	BY

proHNS LLC
CERTIFICATE OF AUTHORIZATION #100662

DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

1945 ALEX HOLDEN WAY #101
JUNEAU, AK 99801
907.225.2010 voice
www.proHNS.com

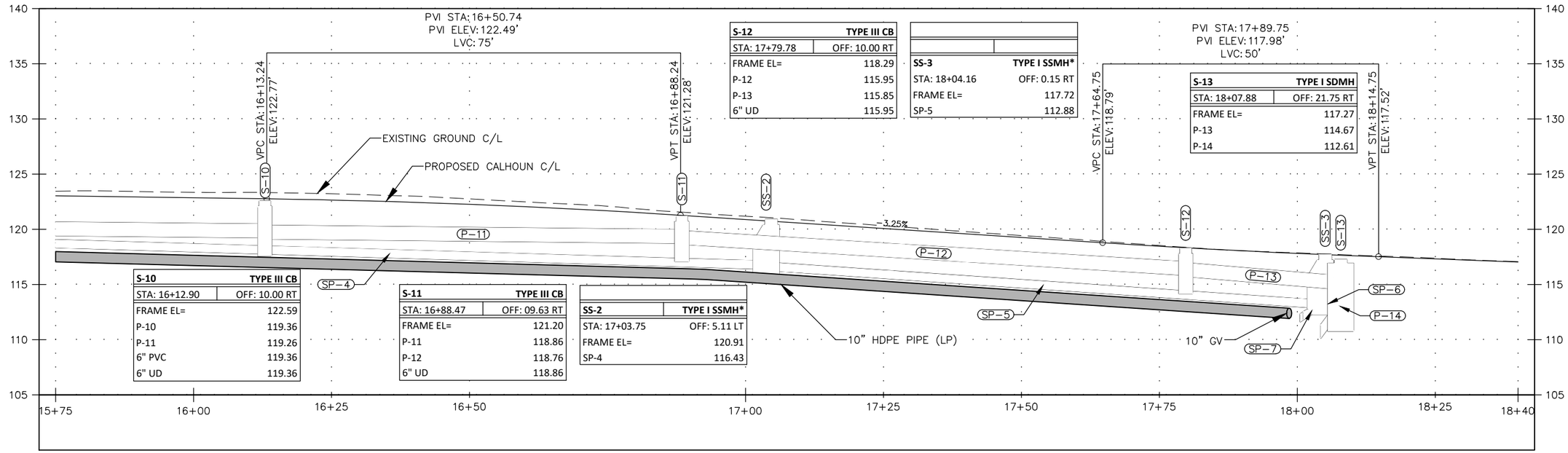
CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

PROFILE - BOP TO 15+75

SHEET NUMBER 21 OF 22

December 16, 2020 C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_PROFILE.dwg



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P-11	119.26
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6" UD	119.36

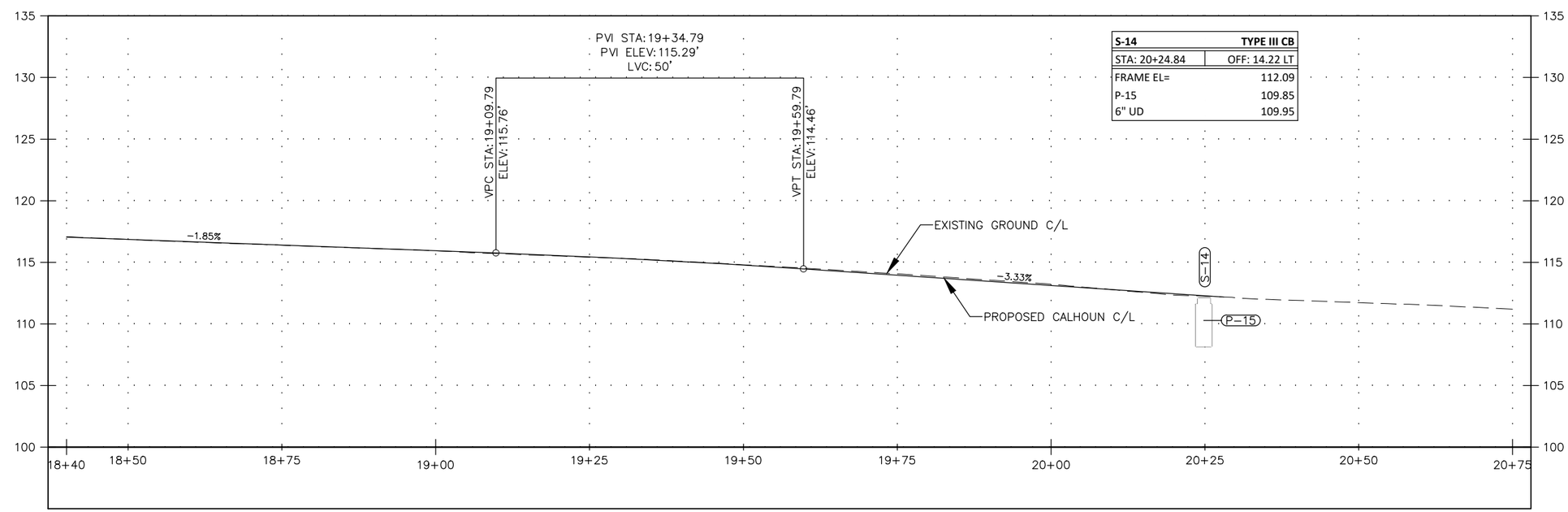
S-11	TYPE III CB
STA: 16+88.47	OFF: 09.63 RT
FRAME EL=	121.20
P-11	118.86
P-12	118.76
6" UD	118.86

SS-2	TYPE I SSMH*
STA: 17+03.75	OFF: 5.11 LT
FRAME EL=	120.91
SP-4	116.43

S-12	TYPE III CB
STA: 17+79.78	OFF: 10.00 RT
FRAME EL=	118.29
P-12	115.95
P-13	115.85
6" UD	115.95

SS-3	TYPE I SSMH*
STA: 18+04.16	OFF: 0.15 RT
FRAME EL=	117.72
SP-5	112.88

S-13	TYPE I SDMH
STA: 18+07.88	OFF: 21.75 RT
FRAME EL=	117.27
P-13	114.67
P-14	112.61



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STA: 20+24.84	OFF: 14.22 LT
FRAME EL=	112.09
P-15	109.85
6" UD	109.95

SHEET NOTES:

1. A MINIMUM OF 5' OF COVER IS REQUIRED FOR THE WATERLINE. INSULATION SHALL BE USED WHERE OBTAINING 5' OF COVER IS NOT PRACTICAL.
2. EXISTING PIPES AND STRUCTURES OUTSIDE OF THE PROJECT LIMITS ARE NOT SHOWN IN PROFILE VIEW FOR CLARITY. PLEASE SEE PLAN SHEETS FOR LOCATIONS OF THESE PIPES/STRUCTURES.
3. ALL STORM DRAIN CROSSINGS WITH WATERLINE SHALL BE PRESSURE TESTED.
4. MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN PROPOSED WATER PIPE AND ALL SEWER OR STORM PIPE CROSSINGS.
5. SHALLOW BEDROCK IDENTIFIED THROUGHOUT PROJECT LIMITS. CONTRACTOR TO TRENCH TROUGH ROCK/HARDPAN PER SPECIFICATION 2203.1 TO ALLOW MINIMUM DEPTH OF BURY OF 5'.

PRELIMINARY PLANS

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DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

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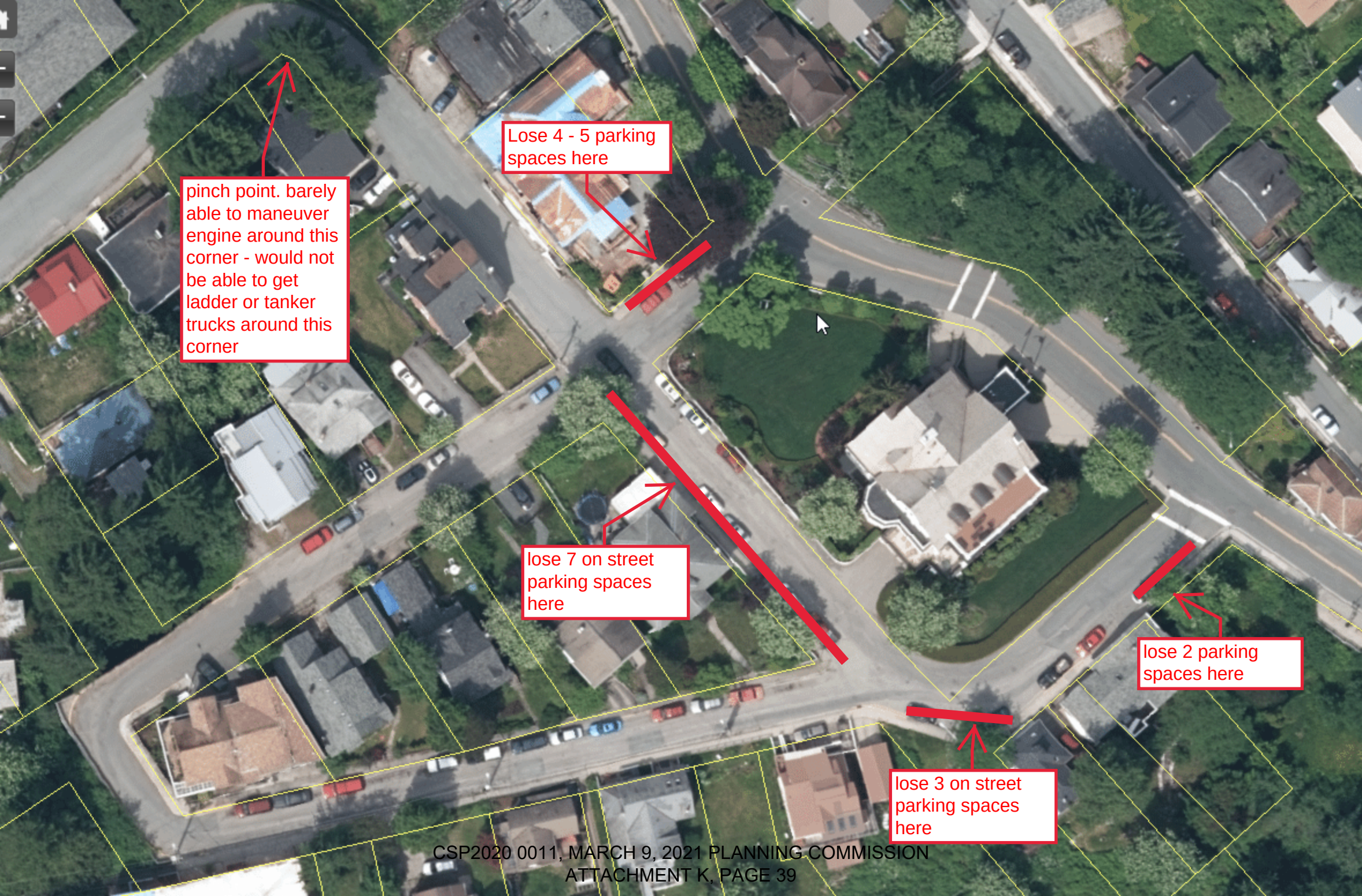
CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

PROFILE - 15+75 TO EOP

SHEET NUMBER 22 OF 22

December 16, 2020 C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_PROFILE.dwg


pinch point. barely able to maneuver engine around this corner - would not be able to get ladder or tanker trucks around this corner
Lose 4 - 5 parking spaces here
lose 7 on street parking spaces here
lose 2 parking spaces here
lose 3 on street parking spaces here

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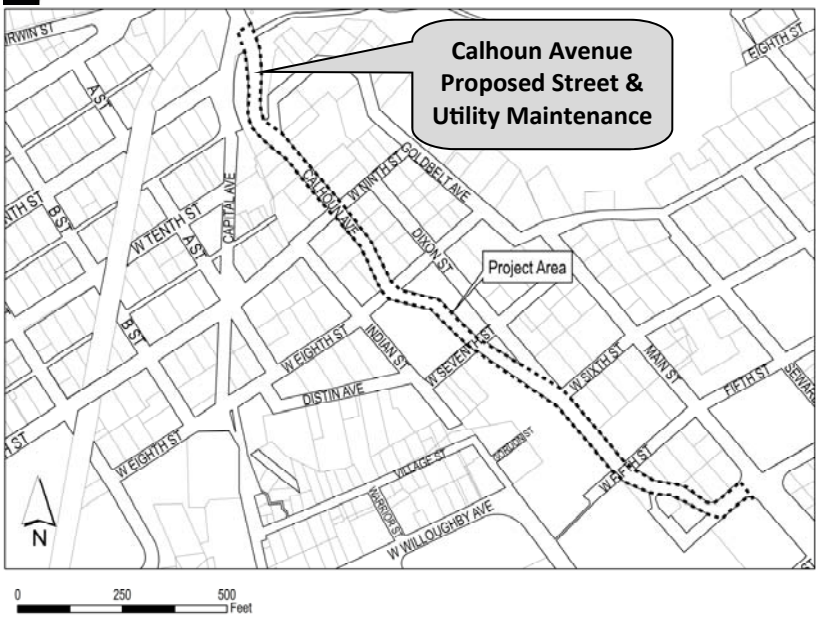
Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission

Your Community, Your Voice



CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for **complete street and underground utility maintenance (and replacements as necessary)** on **Calhoun Avenue**.

TIMELINE

Staff Report expected to be posted **Monday, January 4, 2021** at **https://juneau.org/community-development/planning-commission.** Find hearing results, meeting minutes and more here as well.

Now through Dec. 28

Comments received during this period will be sent to the Planner, **Irene Gallion**, to be included as an attachment in the staff report.

Dec. 29— noon, Jan. 11

Comments received during this period will be sent to Commissioners to read in preparation for the hearing.

HEARING DATE & TIME: 7:00 pm, January 12, 2021

This virtual meeting will be by video and telephonic participation only. To join the Webinar, visit: https://juneau.zoom.us/j/93626358724. The Webinar ID is: 93626358724. To join by telephone, call: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or +1 301 715 8592 or +1 312 626 6799 or +1 929 436 2866 and enter the Webinar ID.

January 13

The results of the hearing will be posted online.

Phone: **(907)586-0715** ◆ Email: **pc_comments@juneau.org**
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

Case No.: CSP2020 0011
Parcel No.: 0
CBJ Parcel Viewer: http://epv.juneau.org

Printed December 17, 2020

Irene Gallion

From: John Nelson
Sent: Monday, December 28, 2020 3:05 PM
To: Irene Gallion
Cc: John Bohan
Subject: Planning commission notice

Posted...

CLOSED
FOR

Sent from my iPhone

Calhoun Public Meeting

December 22, 2020

Notes by Irene Gallion, Planner

Presentation by the team: Lucas Chambers (ProHNS), John Bohan, and John Nelson

BOP: Beginning of Project
CBJ: City and Borough of Juneau
CCFR: Capital City Fire and Rescue
DI: Ductile Iron
DOT: Alaska Department of Transportation and Public Facilities
EOP: End of Project
EPW: City and Borough of Juneau Engineering and Public Works Department
HDPE: High Density Polyethylene Pipe

24 attendees

Intro by Bohan, meeting is being recorded

Calhoun is the second way into town. CBJ ran into a challenge while coordinating with DOT on their Egan Drive project (10th and Main Street). CBJ did not want to block traffic during their construction. Their initial plan was for a two season project. DOT let CBJ know in mid-July that they'd be done by this fall. CBJ hit the ground running, got ProHNS in July/August.

Calhoun is identified by the Assembly for reconstruction of failing infrastructure (water, sewer, storm, pavement and sidewalks). Currently sanitary and storm sewer are combined, increasing flow to treatment plant. Water is way past design life with a significant number of failures, especially when turning on and off to tie in. After years of additional pavement the sidewalk is nearly flush with the road, cars drive over the sidewalks. Maintenance requires reconstruction of these systems.

Early on ProHNS looked at one-way traffic. The concern is fire access. CCFR use Calhoun as a redundant safety feature. CCFR had informed EPW that they were unable to support converting Calhoun to one way due to challenges of running down 9th Street, and the hill and sharp corner on Indian. CCFR tried to drive the proposed one way route, but it was very tight and very challenging even with a smaller engine. They'd not be able to get the ladder truck through there. At that point CBJ shelved the one way analysis, returned to "repair and replace" mission. EPW Reached out to CDD to discuss pertinent adopted plans and studies. SRTS, Non-Motorized and Downtown Blueprint pertaining to Calhoun. Address traffic calming, signage, and improvements to walking environment and improve crossing opportunities.

Capital Avenue will become a one way street uphill towards Cope Park. That one way was a success story for safer pedestrian access. It is currently narrow with no pedestrian facilities. One-way operations improved the intersection safety at Capital and Willoughby.

We've heard through social media that community might like further investigation of one-way operations on Calhoun in order to widen sidewalks and perhaps add a bike lane. The consultant has done some analysis. Ultimately moving forward with the proposal would be a Planning Commission

decision. None of the plans identified changes to configuration of the neighborhood or the traffic orientation. The proposed change is beyond Engineering's charge due to the impacts. The Planning Commission could make a recommendation to the Assembly, who would authorize further study of reconfiguration. That would require traffic studies and planning, and require additional funding.

The project presented tonight, with two-way traffic, will be before the Planning Commission on January 12th, 2020.

ZOOM protocols discussed.

Project overview:

The topographic and ROW survey got the ball rolling in July. Soon after that in August was a scoping meeting with Water, Sewer and Streets. Water and sewer are in pretty horrible shape. Need to separate storm drainage and sewer. During this ProHNS suggested ground-penetrating radar to see what was under ground and might hamper the design. We identified better locations for water and storm. The roadway section will be excavated at least 24", replace with rock to improve base and draw water down, then repaved with 2.5" of asphalt. We are proposing removal of the north sidewalk at Goldbelt/Cope Park to allow a larger roadway prism. Curb and gutter will be added to separate pedestrians and vehicles. Curb and gutter also defines the roadway, gives some traffic calming to roadway when there is a defined edge. We propose adding some access ramps in a few locations, three at the intersection of Capital, Cope and W 8th.

This meeting is part of the process, we are not at a final product. We would like to hear from you. (Shares graphic) Overview of area, show BOP at Cope Park and EOP at intersection with West 7th. This project ties in to projects done over the last 20 years. Goldbelt was reconstructed in 2004. Distin and West 8th have been redone. Calhoun is the missing piece.

We are limited with our ROW and features right against side of the road such as homes, fences, and retaining walls. CBJ is working hard to maintain access to private driveways and staircases. Pedestrian, vehicle and bicycle safety are a priority, and CCFR uses the route as an alternative to Egan when they need to get to the upper part of downtown.

In particular, right before West 8th, there is lots of congestion and very narrow.

ProHNS looked at one-way into and out of town. One-way in allows 11 foot traffic lane, bike lane and full width sidewalk. Engineers were not able to balance this layout with the needs of CCFR. Other negatives: In order to make it work, would have to make some changes on W 9th and Indian. Tight corner would have to be reworked. Parking is a big concern, loose about 17 spots in the area.

Chief Ethridge; When turning right on the corner of Indian, quite often have to do a 3 point turn due to parking or snow removal. Slows things down. Where it says "pinch point" on the graphic, that 90 degree turn is a steep one we don't do in winter due to hazards. Traffic conflicts on Indian are regular. Area directly behind the Governor's mansion is a pinch point.

ProHNS – a couple of questions coming in via chat will be addressed as we go through. A big part of the project is the underground utilities. Whatever way the traffic gets configured, nomatter what goes on there will need to be a lot of underground work. From Capitol Avenue intersection over to the Governor's Mansion we will replace asphalt. There is a reinforced concrete slab under the

pavement, not something we usually see. We saw signs of that with other projects, so GPR confirmed reinforced concrete throughout the corridor. It needs to be removed for the new utilities.

Currently there is a high pressure water line from Cope Park to upper Goldbelt neighborhood. We propose replacing DI with HDPE to increase service life, and will move the fire hydrant off the high pressure line. We will replace a regular pressure line that services Calhoun residents. The existing water service ends at Goldbelt, so we will tie it into Capital Ave for water service the whole length up to 8th Street. That will create a "loop" system, should improve water quality and reduce freezing, will also upsize water line and increased flow and pressure. Each home between Goldbelt and 8th Street will get a new curb stop.

With the services being so old, this might be a good time for residents to look at the line from the road to your home, it might be a good time to replace or maintain since the sidewalk is ripped up.

Sewer line: As part of Goldbelt project they replaced the cement pipe, we will pick up that replacement at the bottom of Goldbelt and go up Calhoun. Would like to put sewer back where it is because we know otherwise there is a lot of bedrock. We will redirect main sewer flows to West 8th. Fiberglass liner man holes will reduce back-up.

Drainage: CBJ is adding catch basins to pick up surface flow and reduce flooding, get water off the road. Including some underdrains.

Above-ground changes include widening existing sidewalk and adding some dedicated crosswalks at Cope Park. Ramps are ADA accessible with minimum slope landing areas. In some areas we can widen the sidewalk. Uphill neighbors like the sidewalk access to their homes, so we will maintain as is where able, it is narrow. On the downhill side we are getting the sidewalk up against buildings, and narrowing traffic lanes. For the project we have a minimum four foot sidewalk, in some places we can get to 5-6 feet. ADA requirements make it navigable for all users. One thing we look at is slope. ADA requires minimum three feet width, ideally four to five feet. The private staircase is particularly constrained, and in that location we can maintain three feet with eight foot lanes. At crossing locations improvements include more general ramps and landing areas. Will be installing with a six inch curb and gutter, which will improve safety and make it unlikely for cars to drive across. We have had the question, if CBJ raises the sidewalk, what does that mean for my home access? We will need to remove the concrete slab to lower road and ideally won't raise back of sidewalk at tie-in points. This is important for old homes with close access, and directing water away from private property into drainage system. We will replace the wooden hand rail, and will install new striping and signage for crossings, narrow areas.

From 8th in front of the Governor's Mansion is basically just new asphalt.

Realignment of Cope Park crosswalk: We will add ADA crossing ramps and will have two crossings. One on the river side to Capital Avenue, then one across Capital Avenue. Pulling in that corner and increasing radii of that turn, shortens crossing distance and improves conditions for people coming out of Cope Park.

QUESTIONS AND COMMENTS

Q: Would widening the sidewalk require reconfiguring traffic and getting Planning Commission approval?

A: We are limited by the right of way available, especially in specific narrow locations. Will look at the overall plan view after this initial round of questions. There are a couple of locations with retaining walls and substantial private structures that don't allow widening the road.

Q: I live on property above the sidewalk you intend to take out, basically a cliff held in place by trees. What is the impact of taking out that sidewalk and removing it have on the hillside? Do you care? Just a little bit of taking out of dirt and part of that cliff will bring down trees and part of my lot and then my house. Sounds dramatic, but it is dramatic.

A: CBJ would not perform work that jeopardizes your property. As contractors pull the sidewalk it will give us an opportunity to develop a better "catch" at the bottom and reduce the steepness of the slope. Especially with recent storms, yours are valid concerns. The sidewalk is above the ground so can pull out without disturbing the slope behind, or existing vegetation that holds it in place. We will have stipulations for contractor to minimize earth disturbing activities. We know we are working around old retaining walls, older homes, and want to minimize damage to structure. Definitely taking steps to do that.

Q: Has there been any consideration of a retaining wall in that location?

A: Not at this point. We've not seen failures of that area in particular, so it is not a risk we are trying to mitigate. We will continue the dialogue.

Q: Would it be within EPW authority to ensure sidewalk is ADA accessible?

A: Yes, as discussed during the project overview.

Q: Are plans available for viewing?

A: We do not have a full set yet, but can put on our web site tomorrow. Preliminary plans are available to the public.

Comment submitted on chat: Planning Commission comments due by December 28th.

Q: Had a neighbor presentation on that at the last BluePrint committee meeting. Committee had not looked at this. Really no way to make it one way unless going to build another road there is no way to get emergency equipment to and from town. Right?

A: We need the Planning Commission to open up the scope if we are going to take a more detailed look at one-way operations.

Q: *Maybe Beth McKibben would be interested in seeing the plans. Committee might like to look at those.*

A: We've worked with Alix and she will know what we do moving forward.

Q: Just want to dig into the needs of the CCFR. I have seen them come up 9th Street in the summer. Based on concerns raised, if there was a one-way loop starting at Choate and looping to Capital and up 9th Street? Would there be concerns there?

A: Ethridge - When we have fires in the downtown area, with Main Street shut down, if there are additional calls or injuries we need to get in and OUT as well.

Q: Hypothetically, if 9th one way it would ease access issues because it is a terrible corner, if Choate to Cope one way would it be worth considering?

A: This would require a whole downtown study to do this. The charge is to reconstruct, and Ethridge has pointed out the issues with the current one-way proposal. At this point would put into the Planning Commission's court to look at a larger study. This would involve condemnation of property, roadways built against houses, and changes would impact residents of all of downtown. These are significant changes, and we don't have the charge.

Comment: Everyone saying "not our job" to look at one-way traffic. This route is the ONLY way that kids can bike to school.

Q: Undergrounding power, phone or cable?

A: Not the City's intent or job. That is up to those private entities.

Q: There is a question about how people will walk from Goldbelt to Calhoun.

A: The sidewalk between Goldbet and Cope is challenging to maintain during the winter. Right now we show elimination of that sidewalk, and creating a mid-block crossing up the hill, which allows for better sight distance for cars and pedestrians. Good to know if that makes sense to the user, so comments welcomed.

Q: Questions about sidewalk between Goldbelt and Cope Park. Concerns about removing it, as it is used to avoid bears or dogs. Also, human nature is to take the shortest route. Between Cope Park and Goldbelt could the project possibly include a small segment of bike lane? How much room will sidewalk removal free up?

A: About four feet. It would be a challenge to create a bike lane on both sides. Need to evaluate that sidewalk a little further.

Q: Can we turn one cross walk into a rainbow?

A: There is a process for that, there is a downtown partnership with a local group for private maintenance and funding. Reach out to Bohan for details.

Q: Right now it looks like both sidewalks coming off of Goldbelt – there is no beginning. One is a cliff, the other is a rock wall. I don't understand what they are supposed to be doing. Above Goldbelt, is there a crosswalk at the end? I don't know about these sidewalks, I don't see them being very functional. How to cross and where to go? A lot of children walk up there and have to skirt a rock wall. I'm questioning if this has been through.

A: We are not dealing with a perfect scenario. Having multiple crosswalks in a short stretch is not ideal. These sidewalks touch on the challenges of this section. We don't have anything to tie into as we go up to Goldbelt. The proposed crossing pulls it away from that steep intersection and blind corner. That is why it is located where it is. People want to take the shortest route, so we made it as close to the intersection as possible. Good point on no beginning and no end, homeowners

desire to keep the sidewalk in place. It will be impossible to put sidewalk on both sides at the retaining wall. Don't have a sidewalk on Goldbelt to hook into.

Comment: Removing the sidewalk and creating a bike lane will create a problem, which you might not know if you don't live here. Consider it carefully.

Comment: Seems to me in terms of safety of roadway the only real thing is to continue the status quo with sidewalks with a curb, but that misses the ongoing problem that the City uses Calhoun as the uphill arterial into and out of the city at high speeds and it is very narrow. Since we've lived here since 91 cars have hit the wall three times, and you can see cars hitting the retaining wall on the uphill side of the street. Whether or not you do a one way, CBJ needs to figure out a way to slow traffic, not just street signs. People in a hurry, people leaving bars, all impact a walking neighborhood. Need to look at a one way option or more dramatic means of reducing speeds. It is just pure luck that people are not killed on the roadway. It is inconsistent with the City's values to have that speed. Concerns that Bud Carpenetti will get flattened and we'll loose one of our greatest justices. Almost a guarantee that we will have bad things in the future.

A: Agree on traffic calming, curb and gutter will help with perceptions. We need to do enforcement. Narrow the road up and maximize what we can do safely.

Comment: Safety of the neighborhood is the main concern. Unless traffic is slowed considerably with speed bumps or stop signs we will have these issues. I've seen the trucks trying to get around the corner by our house, but it is a tight environment, something will have to give to make it safer. There is no need for people to race in or out of town. Things that physically slow traffic will be an improvement.

A: Speed humps are not installed for traffic calming. They are a hazard and impossible to maintain. We can look at road geometry or islands. Need to take into account our users for safety and slower traffic. Traffic calming may reduce traffic if people don't like the slower road.

Anticipate when this is constructed there will be some impacts to through traffic, which will be limited during construction. We will be able to maintain local traffic for trash pick up and mail delivery.

Q: Flashing lights at crosswalk?

A: Not typically something we will do but we will look into it

Q: Underground electric: Already SOB to Governor's house, why not continue?

A: That was during reconstruction of the viaduct the utilities were in the way and very old. There were few services on it so that was the most effective and efficient way to do that at that time. We would accommodate work being done, but would not pay for it.

COMMENT: TBMP weighs in: TBMP does not use this corridor for tourism traffic. We'll reach out to Kirby just to make sure there are no concerns.

Q: Surprised that a complete ban in the city on use of speed bumps. Some in University, some on back roads.

A: Most are private or state agencies. We have the ones in the Back Loop area and they've not worked out. Policy not to install.

Q: Seems the speed humps slow traffic down. I am concerned about walkability on this stretch of road. I sent in a photo of how much the sidewalk is worn down, also concerned about bike-ability. Unsafe, but people do it. This project does not meaningfully help bicyclists. Do you think this promotes bike-ability and how?

A: Best we can do is to reduce speed on the narrow road we are stuck with. We don't discount that people cycle on it, need better awareness of traffic calming and traffic speed. If larger than what we are doing, we need direction. We have limited infrastructure that needs maintenance.

Q: The way you describe what the PC needs to do would be humungous, you make it sound impossible. If it is presented like this huge thing, decreases the likelihood of it happening. What did you mean Chicken Ridge?

A: Star Hill and Chicken Ridge use this route, an informal priority route. We have to consider all the users and all the connections. Basically, serves upper downtown.

Q: *Lucas, is there any hope for cyclists in this project?*

A: Great to get feedback. Space is constrained. We will look at accommodations. Slowing some speeds down can help bikes use traffic lane, for higher level users. It is a matter of who gets the space at this point.

Q: Can you have some conversation about narrowing the street to calm traffic?

A: Narrowing makes someone feel like they are in a confined space. The more confined, the more likely to drive slowly, especially knowing curves. It is a proven industry-accepted standard.

Q: Stop signs for speed control?

A: An unwarranted stop sign is actually a liability.

Comment: The Goldbelt area is part of Chicken Ridge.

Q: Can conduit be laid for future lines?

A: No, the utilities are aware of the project, they are not interested in undergrounding and have no need to upgrade their system.

Q: Stop sign 8th Street intersection by Governor's Mansion?

A: Not warranted. Not a traffic implement that requires a stop sign.

Planning Commission comments can be provided:

- To staff by December 28,
- To Commission by January 11,
- Testify on the 12th.

Comment: I do appreciate water sewer, safer roadway and sidewalk. Could be more conversation with homeowners on what they'd contribute to the project if more space is needed. If that could make for a better, safer project, we would be willing to have a conversation about donating land.

Conclusion: Just because we focused on the two way, doesn't mean it is a done deal. We just need to look at a larger project that evaluates the project more thoroughly. It would require that we reconfigure not just this street, but the neighborhood to accommodate the different needs.

December 24, 2020

Dear Planning Commission,

Calhoun Avenue has been my family's walking route to school, Cope Park and the Flats for decades. It is also our bike route, getting off our hill, and my preferred driving route home to Basin Road. I appreciate CBJ's plan to upgrade the road, sidewalks and utilities. I sincerely hope it will be done the best possible way to improve safety. I have three points to share:

- At the 12/22/20 CBJ Public Works and Engineering Departments meeting, it was emphasized that narrow streets equate to slower traffic. I asked for an explanation of that concept and was told that studies show, narrowness causes cars to drive with more care. Narrowing the road is the most compelling reason to create one lane traffic. It will allow for wider sidewalks to meet recommended, not just acceptable, ADA standards. It will also allow for designated bike lanes. Pedestrian and bike safety were the two biggest concerns of the neighbors.

- CBJ is looking for "avenues" to expand cruise ship visitor offerings in anticipation of larger than ever numbers in the coming years. Tourists need to spread out. I envision more tourists using a pedestrian friendly Calhoun to go beyond the Governor's House walking to Gold Creek, visiting the burial sites of Joe Juneau and Richard Harris and circling back to the docks by way of the whale sculpture. (The newly installed sidewalks for visitors along Egan Drive are eight feet wide!)

- When Basin Road went through the same "big dig" that is planned for Calhoun, burying utilities was not in the original plan. However, when the CBJ engineers and Assembly Member John McKinnon saw how straightforward it would be to bury wires once the road was dug up, it happened. I was told following the business district's burying of wires to make the area more attractive for tourists was the best plan. (That rationale was in addition to the reasons all new Juneau developments require underground utilities.)

Thank you for considering my input in your decision making.

Sincerely,

Joyanne Bloom

From: Rebecca Braun <rebeccabraun71@gmail.com>
Sent: Monday, December 28, 2020 12:27 PM
To: PC_Comments
Cc: Borough Assembly

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To Members of the Planning Commission:
I'm writing to respectfully request you broaden the scope of the Calhoun Avenue project in order to address safety, particularly for pedestrians.

I live in the Highlands neighborhood and (in better times) am a regular walk-commuter to the downtown core via Calhoun. It's a beautiful walk and I enjoy it, but at times it is definitely hairy, especially when it's icy and dark. I have flattened myself against buildings when large or fast-moving vehicles approach, and regularly step into the street to pass others on the sidewalk. When my children were smaller, walking Calhoun was especially nerve-wracking, and I have witnessed many close calls. It is just too narrow to safely and comfortably support all the vehicles, walkers and bikers that use it.

This project offers a rare opportunity to improve walkability, safety, and quality of life for Calhoun Avenue residents, neighbors, and visitors. I hope you will take time and bring an open mind to study the options and find the best way to maximize this opportunity.

Thank you,

Rebecca Braun
136 Behrends Ave.
Juneau

Downtown Juneau Neighborhood Association

Statement of Interest regarding the reconstruction of Calhoun Avenue

The reconstruction of Calhoun Avenue is a once-in-a-generation opportunity to make improvements to the safety and design of our community.

The design of this project impacts nearly every resident of downtown Juneau, as well as state office workers, legislators, tourists, pre-kindergarten, and school classes.

Calhoun has been a well-documented safety concern for at least two decades, with a sidewalk and roadway that is too narrow for safe multi-user passage.

Calhoun Avenue is one of only three corridors connecting downtown offices, restaurants, shops, and residences with the schools, parks, and greater geographic area that includes homes in the Flats, Behrends, Starr Hill, Chicken Ridge and Highlands neighborhoods. The other two routes - Egan Drive and Willoughby Ave - are not options for most walkers or cyclists as they experience higher vehicle speeds nearby and are more circuitous.

The residents of our neighborhood have hundreds of years of lived experience observing and experiencing the safety issues on Calhoun.

Therefore we respectfully request that the City and Borough of Juneau pursue:

- Design choices that prioritize walkability and pedestrian and bike safety including sidewalks that are fully compliant with the Americans with Disabilities Act's (ADA) standards and recommendations, and are at least five feet wide, even through the most narrow sections of the corridor.

- A study of car, pedestrian, and bike traffic which includes speed and motor vehicle crash data as well as trip purposes for all users.

- Opportunities for the neighborhood and general public to meaningfully inform the design of this project and more generally the holistic plan for flow and structure of streets in our neighborhood. Projects that primarily serve residents should receive the same attention as those intended to serve tourists.

- Consideration of traffic-calming measures like stop signs, speed bumps, and other well-known neighborhood friendly design choices that keep the roadway speeds slow.

- Consideration of one-way routing paired with bike lanes and burying the powerlines to give the necessary space for safe passage by anyone walking, rolling, or biking through the corridor.

Alida Bus
90 Spruce St. #303

Amy Dressel / Carol VanHorn
954 Goldbelt Ave

Amy Paige and John Dunker
592 Seater Street

Catherine Reardon and Mark Handley
630 Dixon Street

Dana Owen and Joyce Thoresen
949 Goldbelt Ave

Emily Ferry & Demian Schane
836 Calhoun Ave

Frances Leach & Kerry Crocker
925 Calhoun Ave

Frankie Pillifant
512 6th Street

Grey Pendleton
329 Distin Ave

Ian Fisk
923 A Street

Iris Matthews & Matthew Rogers
717 Dixon Street

Jeremy Bauer
943 Calhoun

John "Jonas" & Melinda Lamb
638 Gold

Joyanne Bloom
883 Basin Road

Ke Mell
850 Basin Road

Kevin Maier
570 Seater Street

Laurie Berg & John Connolly
911 Calhoun

Linda & Paul Rosenthal
342 Distin Ave

Marilyn Holmes
969 Goldbelt Ave

Mark and Sun Choate
230 W. 8th Street

Mary Alice McKeen and David Ottoson
212 W. 9th St.

Mary Sweeney
3rd Street

Michael & Ann Dombkowski
239 West 7th Street

Odin Brudie
512 6th Street

Rebecca Braun
136 Behrends Ave.

Richard Monkman & Tina Kobayashi
957 Goldbelt

Robin Stratton MacDonad
965 Goldbelt Avenue

Sally Schlichting & Bob King
419 Kennedy Street

Sandy and Peter Metcalfe
354 Distin

Sonia Nagorski
319 6th Street

Steve Krall
875 Basin Rd

December 28, 2020

Planning Commission

RE: Calhoun Avenue street and utility reconstruction

The proposal to change a portion of Calhoun Avenue to one-way vehicular traffic is likely to have complex impacts not just on the Calhoun neighborhood but also other downtown neighborhoods and traffic into and out of downtown. This proposal should not procced without expert analysis beyond the sincere but insufficient discussion that has happened so far.

Without further analysis it is difficult to weigh the impacts versus the benefits of this traffic change.

Of particular concern would be the transfer of one-half of the Calhoun vehicular traffic to 9th street. As someone who has used 9th street on a routine basis for over 40 years, I am very familiar with the deficiencies of that route. The steepness and the blind 90 degree turn midway require caution in the best of circumstances, and avoidance in poor winter weather.

The general idea of including better accommodation of pedestrian and bicycle users is great. And this has been happening incrementally around the Borough in past few years. But this specific proposal to eliminate one vehicle lane to create a bike lane and wider sidewalk, would apply to just a one or two block distance with no apparent means for extending this configuration. While incremental improvements are often the only practical approach to change, those incremental improvements should be done within the context of a larger plan.

I urge the commission to take the time to evaluate both the benefits, costs and impacts of all of the options that exist to make this portion of Calhoun more amenable to all its users.

Irene Gallion

From: Lucas Chambers <lucas@prohns.com>
Sent: Monday, December 28, 2020 8:23 AM
To: John Bohan
Cc: John Nelson; Irene Gallion; Alexandra Pierce
Subject: RE: Calhoun Reconstruction - crosswalk

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Received. Thanks.

Lucas Chambers, P.E.
Cell: (907) 738-7384
Office: (907) 780-4004

From: John Bohan <John.Bohan@juneau.org>
Sent: Thursday, December 24, 2020 1:57 PM
To: Irene Gallion <Irene.Gallion@juneau.org>; Alexandra Pierce <Alexandra.Pierce@juneau.org>; Lucas Chambers <lucas@prohns.com>
Cc: John Nelson <John.Nelson@juneau.org>
Subject: FW: Calhoun Reconstruction - crosswalk

FYI

Thanks
John Bohan, PE
CBJ Chief CIP Engineer
155 S. Seward St
Juneau AK 99801
(907)586-0876 fax 463-2606

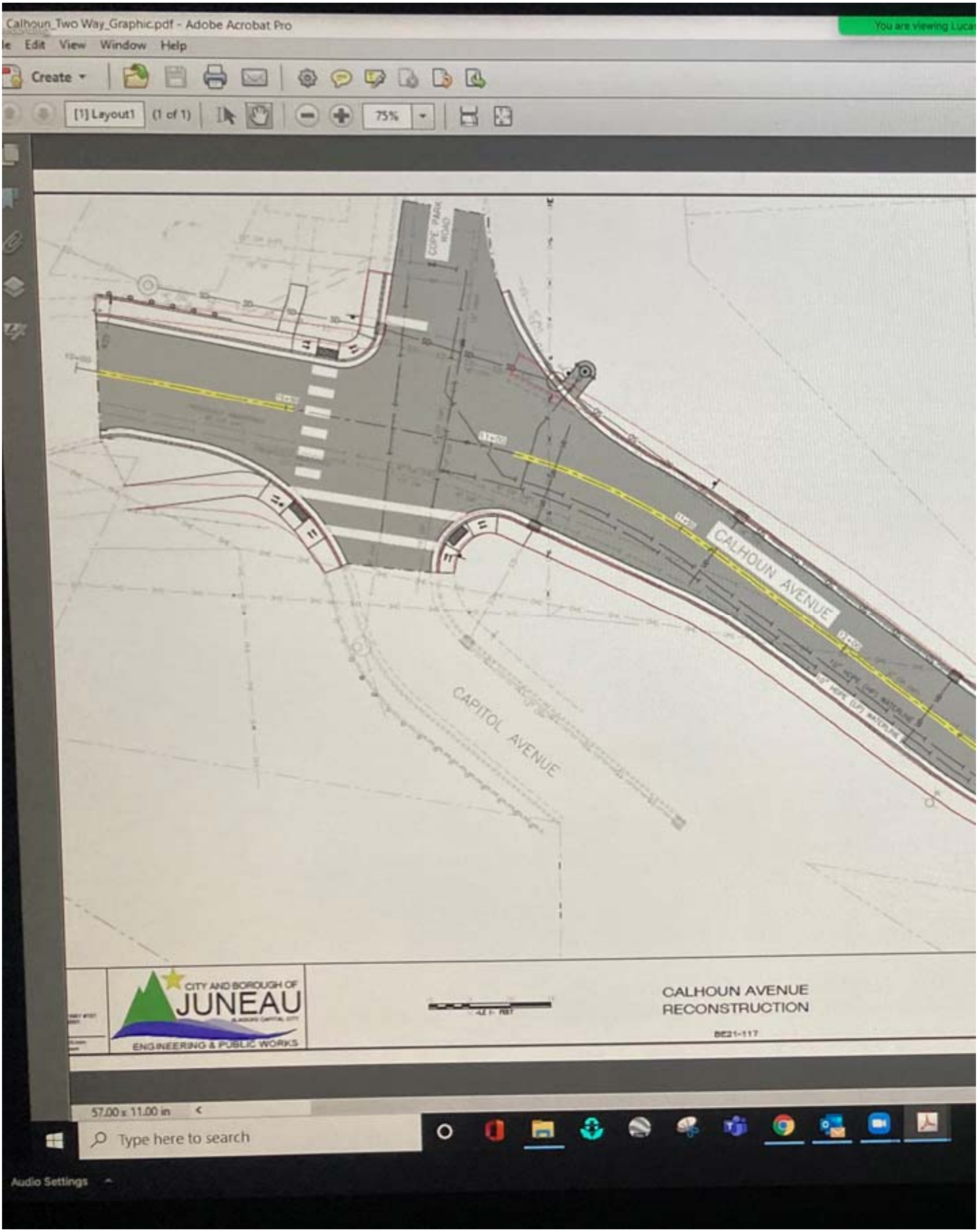
From: Dave Harris <dkh@gci.net>
Sent: Thursday, December 24, 2020 1:51 PM
To: John Nelson <John.Nelson@juneau.org>; John Bohan <John.Bohan@juneau.org>
Subject: Calhoun Reconstruction - crosswalk

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello, I'm Dave Harris and my brother in law Herman Rosenberger and I own the property at 924 and 928 Calhoun. I observed the Dec 22 zoom meeting. Thank you, it was very informative. We discussed the information and have a couple of comments. We see the cross walk close to Goldbelt is shown leading directly into the private passageway between our buildings. In order to maintain privacy and security for our tenants, we would like to see the cross walk shifted towards Goldbelt, I believe it was stated there was room to move it a bit either way. It could it could land in the middle of the wall of 928, between the passageway and the door to the street level apartment. We are not in favor of flashing lights at this cross walk as it would create a visual disturbance to our tenants with street facing windows. As a frequent pedestrian in the area coming and going from Cope Park, I use the uphill side walk and usually cross right at the crest of the hill as this gives you the best view of traffic comming both ways; up the hill as well as coming down Calhoun. With respect to the discussion about changing to a one way street we are opposed. As a matter of practicality, having the street be

two way helps our tenants negotiate our carport (the portion of 928 closest to Cope Park) and provides efficient access to the rest of town.
Thanks for your time, and please share these comments with Lucas Chambers.

Dave Harris
924&928 Calhoun
dkh@gci.net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JUNEAU
ENGINEERING & PUBLIC WORKS
CALHOUN AVENUE
RECONSTRUCTION
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From: Melinda Lamb <lamb.melinda@gmail.com>
Sent: Monday, December 28, 2020 9:49 AM
To: PC_Comments; lucas@prohns.com; John Nelson; Borough Assembly
Subject: Prioritize walking and biking for Calhoun rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I'm a downtown Juneau homeowner and resident at 638 Gold St. I have lived in this neighborhood for 15 years and believe more integration of one-way streets would significantly improve driving in downtown. I value the Calhoun corridor and believe it should have a safer sidewalk and bike lane. I have felt uncomfortable walking with my small children on portions of the Calhoun sidewalk due to its narrow width and proximity to cars. I also feel uncomfortable with the current biking option along that road as the only real option is to ride bikes in the traffic lanes. My children age 9 and 13 use that road daily for their commute to school but I have never felt there is a truly safe option for them to independently bike. I would love safe biking and walking to be a priority for the Calhoun corridor in this rebuild project.

Thank you for your consideration,

Melinda Lamb

Peter & Sandy Metcalfe
354 Distin Ave, Juneau AK 99801 — 907-723-3483

To: Juneau Community Development Department

December 28, 2020

Re: Calhoun Ave. Rebuild Project

Since 1992, my wife and I have been residents of a neighborhood bordering Calhoun Ave. In those 28 years, we've witnessed or seen the results of numerous accidents and close calls, such as the several vehicle collisions that have damaged and in one case, destroyed a section of the Choate's stone wall along Calhoun, and an uncounted number of occasions when, upon entering Calhoun from W 8th, we've had to stop our car abruptly to barely avoid vehicles racing around the blind curves.

So far as I can see from the plans, the project will rebuild but not change Calhoun Ave. It is focused on the efficiency of vehicular traffic without any meaningful design changes to accommodate and protect pedestrians and bicyclers.

I believe it is time to reconsider such corridor rebuilds. We have an opportunity to, at little cost, make this section of downtown more people friendly with minimal impact on traffic efficiency.

I encourage a traffic study followed by a presentation of alternative designs that include speed bumps, possible one-way changes, and other improvements so that the Planning Commission and CBJ Assembly are presented with choices rather than a fete accompli.

For most of us who live in proximity to Calhoun, this is a once in a lifetime opportunity to influence a positive change in the traffic that passes through this corridor.

Respectfully,

Peter Metcalfe

From: Dana Owen <danaowen48@gmail.com>
Sent: Sunday, December 27, 2020 10:41 PM
To: PC_Comments
Subject: Calhoun Ave rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Members of the Planning Commission,

As you consider the proposed renovation of Calhoun Avenue, please bear in mind what residents and other users of this neighborhood have long understood. Namely, that this transportation corridor is unsafe and way overdue for redesign. The proposed upgrade of utilities and repaving of the street presents an opportunity to correct these decades old problems. it would be an unfortunate and costly mistake to pass this opportunity by. We support expanding the scope of work to include

- safer passage for pedestrians and bicycles,
- traffic calming design to slow cars that often exceed the posted speed limit,
- traffic design that treats Calhoun as a neighborhood street and discourages its use as an arterial means of travel by commuters who can otherwise use Egan.

A walk down Calhoun from 12th to downtown, especially during morning, midday and afternoon should convince any interested observer of how important this corridor is for pedestrians and cyclists. It is common for walkers to have to step into the street where the sidewalks are so narrow as to make it difficult for people to pass each other. It goes without saying that this is not a safe condition, particularly if adults are shepherding children. Ditto for cyclist having to squeeze between the curb and possibly two lanes of autos,

People have suffered these difficult and dangerous conditions for at least as long as the more than thirty years that we've lived in this neighborhood. It's past time to address this issue.

Thank you for your work on the commission and your consideration of the wishes and needs of the people of the Calhoun neighborhood.

Dana Owen and Joyce Thoresen
949 Goldbelt Ave.
907-209-9913

From: Jacob Resneck <j@jacobresneck.com>
Sent: Sunday, December 27, 2020 10:44 PM
To: PC_Comments
Subject: Calhoun Rebuild - pedestrian/bicycle upgrades

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I lived at 332 W. 12th for a year and walked/cycled to work downtown daily. I can attest that Calhoun Avenue is heavily trafficked by both bicycles and pedestrians.I would also observe foot traffic from cruise ship passengers. I would ask that the Planning Commission take this into account and upgrade the sidewalks/shoulder to make it safer for non-motorized traffic. Thank you, Jacob Resneck, Douglas

--
Signal: +1 707 874-8704 | Skype: yojaco | Twitter: @jacobresneck
"But what is the difference between literature and journalism? Journalism is unreadable and literature is not read. That is all." -- Oscar Wilde (1854 - 1900)

Irene Gallion

From: John Nelson
Sent: Monday, December 28, 2020 9:52 AM
To: Irene Gallion; Alexandra Pierce
Cc: John Bohan; Katie Koester; Lucas Chambers (lucas@prohns.com)
Subject: FW: Calhoun Ave Project Comments- Revised

FYI

From: robbrose@gci.net <robbrose@gci.net>
Sent: Monday, December 28, 2020 6:56 AM
To: John Nelson <John.Nelson@juneau.org>
Cc: Rob/Rose Welton <robbrose@gci.net>; 'Frankie Pillifant' <frankiepillifant@gmail.com>
Subject: RE: Calhoun Ave Project Comments- Revised

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello,
I walked the course yesterday, and took a measuring tape to see how wide the sidewalk is. Doing so gave me a revised view of what a safe width is for the sidewalk. Around the Governor's Mansion, and also on the climb up from Cope Park, the sidewalk is roughly 60" wide. That's pretty good. But from the top of the hill to the 8th street intersection the broken down sidewalk averages 40-45" wide. I now think that's too narrow. Can CBJ find a way to ensure a 60" sidewalk width through the whole project area? In our Zoom meeting you mentioned narrowing traffic lanes to slow down traffic. If we narrowed the lanes from the 8th street to Goldbelt, it would provide right of way to widen sidewalks to 60". That would make things better for pedestrians. The narrower traffic lanes would allow sidewalk widening without taking right of way from any of the local residents.

Narrowing lanes would also reduce speed differential, and help with bike safety. I would also like to suggest adding a stop sign at Calhoun and 8th. This would lessen speeds through this section, and make it safer for bikes. Adding a stop sign would have an additional benefit. Whenever I drive up Indian Street, go left on 8th and stop on Calhoun, right now you face a blind corner and rock wall. So you have to inch out and hope for the best. Putting in a stop sign would help cars merge onto Calhoun. I believe adding a stop sign would help local residents as well, much like the three way stop sings in the valley, at the corner of Berners and Muir Street.

Thanks for considering my reflections on how to optimize the project. Rob Welton

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From: robbrose@gci.net <robbrose@gci.net>
Sent: Wednesday, December 23, 2020 10:23 AM
To: john.nelson@juneau.org
Cc: Rob/Rose Welton <robbrose@gci.net>
Subject: Calhoun Ave Project Comments

Hi Mr. Nelson,
First, thanks for taking time for a Zoom meeting last night, to explain the broad outlines of the Calhoun Avenue project. I'd like to share a few thoughts with you on it:

In a perfect world, there would be right of way for AASHTO-compliant traffic lanes, bike lanes and sidewalks. I understand that the terrain is too constrained for a "perfect solution". If I have comments on a strategic change in the road, I'll forward them to the Planning Commission.

It would be great to enable a one way road on Calhoun, but understand it poses emergency access challenges. Would it be possible to make Calhoun a one way street, but add a system where signals and lights could stop traffic and allow emergency vehicles to drive against the normal traffic direction? This would allow safe bike-ped access, and potentially solve the emergency access problem. I'd love to know your thoughts on the feasibility of this;

One of the nice aspects of the current road is the pull-out by the museum. When riding toward Cope Park, if there is a car behind me I'll pull my bike into this and let cars pass before entering Calhoun. Adding a pull-out to the Cope Park end, for riders coming towards downtown would be a nice enhancement. Adding a bike lane to the uphill side of the street would be a bad idea. Since bikes go fast downhill, the speed differential between bikes and pedestrians would be unsafe. If forced to choose, put a pull out on the downhill side. On a related note, I agree with removing the uphill sidewalk between Cope Park and Goldbelt Ave.

The most hazardous part of Calhoun is near the 8th avenue intersection, where the road bends slightly around a rock wall. If riding toward Cope Park, there is a short section where bike riders are potentially invisible to cars coming from behind. This needs to be mitigated, one way or another. Perhaps by straightening out the curve and rock wall? Finding a way to do this would be the best fix possible given the space constraints. Perhaps it's more feasible to narrow the road on both sides of this constriction. This traffic calming would reduce speed differential and thus hazard;

Improved signage would also help communicate the need for slower speeds and awareness of cyclists and pedestrians. I haven't inventoried what's there, but a study of signage is warranted. I'd be glad to be a sounding board on this.

Anything that can be done to lessen the grade of the climb up from Cope Park to Goldbelt Ave will be helpful. It slows down bikers going up, and speeds them up going down. Not sure how much leeway CBJ has in this regard. Even a small change would help.

On a related note, though it's outside the scope of this project, lessening the grade on Indian Street would be helpful. So would softening the radius of the very steep corner there. Not sure how feasible any of this is, but it would help provide redundant access;

Adding mirrors or something to the curve below Cope Park may help all traffic see each other as they merge onto Calhoun Ave;

It is laudable that CBJ plans on widening sidewalks to the greatest extent possible. Sidewalk width should never go under 48", even at the 8th avenue dogleg/chokepoint. If some right of way is required to make this happen, that's what should be done. "where there is a will, there is a way". Let's find a way to improve this critical section.

That's all the comments that come to mind. Thanks again for taking time to get me and others up to speed on the project. Also, Merry Christmas! Rob Welton

Irene Gallion

From: PC_Comments
Sent: Tuesday, November 17, 2020 3:16 PM
To: Irene Gallion
Cc: Chelsea Wallace
Subject: FW: Calhoun Ave, Capital Ave, and community planning
Attachments: Traffic.pdf

Hey Irene,

We just received this comment, which I assume goes with CSP20-01? Is this anything that we need to bother with?

Jack Scholz | Administrative Assistant I
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Main Line: 907.586.0715 | Personal Line: 907.586.0736

Fostering excellence in development for this generation and the next.

From: Demian Schane <dschane@gmail.com>
Sent: Tuesday, November 17, 2020 2:19 PM
To: PC_Comments <PC_Comments@juneau.org>; Borough Assembly <BoroughAssembly@juneau.org>
Cc: Rorie Watt <Rorie.Watt@juneau.org>; Katie Koester <Katie.Koester@juneau.org>; Jill Maclean <Jill.Maclean@juneau.org>; John Nelson <John.Nelson@juneau.org>; Alan Steffert <Alan.Steffert@juneau.org>; Beth McKibben <Beth.McKibben@juneau.org>; Ethan Roemeling <ethan@prohns.com>; Emily Ferry <emily.ferry@gmail.com>
Subject: Re: Calhoun Ave, Capital Ave, and community planning

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Good evening, and thanks for the feedback we've received thus far.

Continuing this conversation, I attach a recent picture of a group from Discovery Preschool out for a walk and having to navigate Calhoun Avenue's narrow sidewalk. It highlights the importance of widening them so that groups such as this do not have to walk so closely to the vehicles moving up the street and so that there would be room for passers-by coming in the opposite direction. Understandably, if we were designing the city from scratch, we'd all have sidewalks like those in front of Harborview Elementary. Those are very pedestrian friendly and encorage travel on foot. That said, the city should take every opportunity to improve the walkability of this town and widen its existing sidewalks to at least 5 feet whenever feasible.

I am also attaching a rudimentary sketch of our proposal to improve traffic flow by making it move in a circular fashion in our neighborhood. Our understanding is that Capital Avenue will become one-way, heading north from Willoughby Avenue. We encourage CBJ to undertake a traffic study, focusing on ways to make our streets safer (especially the steep street up Indian from 9th Street), keep traffic on the main arteries to/from downtown, and promote pedestrian friendly neighborhoods.

Thank you for your time and consideration.

Demian
209-2632

From: **Emily Ferry** <emily.ferry@gmail.com>
Date: Sun, Nov 8, 2020 at 10:09 PM
Subject: Calhoun Ave, Capitol Ave, and community planning
To: <pc_comments@juneau.org>, <BoroughAssembly@juneau.org>
Cc: Rorie Watt <Rorie.Watt@juneau.org>, <Katie.Koester@juneau.org>, Jill Maclean <Jill.Maclean@juneau.org>, <john.nelson@juneau.org>, Alan Steffert <Alan.Steffert@juneau.org>, <Beth.McKibben@juneau.org>, <ethan@prohns.com>

Good evening,

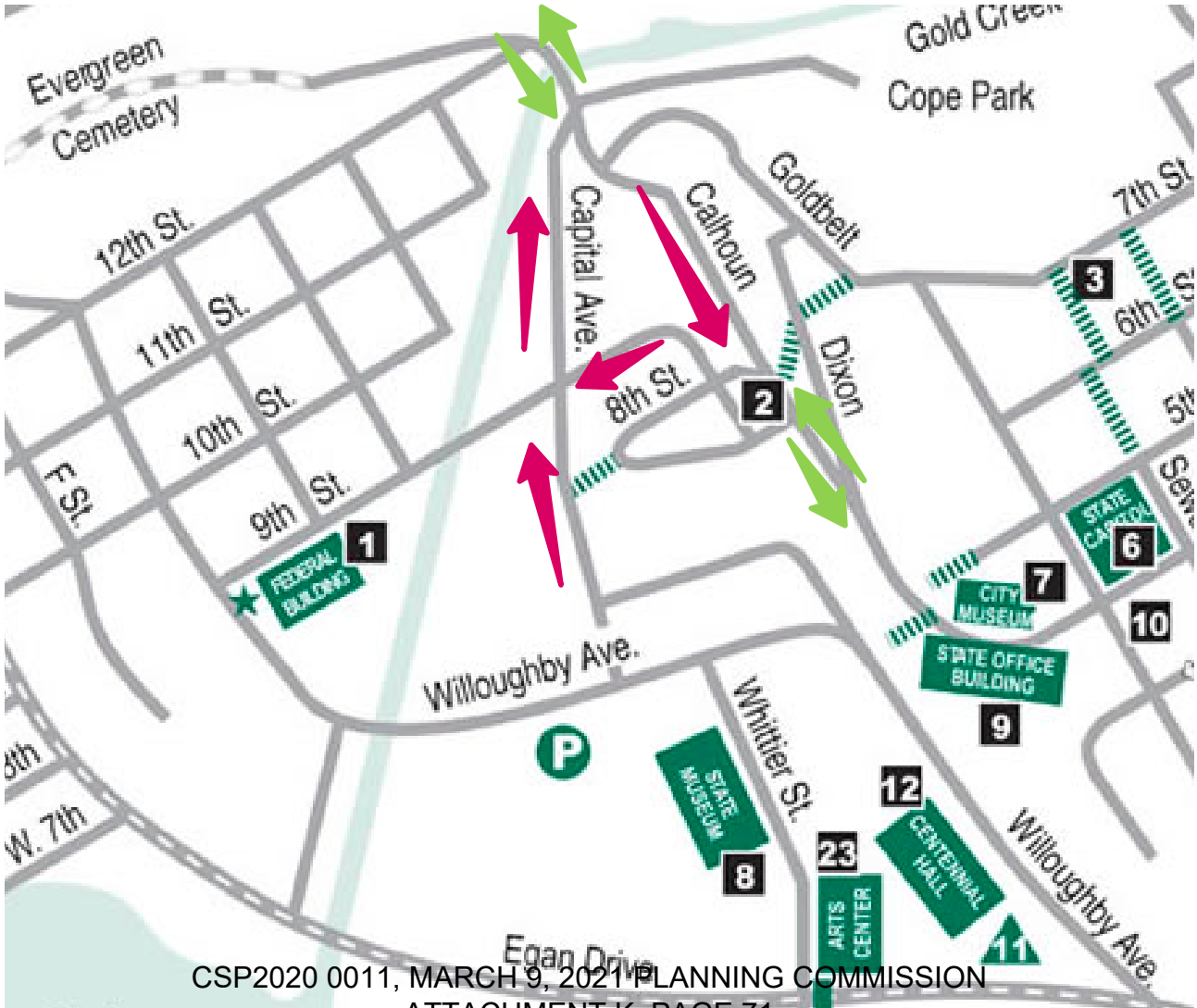
My husband and I submit the attached comments concerning Juneau's impending road reconstruction and coordination in our neighborhood.

Thank you for your time and consideration.

Sincerely,

Emily and Demian
907-723-6599 / 907-209-2632

Proposal for revised traffic patterns on Capital & Calhoun Aves



From: Demian Schane <dschane@gmail.com>
Sent: Monday, December 28, 2020 10:38 PM
To: PC_Comments
Subject: comments on the reconstruction of Calhoun Ave

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commissioners:

I write to comment on the reconstruction of Calhoun Avenue. On December 22, 2020, the CBJ Engineering Department presented a helpful overview of the project. During that presentation, it became clear to me that the city would benefit greatly from a more in-depth study of this and adjacent projects.

First, there is strong interest in weighing alternatives that would provide for better and safer pedestrian passage and bicycle lanes. CBJ indicated that it had considered this option (though it did not take public comment or otherwise discuss this option beyond the 2-hour presentation), but CBJ dismissed it because it could be done only by making a portion of Calhoun Ave one-way and that change created concerns from the Fire Department. However, as a landowner along the route, CBJ did not discuss the possibility of widening the sidewalk onto our property (and adjacent ones) and how we might be able to adjust to that. Further, even with the one-way option, the information that CBJ presented was somewhat confusing. At times, they indicated that in order for the fire engines to use Ninth and Indian streets as one-way routes, they would need to condemn certain private property above the intersection of Capitol Ave and Ninth Street. But, the street is currently two-way and the fire department is using it without such condemnation. CBJ did not make clear why converting that portion of Ninth to a one-way street would require the condemnation of private property. If it's the direction of traffic that lead CBJ to that conclusion, could it consider the other direction?

Second, reconstruction projects like this one happen once every 20-40 years. Calhoun Avenue is a major corridor for pedestrians and cyclists as it connects residents to their schools, parks, and downtown businesses. The city has been working to make Juneau more walkable for tourists (adding signs, widening other sidewalks, etc.). Indeed, nearly every planning document describes CBJ's interest in maximizing pedestrian safety. And there is a great opportunity to do that here. It might take some creative effort, but a primary goal should be to have 5' sidewalks for as much of Calhoun Ave as is possible.

Finally, the city is currently planning the construction of Capitol Avenue. These two projects of highly used access streets (and perhaps there are others) afford the city the chance to look wholistically at the downtown neighborhoods and analyze what options exist to make the downtown streets more user friendly to pedestrians and cyclists, while making traffic flow efficient and focused on the main arterial roads (Egan Dr. and Glacier Highway). While the city is fortunate that its contractors completed the reconstruction on Egan Dr. early, thereby making this project feasible for the summer of 2021. However, rather than move quickly to get it done, the city should explore all alternatives to come up with the safest, most efficient design for all the corridor's user groups.

Thank you for the opportunity to comment.

Demian Schane
836 Calhoun Ave

From: Rob and Rose Welton <robbrose@gci.net>
Sent: Monday, December 28, 2020 7:12 AM
To: PC_Comments
Cc: Rob and Rose Welton
Subject: Comments for CSP2020 0011 Calhoun Ave

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I'd like to make a few comments about the proposed repair and repaving of Calhoun Avenue, project CSP2020 0011.

In a perfect world it would be nice to add bike lanes and a wider sidewalk to the project area, but there isn't enough right of way for this. One solution would be converting Calhoun to one way, going from Cope Park to downtown. This would complicate emergency medical and Fire Department access, and also disrupt parking and traffic in the neighborhood. That seems like too much disruption. So I suggest CBJ make a few less dramatic changes that will improve safety for the neighborhood residents, motorists, pedestrians and cyclists.

As a cyclist, the narrow road and speed differential with cars make it never wracking to ride. The CBJ Project Engineer John Nelson suggests narrowing traffic lanes through the project area, which will lower motorist speeds. I applaud this as a constructive change. This change will yield additional right of way that will allow CBJ to widen sidewalks through the project area to 60 inches throughout. That will be a nice improvement.

I also recommend CBJ approve adding a three-way stop sign to the intersection of 8th avenue and Calhoun. The lower speeds will benefit the local residents, like the three way stop at Berners and Muir Streets in the airport area. The intersection is a bit of a blind corner. So adding a three way stop will make merging less of a gamble. Plus, it will lower speeds which will improve safety for cyclists and pedestrians.

This project will enhance safety in the neighborhood, and while it won't offer the perfect solution for all modes of access, it represents a good compromise and nice improvement. Thank you

Robert Welton
Douglas

1945 Alex Holden Way #101 | Juneau, AK 99801 | 907-780-4004 | solutions@proHNS.com
219 Main Street #13 | Haines, AK 99827 | 907-419-6070 | www.proHNS.com

Resident Correspondence Summary

Calhoun Avenue Reconstruction
BE21-117

943 Calhoun Ave
Kent & Jenny Dawson

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 9/29/20 - Owner discussed project concerns with proHNS (email)
- 9/30/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 11/2/20 – Provided ROW encroachment approval to proHNS (email)

928 Calhoun Ave
Herman Rosenberger

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 9/8/20 - Owner discussed project concerns with proHNS (telephone call)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 10/21/20 – Provided ROW encroachment approval to proHNS (email)

925 Calhoun Ave
Kerry Crocker, Frances & Perry Leach

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

924 Calhoun Ave
Herman Rosenberger

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 9/8/20 - Owner discussed project concerns with proHNS (telephone call)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 10/21/20 – Provided ROW encroachment approval to proHNS (email)

914 Calhoun Ave
James McSweeney III

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

911 Calhoun Ave
John & Laurie Berg

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 9/1/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/5/20 - Owner discussed project concerns with proHNS (email)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 11/2/20 – Provided ROW encroachment approval to proHNS (email)

904 Calhoun Ave
Mary Madden

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

212 West 9th Street
Mary Alice McKeen & David Ottoson

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

836 Calhoun Ave
Demian Schane & Emily Ferry

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 10/14/20 - Owner discussed project concerns with proHNS (email)
- 10/15/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/15/20 – Provided ROW encroachment approval to proHNS (email)

835 Calhoun Ave
Raymond & Glendia Malaby

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

825 Calhoun Avenue
Shane Francis

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

26 Calhoun Avenue
Grunberg Property Management

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

230 West 8th Street
Mark and Sun Hee Choate

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 9/9/20 - Owner discussed project concerns with proHNS (email/telephone call)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

214 West 8th Street
Keith Crocker & Oxana Stadnokova

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

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1

CSP2020 0011

Calhoun Avenue Reconstruction

- Water Utility Replacement
- Sewer Utility Replacement – sanitary and storm
- Roadway Reconstruction – including pedestrian improvements

Photo by Pat McGonegal

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2

Commission duties

CBJ 49.15.580(a)

- Review for consistency with Title 49 land use code
- Recommend conditions and modifications to the Assembly

CBJ 49.35.240(i)(4)(B)

- Waive roadway construction standards for unique circumstances that may not meet AASHTO guidance.

3

Your recommendation to the Assembly

- Does the route deserve more study?
- Should this project go forward as is or with mods?

- Why didn't E&PW do more?

7	**CALHOUN AVE IMPROVEMENTS, Phase I - MAIN ST TO GOLD CREEK** - Reconstruct roadway, sidewalk and curb and gutter. Replace Water Main, valves and services connects as needed. Replace sewer main and service connects as needed. Evaluate street light coverage and possible need for additional lights or moving existing. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt.

CITY AND BOROUGH OF JUNEAU

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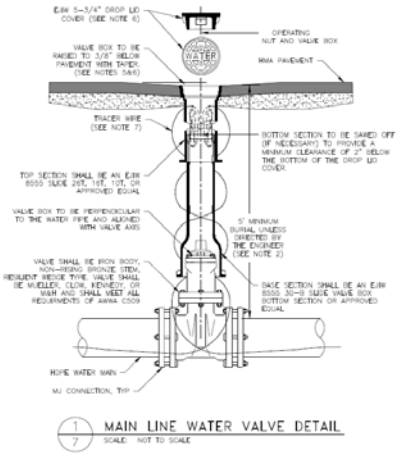
4

Brief touch on utilities

- Water system in poor condition
- Combined sewer needs separation into sanitary and storm



proHNS LLC

CITY AND BOROUGH OF JUNEAU

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5

Possible one-way operations

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6

How does CCFR use Calhoun?

- Access to upper downtown if Egan is blocked
  - Construction
  - 4th of July
  - Celebration
  - Tourist season
- Egress in the event of multiple calls
- Access to Gastineau
- “Get above” downtown fires quickly

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7

CCFR maneuverability requirements

proHNS LLC

CITY AND BOROUGH OF JUNEAU

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8

Maximizing sidewalk

- ADA min 3' wide
- Pinch point in W 8th area
- Otherwise, sidewalks are 4-5 feet wide
- Include curb and gutter
- Bikers share the road

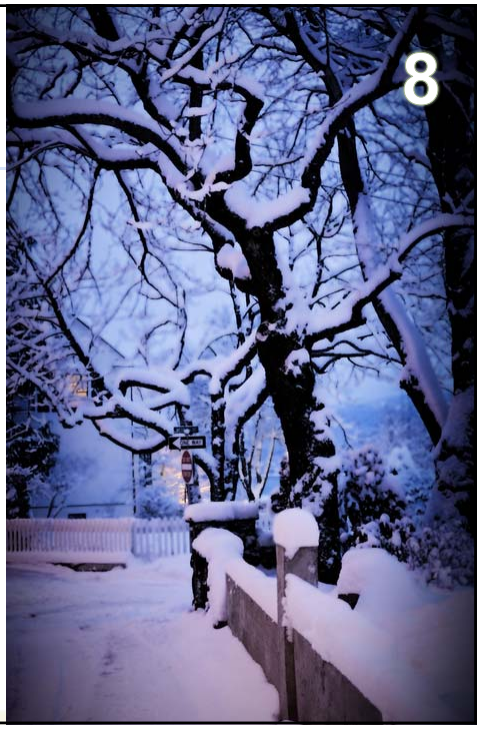

Photo by Pat McGonegal

9

Pinch point

10

Shared roadway

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11

Need for road waiver [CBJ49.35.240(i)(4)(B)]

Existing roadway does not comply

- 26 foot required, 18 feet available

Unique circumstances

- Historic route, established before 1914

Will not aggravate intent of Title 49

- Adopted plans recognize need to improve pedestrian improvements in the limited ROW

AASHTO compliance unreasonable

- Recommend 9 foot lanes min. Pinch point has 8 foot lanes plus gutter

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12

Public comments

- Do broader study of walkability, bike accommodations
- Consider one way traffic
- Prioritize sidewalks over lane width
- Consider burying utilities
- Find bike lanes

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13

Plans

- Raise and rehab sidewalks where able
- Improvements for pedestrians needed
- Make ped travel safe and convenient

- Downtown Transportation Management Program
- Designate corridors for study

Photo by Pat McGonegal

14

Why approve?

- CCFR response capabilities need two way traffic at this time
- Historic ROW limits improvements
- Pedestrian safety improved with 6 inch curb
- Water needs replacement
- Sewer needs separation
- E&PW operating within scope of CIP
- If subsequent studies support, one-way ops could be accommodated with mods to sidewalks and paint

Photo by Pat McGonegal

Recommend planning effort?

15

Supported by Comp Plan

- Designate corridors for subsequent site-based studies
- Develop "Downtown Transportation Management Program"

Challenges

- Zero based budget
- Reduced tax revenue due to COVID-19

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RECOMMENDATIONS

- **ADOPT** the Director's analysis and findings, and forward a **RECOMMENDATION OF APPROVAL** to the CBJ Assembly for the Calhoun Avenue Reconstruction Project.
- **APPROVE** the waiver of road construction standards for the Calhoun Avenue Reconstruction Project.

Thank You!

Additional Materials
Regular Planning Commission Meeting

Virtual Meeting Only
7:00pm
Meeting Date: January 12, 2021

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1. ~~**ARP2020 0001 & SMP2020 0004:**~~
   a. ~~Correction Memo from Jill Maclean~~

2. ~~**CSP2020 0009:**~~
   a. ~~Public Comment – Karl Bausler, received 1.7.21~~

3. **CSP2020 0011:**
   a. Public Comment – Marna Schwartz, received 12.29.20
   b. Public Comment – Frankie Pillifant, received 1.3.21
   c. Public Comment – Abbey Janes, received 1.3.21
   d. Public Comment – Doug Edgar, received 1.4.21
   e. Public Comment – Mark Choate, received 1.5.21
   f. Public Comment – Peter Metcalfe, received 1.5.21
   g. Public Comment – Emily Ferry, received 1.5.21
   h. Public Comment – John Bohan, CBJ Engineering, response to Emily Ferry, received 1.6.21
   i. Public Comment – Kristin Garot, received 1.6.21
   j. Public Comment – Michael Hekkers, received 1.7.21
   k. Public Comment – Darren Snyder, received 1.7.21
   l. Public Comment – Emily Ferry, received 1.7.21
   m. Public Comment – Demian A. Schane, received 1.8.21
   n. Public Comment – Britt Tonnessen, received 1.9.21
   o. Public Comment – Alida Bus, received 1.10.21
   p. Public Comment – Sally Schlichting, received 1.10.21
   q. Public Comment – Barb Mecum, received 1.10.21
   r. Public Comment – Tom Paul, received 1.10.21
   s. Public Comment – Claire Fordyce, received 1.10.21
   t. Public Comment – Morgan Michels, received 1.10.21
   u. Public Comment – Linda Rosenthal, received 1.10.21
   v. Public Comment – Robin Stratton MacDonald, received 1.10.21
   w. Public Comment – Marilyn Holmes, received 1.11.21
   x. Public Comment – Ryan Conarro, received 1.11.21
   y. Public Comment – Richard D. Monkman, received 1.11.21
   z. Public Comment – Terra Stark, received 1.11.21

aa. Updated Statement of Interest from the Downtown Juneau Neighborhood Association, received 1.11.21

From: Marna Schwartz <marna_schwartz@hotmail.com>
Sent: Tuesday, December 29, 2020 10:24 AM
To: PC_Comments
Subject: Calhoun Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I currently live at 308 7th St in downtown Juneau. I have lived on 7 th Street since 2007 and on 5th St from 1998-92.

Living downtown has its benefits and limitations. Choosing to live in an older neighborhood means living in a higher density community with challenging terrain and more limited options when it comes to space related considerations. Legislature related parking, tourist travel and weather complexities are all issues that are somewhat unique to living in this area and places limitations on activities that in other parts of town may be enjoyed with fewer safety issues.

Personally, I think the highest priority for downtown movement should be for walking. Our system of stairs is well maintained and allows for better options (both from an aesthetic and a safety perspective) for those wanting to avoid more heavily traveled roads. I am less concerned about the ability to bike through crowded downtown neighborhoods, my main concern is that residents sometimes believe that it is ok or appropriate to ride a bike on the sidewalk which unfortunately is not a safe choice for the rider or the walker. Perhaps having no ride areas in places that are an unsafe combination of riders and walkers would be a good option at this point, especially when roadways are too narrow to accommodate wider sidewalks or bike paths. This may be the situation on Calhoun.

If the community is interested in considering the impact of making more streets in the downtown area one ways, I think it would be more appropriate to discuss this as a whole downtown proposal rather than to have it come on a piece meal basis related to individual projects. It makes me uneasy to think a far reaching proposal to make significant changes in downtown traffic flow would come out of a public comment period on one specific planned upgrade of a heavily trafficked roadway. I am hopeful that comments requesting significant changes in traffic flow would be entertained in another forum rather than on a piece meal basis.

Thank you for the service you all provide to this community.

Marna Schwartz
308 7th St.
Juneau AK 99801

Irene Gallion

From: John Nelson
Sent: Monday, January 4, 2021 8:03 AM
To: Irene Gallion; Alexandra Pierce
Cc: John Bohan; Lucas Chambers (lucas@prohns.com)
Subject: FW: Calhoun Ave Project Comments- Revised

Another FYI

From: Frankie Pillifant <frankiepillifant@gmail.com>
Sent: Sunday, January 3, 2021 10:58 AM
To: John Nelson <John.Nelson@juneau.org>
Cc: robbrose@gci.net
Subject: Re: Calhoun Ave Project Comments- Revised

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello Mr. Nelson,

I attended the Zoom meeting you conducted online a few weeks ago and have been thinking and reviewing the project since then and want to add my thoughts for your consideration. I have Cc'd Rob as we often discuss projects around the CBJ with regard to bicycle and pedestrian safety, and ADA. Together we have decades of experience as car drivers, bicyclists on roadways, and of course, we're all pedestrians. Though neither of us are in need of ADA considerations, those are often enhance safety for all users of a transportation route.

Calhoun has been, and continues to be, an integral part of my active transportation route off of 6th street in downtown. I raised two children in Juneau and they are both safe bicyclists and my 11 year old grandson is now learning the rules of the road. As a driver, and bicyclist, off the 6th street area of downtown I often use Calhoun to bypass the higher use area of Main Street intersections and Egan Drive. (Though I love the new bike lane along Egan there are still some maneuvers to be made by bicyclists to get over the left turn lane for the bridge crossing and into the left turn lane at Main).

I am intrigued by the idea of creating a looped one-way route and would love to see that explored. If that isn't possible at this time, I would like to ask you if you can recommend the implementation of well established tools for improving safety of all users on the Calhoun Avenue rebuild. Tools commonly in use for decades around the country, Alaska and Juneau, include signage for 'Share the Road', painted instructions on the roadway for sharing, speed limit signage, 'Pedestrians present', 'Children present', etc. I'm not a fan of speed bumps but understand their use. I do think a stop sign at 8th will be irritating for through Calhoun traffic (including bicyclists) but will send a strong message of 'take it easy, this is a very local road'.

I appreciate your consideration of my thoughts and your time helping the Planning Commissioners understand the tools already available that cost effectively improve safety in short order. Please let me know if you have any questions regarding my comments.

Regards,

Frankie Pillifant
Juneau, Alaska

From: Abbey Janes <abbey_lu@icloud.com>
Sent: Sunday, January 03, 2021 7:36 PM
To: PC_Comments
Subject: Calhoun project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To whom it may concern,

It has come to my attention that Calhoun Ave downtown is in line for a rebuild soon and that currently, the plan does not include modifications to make it more safe for pedestrians and cyclists. In my opinion, this is a grave mistake, kicking the can down the road, and continuing to allow a street with very high foot traffic to prioritize only motorized vehicles. My family regularly uses Calhoun to bike to town, and my children attend a school in the flats school complex, using Calhoun regularly for field trips to Basin Road, Capitol Park, Cope Park, the Capitol, and the City Museum. Even when driving, it is currently extremely difficult to get through if two cars are passing. Please consider this opportunity to include all user groups and make Calhoun a safer option for everyone.

Sincerely,
Abbey Janes

From: douglas.w.edgar@gmail.com
Sent: Monday, January 04, 2021 7:57 AM
To: PC_Comments
Subject: Calhoun Avenue - complete street and underground utility maintenance comments

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To the Planning Commission:

It would be a big improvement if the sidewalk on Calhoun Avenue between Goldbelt and the Governor's house could be widened. There is a significant amount of pedestrian traffic on Calhoun from Cope Park to downtown, with cars and trucks passing them within inches in places. During tourist season the danger is increased by bus and construction traffic.

I realize there is only a small width in that area to put two lanes of traffic and a sidewalk but even a 12 inch increase in sidewalk width would help.

Doug Edgar
108 6th Street #2
Juneau, AK 99801
907-321-5131

From: Mark Choate <mark.choate@gmail.com>
Sent: Tuesday, January 05, 2021 5:01 PM
To: PC_Comments; Emily Ferry; Peter Metcalfe
Subject: Calhoun Avenue Rebuild - Comments

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission;

I live on the corner of West 8th and Calhoun and am very familiar with the road and the hazards that exist because of (1) failure to maintain the sidewalks and (2) general problems of speed on what has become the main arterial to access the upper part of downtown Juneau.

Calhoun is a significant safety problem - certainly the worst problem downtown - with traffic rushing in and out of the downtown on a narrow and twisting roadway. There are three main types of risk. First, pedestrians are at risk because the sidewalk curb is non-existent for much of the street, disappearing as car tires have driven over it and the layers of asphalt have been added to the street without consideration for the curb. It simply is not safe to walk on the sidewalk near our home and along on Calhoun. It is equivalent to walking on the street.

Second, bicyclists on Calhoun are at imminent risk of being struck by fast-moving cars especially heading northbound at the Governor's where there is an S-Curve that hides bicycles in the same lane.

Third, there's a risk of property damage as vehicles leave the roadway and crash into the properties adjoining Calhoun. I can remember the fence being hit with a vehicle traveling all the way across the yard and out the other side. We have had 3 vehicle strikes while we've owned our home. Each has caused significant damage - the most recent did almost $100,000 in property damage plus hit a pedestrian as he bounced off the wall across from the Governor's and came into our property.

I do not believe the solution proposed by the planners - to basically replace the existing roadway with some curbing is a good fix for what is a consistent problem. The sidewalk along the street should be at least as wide as the one from the Capital to the Governors. There should be plans to slow traffic that include making part of the roadway one-way. No one really has much reason to rush in Juneau with the exception of emergency vehicles. Calhoun is perhaps one of the most walked, biked, stroller-pushed, pet exercised streets in Juneau. While there are few ways to make the street effectively any wider, slowing or limiting traffic will not decrease anyone's transit time by much while it will make the street safer and decrease the risk of serious injury or death that Calhoun has represented for the last couple of decades.

Mark Choate
230 W. 8th Street
Juneau, Alaska 99801
Tel: (907) 586-4490
EFax: (206) 424-9705
Email: mark@choatelawfirm.com

From: Peter Metcalfe <petermmetcalfe@gmail.com>
Sent: Tuesday, January 05, 2021 7:02 PM
To: PC_Comments
Cc: Emily Ferry; lemannbluff@gmail.com; Jim & Jean Alter; clark branch; Jake Carpenter; markchoate@gmail.com; Erik Emert; Ann Dombkowski; Carol & Keith Gerken; carol Gerken; Grey Pendleton; Sandra R Metcalfe; Tony & Linda Newman; Sandy Parr; jessica.quintero@alaska.gov; Angela & Richard; linda rosenthal; Paul Rosenthal; Larry Woolford; Noelle Dersé; Rob Cadmus; lindoff31@gmail.com; Juanita Coronell; Frances Field; ottokeen@gmail.com; cscott11@alumni.nd.edu; Mark Handley; Staci Malaby; Meilani Schijvens; Rebecca Braun; Aurah Landau; Michelle Kissling; Mary Aparazuk Schlosser; Marc Wheeler & Jessica Paris; Naomi Davidson; Iris Matthews; Marilyn Holmes; <roblingray@gmail.com>; Elizabeth Davis; Patrick Race; Ian Fisk; Kate Glover; Bill Glude; Demian A. Schane; Kim Metcalfe; Mark Choate
Subject: Calhoun Ave. Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To the Planning Commission:

Before the rebuild plan for Calhoun Ave. was drafted, we as a neighborhood had no opportunity to express our concerns. So far as I know, the only opportunity for us to do so was during the Zoom meeting with the planning department days before Christmas. Conflicting holiday plans made it difficult to participate.

One of our neighbors, who lives in the Fosbee Apartments, was away that week, and asked me for an update. After I described the plan to rebuild Calhoun, she remarked, "Given the opportunity, why would the City not make that street more safe?" This young woman is a state employee who, like so many others, walks that street every work day on her way to and from the State Office Building.

From our house at 354 Distin, we have to enter Calhoun at the intersection with W 8th. All too often I have to stop abruptly to avoid cars racing through blind curves.

As our neighbor, Mark Choate, expressed in his remarks to you, curbs do not answer our concerns.

In long term plans, the CBJ has committed to make downtown streets more friendly to pedestrians and bicyclists. This is a golden opportunity to *walk the talk*. Let's not ignore our community's commitment to safer, user-friendly streets for the sake of expediency.

Sincerely,

Peter Metcalfe
Metcalfe Communications
354 Distin Ave., Juneau, AK 99801
P.O. Box 021145, Juneau, AK 99802
907-723-3483

Irene Gallion

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Tuesday, January 5, 2021 7:35 PM
To: Irene Gallion
Cc: Beth McKibben; Alexandra Pierce; Demian A. Schane
Subject: Re: Calhoun Ave planning process

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Irene,

Thanks for the very thorough rundown of this process.

I'm wondering what a process might look like that would include meaningful public dialog and planning about this corridor and the residential areas of downtown. As I think we've established, Calhoun Ave is not just a neighborhood street; it is a major pedestrian arterial and a weak link the infrastructure needed to make Juneau a safe walkable, bikeable community. Certainly, if this was a state-owned route there would be a full EIS, a range of alternatives, and more opportunities for meaningful engagement during the planning process. I don't anticipate that the city would mimic that process per se, but I'm wondering if there are other examples of planning processes that actually entail taking a broader look at the needs, impacts, community design, traffic flow, safety of non-motorized, and desire of residents.

Take care,
- Emily

On Tue, Jan 5, 2021 at 9:29 AM Irene Gallion <Irene.Gallion@juneau.org> wrote:

> Hi Emily,
>
> Thanks for checking in!
>
> The staff report to the Planning Commission for the Calhoun Avenue Reconstruction project recommends approval of the project as presented by CBJ Engineering and Public Works.
>
> Public comments received by noon on Friday, January 8th, will be bundled and sent to the Planning Commissioners for review over the weekend. They will also be posted on the agenda site (more later). This is the preferable option as it gives the Commissioners the weekend to consider the comments.
>
> Comments received between noon on Friday, January 8th and noon on Monday, January 11th, will be provided to the Commissioners before the meeting. This does not give them as much time to review the comments.

When the project comes before the Commission, they have three options:

- Accept the staff recommendation and recommend the Assembly approve the project as presented.
- Accept the staff recommendation and recommend the Assembly approve the project with conditions.
- Recommend denial of the project.

They may also "continue" the project to another meeting if they feel they need more information or analysis.

The staff report, when completed, will be posted on the Assembly Minutes and Agenda Site: https://juneau.org/assembly/assembly-minutes-and-agendas

Scroll down to the meeting on January 12, 2021. All meeting materials and zoom info will be posted here in either the online agenda or a downloadable .pdf agenda.

Meetings | Items

Meeting Date	Meeting Type	Meeting Location	Online Agenda	Download Agenda	Minutes Recap	Legal Minutes	Board Details
01/26/21	Planning Commission - Regular Meeting	Virtual Meeting Only					
01/12/21	Planning Commission - Regular Meeting	Virtual Meeting Only					
01/06/21	Assembly Finance Committee	Zoom Webinar & FB Live Stream					

We anticipate posting the staff report by the middle of the week.

Public testimony will be taken at the Planning Commission meeting on January 12th. It will be in the "Zoom Webinar" format, which varies slightly from a regular Zoom meeting in that the public can listen, but need to be given permission to speak. This is similar to the project meeting held on December 22nd, but more formal. If participating via Zoom, an individual can raise their hand (icon at the bottom of the screen) to comment, and will be given permission in the order which they raised their hand. Phone participants can raise their hand by pressing *9, and can unmute themselves by pressing *6.

After the Planning Commission makes a recommendation, that will go to the Assembly and be placed on the "Consent Agenda." The Consent Agenda is a group of actions that need to be addressed publicly but that tend to be routine. Before the Consent Agenda is approved, the public and the Assembly have the opportunity to remove items from the Consent Agenda. Then, those items will be the first thing heard during "Public Hearing."

Thank you,

Irene Gallion | Senior Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street | 4th Floor Marine View Building

Office: 907.586.0753

Fostering excellence in development for this generation and the next.

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Friday, January 1, 2021 1:23 PM
To: Irene Gallion <Irene.Gallion@juneau.org>; Beth McKibben <Beth.McKibben@juneau.org>; Alexandra Pierce <Alexandra.Pierce@juneau.org>
Cc: Demian A. Schane <dschane@gmail.com>
Subject: Calhoun Ave planning process

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Irene, Alex, and Beth,

Thanks for chatting with me recently. I wanted to confirm my understanding of the Calhoun Rebuild process before sharing with my neighbors:

*Community Development will be recommending that the Planning Commission approve the reconstruction of Calhoun Ave as proposed by the Engineering Department. The public has until Jan. 11th to submit comments. Publicly available information is here.**

The Engineering Department has said it is up to the Planning Commission and/or Assembly to decide if the scope of this project should include a broader look at safety upgrades necessary to address the bike and pedestrian issues that have been identified along this corridor for the past two decades.

The Planning Commission can choose to approve, deny, or approve the project with modifications. From there, the Commission will make a recommendation to the Assembly.

Is this summary accurate?

I also have a few additional questions:

1) * This site contains very little information about the project making it exceedingly difficult for the general public to comment. I also looked at the parcel viewer but did not quite see how that would inform anyone about what the scope of the project is. Am I missing something?

2) What happens after the Assembly makes their decision?

3) When (if ever) will there be an opportunity for meaningful public input? Did any of you have the chance to attend the meeting hosted by the Engineers on Dec. 22nd? While it was helpful to get a better overview of the project, especially since I haven't succeeded in finding any online, it clearly wasn't designed to solicit or incorporate the concerns of the neighborhood. The discussion with the Fire Department, for example, added confusion rather than clarity and was cut short rather than allowing us to more deeply understand the fire department's needs. Simply put, their presentation about condemning property did not make sense. While there were many good ideas shared, I highly doubt that any changes were incorporated in the one to two working days between the meeting on Dec. 22nd and when comments were due to incorporate into the staff report on Dec. 28th.

This map from Juneau Rides illustrates well Calhoun is indeed a Bike Boulevard. Numerous parents have said they won't let their kids bike to school because Calhoun is unsafe for cyclists. Proceeding with a rebuild of the corridor as-is seems to be inconsistent with the desire for walkability, bikeability, sustainability and active transportation laid out in the comprehensive plan and just about every other planning document.

Again, thank you for helping me understand this process and how neighbors and other users can make sure it is an investment that gets us a step closer to the community we envision.

Take care,

- Emily

723-6599

Irene Gallion

From: John Bohan
Sent: Wednesday, January 6, 2021 4:38 PM
To: Irene Gallion
Subject: FW: Calhoun: Additional questions and bike design ideas

Fyi.

Thanks
John Bohan, PE
CBJ Chief CIP Engineer
155 S. Seward St
Juneau AK 99801
(907)586-0876 fax 463-2606

From: John Bohan
Sent: Wednesday, January 6, 2021 3:55 PM
To: Emily Ferry <emily.ferry@gmail.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Nelson <John.Nelson@juneau.org>; 'Lucas Chambers' <lucas@prohns.com>
Subject: RE: Calhoun: Additional questions and bike design ideas

Emily, I would like to add a little more information to Lucas's response so you don't feel like you are getting the run around.

Engineering did look into Calhoun as a one way and quickly came up against the CCFR access challenges. Addressing these impacts, and the impacts to how traffic moves through Downtown Juneau, is a bigger project that requires additional traffic and engineering study, additional public process to allow all impacted users the opportunity to comment, and further decision making by the Planning Commission (PC) and Assembly on the ultimate outcome. The Calhoun Reconstruction project as approved for funding by the Assembly in the Capital Improvement Program, is an infrastructure maintenance project to repair the existing worn out, failing infrastructure, make betterments within the limitations of the existing space, and is the limit of the current project's scope.

If the PC and Assembly decide to broaden the scope of the Calhoun project we would begin the additional public outreach, forums, meetings, brainstorming for creative alternatives, and analysis needed to look at all the opportunities, benefits and impacts created by turning Calhoun into a one-way road. All of this information would be compiled into a presentation to the Planning Commission for them to provide their recommendations to the Assembly to ultimately decide the path forward. It is important to note that proceeding on reconstructing Calhoun, which is a in large part replacing failing utility infrastructure underground, does not preclude Calhoun from becoming a one way in the future (even near future). The policy question, and necessary public process surrounding it, can proceed with Assembly direction in concert with those improvements. Changing signage, striping and widening the sidewalk is only a small portion of the project cost.

Thank you for your input, commitment and involvement on this project. It is nice to work with individuals and neighborhoods that are engaged and care about the project outcomes and want to make things better.

Thanks
John Bohan, PE

CBJ Chief CIP Engineer
155 S. Seward St
Juneau AK 99801
(907)586-0876 fax 463-2606

From: Lucas Chambers <lucas@prohns.com>
Sent: Wednesday, January 6, 2021 1:40 PM
To: Emily Ferry <emily.ferry@gmail.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Bohan <John.Bohan@juneau.org>; John Nelson <John.Nelson@juneau.org>
Subject: RE: Calhoun: Additional questions and bike design ideas

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Emily,

The one way option was originally considered as an alternative to provide the corridor with wider sidewalks, bike lanes and eliminate the pinch point in the vehicle lanes between the rock fence and rock retaining wall/ staircase near the location of your property. It is not the current alternative being presented and became the not preferred option after CCFR said they would appose it because it would cause a reduction in access. So to your first point it is more accurate to say that the one way option on its face could fit into the scope of the project, but the other infrastructure improvements to make the one way option work for CCFR are outside the current scope of the project.

If the scope is expanded to allow for additional infrastructure improvements the one way option along with several other options including many that you have identified would be on the table for consideration. So to your second point if I am reading it correctly is correct.

Thanks,

Lucas Chambers, P.E.
Cell: (907) 738-7384
Office: (907) 780-4004

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Wednesday, January 6, 2021 12:14 PM
To: Lucas Chambers <lucas@prohns.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; john.nelson@juneau.org
Subject: Re: Calhoun: Additional questions and bike design ideas

Thanks Lucas,

So to be clear, it is accurate to say a oneway is not being considered right now because it is not part of the scope of the project.

It would not be accurate to say that the fire department's concerns exclude any discussion of oneway options if the scope is expanded.

Is that correct?

Thanks for clarifying,

Emily

On Wed, Jan 6, 2021 at 12:01 PM Lucas Chambers <lucas@prohns.com> wrote:

Emily,

I am simply passing along the reasons why CCFR apposes making portions of Calhoun a one way without making other modifications to the streets in the neighborhood or greater downtown area. At this point those other modifications are outside the current scope of this project. The Planning Commission will need to recommend to the Assembly the scope of the project be expanded and the Assembly would need to approve that recommendation for the scope of the project to expand or change. We are currently waiting to see what comes of that process and will move the project forward accordingly.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Tuesday, January 5, 2021 7:10 PM
To: Lucas Chambers <lucas@prohns.com>
Cc: Demian Schane <dschane@gmail.com>; john.nelson@juneau.org; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; Ethan Roemeling <ethan@prohns.com>
Subject: Re: Calhoun: Additional questions and bike design ideas

Hi Lucas,

The text shows up ok, but the response still doesn't make sense to us.

The trucks currently come up 9th street and head downtown via Calhoun. Under the scenario attached (one developed after learning of the Fire Department's concerns of making 9th oneway going downhill)) the fire department would still come up 9th street and head downtown via Calhoun. From downtown it is unlikely that they would need to race back to the firehouse; it's more likely that they would need quick access to the hospital.

In the very unlikely scenario that Egan *and* 9th were unavailable (so unlikely that there is no record of that ever happening), the oneway stretch of Calhoun could be constructed to allow for wrong-way access by the ladder truck and/or a smaller truck could shoot up 9th and stop traffic at the intersection of 8th and Calhoun while the ladder truck made its way toward town via 12th and Calhoun.

In fact, one could easily argue that the traffic pattern proposed here could make for easier, faster fire access. Chief Etheridge mentioned during our meeting - and I've observed - times when firefighters had to stop on 9th-Indian hill/curve, get out of their trucks, and wait until cars could reverse out of the corridor because the truck could not get past with two way traffic around those tight corners. A oneway would remove this known problem and create faster access to downtown. Similarly, a truck could move more quickly from town to the hospital via Calhoun if needed. Here's a picture of fire trucks cruising down Calhoun during Santa's tour of town this December. Note that the trucks are straddling the centerline.

Instead of focusing on "we can't" I'd love to have a meaningful conversation that looks at what the actual needs are and how we can meet them while improving safety for the many people who use this route every day.

Take care,

- Emily

Calhoun Ave map.pdf

On Tue, Jan 5, 2021 at 11:38 AM Lucas Chambers <lucas@prohns.com> wrote:

Emily and Demian,

It was brought to my attention that the text might not have shown up in red so I have pulled it out separately for clarity.

CCFR's needs and concerns are that they need an alternative route into and out of the downtown and Thane area of Juneau in the event that Egan Drive is unavailable. Currently Calhoun Ave is that alternative route. The fire engine truck can use W. 9th and W. 8th or W. 7th to enter or exist downtown, but can barely make the sharp 90 degree steep turn on W. 9th where it is confined by a concrete staircase on one side and a concrete retaining wall on the other side and is limited during winter weather conditions due to ice and snow berms. It also is required to do a multiple point turn leaving downtown on the corner of W. 7th and Indian St when cars are parked there. CCFR's ladder and tanker trucks cannot make the sharp turn on W. 9th Street. So their concern is a loss of access to this area in an emergency.

1. What is it about making 9th street one-way going up from Capitol Ave to Indian and on to 8th that creates the need to condemn private property on 9th, 7th, or any of those streets behind the Governor's House?

In order to allow for CCFR's ladder and tanker trucks to make the sharp 90 degree turn on W. 9th the roadway would need to be widened which would require acquiring Right-of-Way (ROW) from either of the adjacent private properties. There could be a need to eliminate parking spaces or create parking restrictions on the streets behind the Governor's House to facilitate turning movements of CCFR's fleet, but would not require acquiring ROW.

2. Has anyone collected information on how often, on average, the fire department uses 9th street each year and does it exhibit a preference for going up or down it? How often and in what instances does the department need to use Calhoun?

No specific data on how often CCFR uses the streets in question has not been collected as part of this project. It would only take one instance where Egan Drive is unavailable and the alternative route is need and Calhoun Ave is no longer available for this to be an issue. So the concern is not how often, but if the scenario did happen.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Lucas Chambers
Sent: Tuesday, January 5, 2021 11:25 AM
To: Demian Schane <dschane@gmail.com>; Emily Ferry <emily.ferry@gmail.com>
Cc: john.nelson@juneau.org; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; Ethan Roemeling <ethan@prohns.com>
Subject: RE: Calhoun: Additional questions and bike design ideas

Demian and Emily,

Please see my responses below in RED to your inquires about CCFR's concerns and needs.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Demian Schane <dschane@gmail.com>
Sent: Friday, January 1, 2021 1:22 PM
To: Emily Ferry <emily.ferry@gmail.com>
Cc: Lucas Chambers <lucas@prohns.com>
Subject: Re: Calhoun: Additional questions and bike design ideas

Hi Lucas and happy new year. I would like to expand on Emily's question concerning the Fire Department's concerns and ask two specific questions.

CCFR's needs and concerns are that they need an alternative route into and out of the downtown and Thane area of Juneau in the event that Egan Drive is unavailable. Currently Calhoun Ave is that alternative route. The fire engine truck can use W. 9th and W. 8th or W. 7th to enter or exist downtown, but can barely make the sharp 90 degree steep

turn on W. 9th where it is confined by a concrete staircase on one side and a concrete retaining wall on the other side and is limited during winter weather conditions due to ice and snow berms. It also is required to do a multiple point turn leaving downtown on the corner of W. 7th and Indian St when cars are parked there. CCFR's ladder and tanker trucks cannot make the sharp turn on W. 9th Street. So their concern is a loss of access to this area in an emergency.

When CBJ and you were discussing the complications of making Calhoun Ave one-way, there was a discussion with the Fire Chief about 9th Street. I believe John Bohan discussed the need for condemning private property at the curve on 9th and I think you mentioned the need for condemning private property along 7th Street where cars currently park.

At present, 7th street is one way and 9th street is two-way. Fire trucks often come up 9th street; we rarely see them going the other direction.

1. What is it about making 9th street one-way going up from Capitol Ave to Indian and on to 8th that creates the need to condemn private property on 9th, 7th, or any of those streets behind the Governor's House?

In order to allow for CCFR's ladder and tanker trucks to make the sharp 90 degree turn on W. 9th the roadway would need to be widened which would require acquiring Right-of-Way (ROW) from either of the adjacent private properties. There could be a need to eliminate parking spaces or create parking restrictions on the streets behind the Governor's House to facilitate turning movements of CCFR's fleet, but would not require acquiring ROW.

2. Has anyone collected information on how often, on average, the fire department uses 9th street each year and does it exhibit a preference for going up or down it? How often and in what instances does the department need to use Calhoun?

No specific data on how often CCFR uses the streets in question has not been collected as part of this project. It would only take one instance where Egan Drive is unavailable and the alternative route is need and Calhoun Ave is no longer available for this to be an issue. So the concern is not how often, but if the scenario did happen.

Thanks in advance for your thoughts.

On Fri, Jan 1, 2021 at 12:35 PM Emily Ferry <emily.ferry@gmail.com> wrote:

> Hi Lucas,

Thanks for chatting earlier this week. My husband and I were chatting and realized that we still don't have a good handle on the Fire Department's needs and concerns. Their explanation during the public meeting added to confusion and was cut-off before we could get more clarity. Do you have a clear understanding of their needs and concerns?

I've also been looking at some transportation planning resources. Again, we understand that the scope of this would need to be expanded in order for your firm to put more time and energy towards these ideas, but I wanted to share a few that might be worth exploring if the scope is indeed expanded.

On the uphill side of the street a slightly raised/colored bike lane or shared use path might be the best use of what is now a raised sidewalk with very limited use. This design manual from the Oregon Dept of Transportation has a lot of great info. Page 14 has some good images/examples. This might make it easier to plow and clear, and meet more needs (a landing spot for the homeowners on the uphill side as they exit their stairs, occasional pedestrian use, and a space for bikes to move over so cars can pass.)

A design that could visually mark the space for bikers and pedestrians but would allow for bikes to roll on to it could also potentially allow for a small pull-over space/loading zone on the uphill side. Right now homeowners, delivery trucks including heating fuel trucks either pull up on to the downhill sidewalk or stop in the middle of the road. Designing the corridor to accommodate this use could also help keep traffic flowing.

If we were able to carve out space for a loading zone, it would be very helpful to have the powerlines buried. I've included an email from Steve Benke with the Juneau Commission on Sustainability, which expands on that issue.

As for other features that could make it safer for bikes, "sharrows" might help indicate that the route is a bike boulevard; it is ok and expected that bikes take the lane, especially between the Governor's house and main street and along 12th st. from Cope Park to Glacier Ave. NACTO has another good manual with lots of ideas.

If a one lane loop is to be further indicated, I think a contra-flow bike lane would make the most sense. In other words, bikes could travel in both directions. Page 11 of the Oregon manual describes this well.

Take care,

- Emily

From Steve Behnke:

They're probably too detailed for this phase, but I can think of 2 things relating to both the climate action plan and the Juneau Renewable Energy Strategy that should be considered:

1) Conduit/wiring should be incorporated for public EV chargers — esp. for places that don't have off-street parking. We're trying to get the CBJ to consider this whenever they tear up stuff downtown, and they're starting to work on a policy.

2) Access/chases for either hot water pipes for a future district heating system or for "warm" water piping for individual ground-source heat pumps. There's nothing really in the works for either of these, but they would make sense, and just having them mentioned would be useful.

From: Kristin Garot <garotk@gmail.com>
Sent: Wednesday, January 06, 2021 9:16 PM
To: PC_Comments
Subject: Calhoun Ave considerations

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission Members,

I urge you to consider options for developing safer routes for students and staff traveling to and from school.

For almost 20 years I traversed Calhoun Ave from my home on Gastineau Ave to my place of employment on Glacier Ave -- I understand firsthand the dangers that section of road presents to all its users - folks walking, biking, driving are all put in danger on the narrow streets and sidewalks.

In my current role, I know this is a street students in my school use regularly traveling to and from school and home, where students at my school pass through on field trips to the capitol or city museum.

As you plan for the rebuild of Calhoun Ave, we encourage the City and Borough of Juneau Assembly, Planning Commission, and Engineering Department to consider creative options for enhancing safe, active transportation options for our students and our community.

Sincerely,

Kristin Garot

From: Michael Hekkers <mikehekkers@yahoo.com>
Sent: Thursday, January 07, 2021 8:53 AM
To: PC_Comments
Subject: Calhoun Ave Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Please consider the narrowness of the road and the lack of bike lanes and adequate sidewalk width.
My son has risked his life biking in that corridor to school. Some people speed through there too. Speeds should be reduced maybe through speed humps?
Mike Hekkers
423 3rd St.
Downtown

From: Darren Snyder <darrengsnyder@gmail.com>
Sent: Thursday, January 07, 2021 11:36 AM
To: PC_Comments
Subject: Calhoun Ave project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Greetings Planning Commission Members,
From my decades of experience as a regular user of Calhoun Ave, I find that this vital corridor is too narrow to safely, simultaneously, accommodate two-way vehicle traffic, pedestrians, bikers and disabled persons. This is apparent to all who go through that area. It was simply not originally designed to the necessary scale and, since widening it enough is not an option, something has to give.
The best option that I have been made aware of is a one-way vehicular traffic route which accommodates every identified need and provides improvement in safety while also improving health and wellbeing of our citizens by promoting more walking, biking and other non-vehicular transportation. The increased time impact to vehicular commuters with this option is minimal and well worth the benefits to all of the users positively impacted.
In the interest of your time, I will end here, but am happy to expound on specific impacts, needs, etc if contacted to do so.
Thank you for your important work for our community.
Best,
Darren Snyder
527 5th St.,
Douglas, AK 99801

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Thursday, January 07, 2021 11:22 PM
To: PC_Comments
Subject: Additional Comments on Calhoun Ave Reconstruction

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Members of the Planning Commission,

My husband and I first shared a letter regarding the Calhoun Avenue Reconstruction process in early November. Since then we've talked, messaged, and emailed with dozens of neighbors and city officials. We've examined every aspect of the road and how people use it. I'm writing now to share what we've learned in order to help inform your decision-making process.

I'll focus on several key points and share a lot of supporting information in the form of emails and photos.

1) Calhoun is a critical artery for our community; it is one of only three ways to move among the shops and restaurants downtown and the schools, parks, and residences. Calhoun is the preferred route for walkers and bikers as it is more direct, less hilly and relatively speaking has less traffic than Egan or Willoughby. Groups of preschoolers, state office workers, kids going to and from school, and residents from Wildflower Court walk this route daily. In the spring, legislators and staffers walk to the Capitol Building, and in the summer maps and signs direct tourists to the Governor's House, Cope Park, and Evergreen Cemetery. And even more kids are riding their bikes and braving the narrow roadway to access the new pump park at Cope Park. Unfortunately - though understandably - there are many parents who won't allow their kids to ride their bikes to school or the park simply because Calhoun is too dangerous.

Below are some pictures to illustrate our concerns.

A group of kids from Discovery Preschool going to Cope Park. Note that the car passing them is straddling the center line to pass safely.

TO MENDENHALL VALLEY
EGAN DR
HARBOR WAY
AURORA HARBOR
BEHRENDS AVE
COLEMAN ST
ASH ST
WILLOW DR
HIGHLAND DR
EVERGREEN AV
TROY AVE
ALDER ST
GLACIER AVE
SEATER ST
Evergreen Cemetery
Juneau -Douglas High School
GASTINEAU CHANNEL
Harborview Elementary School
W TWELFTH ST
W ELEVEN
Yaakoosgé Daakahídi Alternative High School
F ST
HARRIS HARBOR
HARBOR WAY
W NINTH ST
W EIGHTH ST
TO EAGLE CREST AND PETERSON CREEK
Douglas Bridge
N DOUGLAS HWY
Kowee Creek
SITKA ST
DOUGLAS HWY
NOWELL AVE
FOSTER AVE
CORDOVA ST

Image from the Juneau Rides bike map. Note that Calhoun, while being the most direct and flat route for bike riders - especially kids headed from downtown neighborhoods to schools - is also shown in yellow as a weak and dangerous link in our bike infrastructure.

A commercial truck straddled the sidewalk for over an hour forcing anyone walking home from school or work to step into the sidewalk as cars come up the hill and around the corner at fairly high speeds. With limited parking for the apartments along the corridor, it's not uncommon for commercial trucks or residents dropping off groceries to fill the lane or take the sidewalk.

2) Safety and other issues along the route have been well-documented for years. Juneau has at least 10 different planning documents calling for walkability, sustainability, non-motorized, and active transportation:
2001 Area-wide Transportation Plan
2004 Long Range Waterfront Plan
2004 Downtown Tourism Transportation Study
2008 Capital Transit Development Plan
2009 Juneau Non-Motorized Transportation Plan
2011 Juneau Climate Action and Implementation Plan
2012 Willoughby District Land Use Plan
2012 Safe Routes to Schools
2013 Juneau Comprehensive Plan
202? Blueprint Downtown

At least four of those specifically name Calhoun as a safety concern and/or make recommendations for improving it:

2001 Area-wide Transportation Plan
Sidewalks in the Flats neighborhood are too narrow in general; Calhoun Avenue specifically is too narrow for bicyclists and vehicles to share the street.
2009 Juneau Non-Motorized Transportation Plan
Sidewalks and streetscape improvements: Traffic calming to increase safety for pedestrians. Options include narrowing travel lanes, reducing the speed limit, and adding signs.

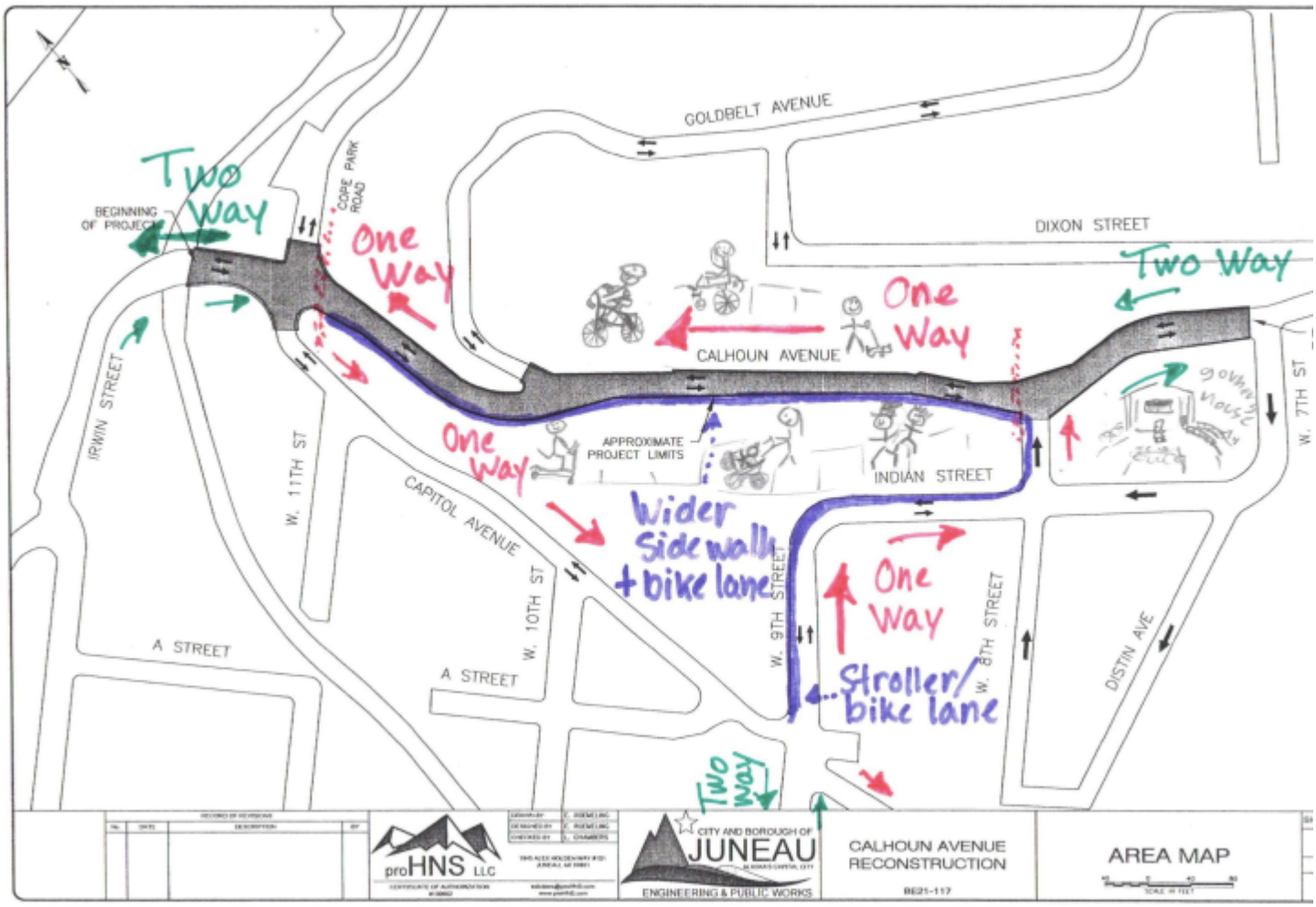
2012 Safe Routes to Schools

Calhoun is a narrow winding road with narrow sidewalks in spots. This is a “short-cut” to bypass Egan that many vehicles take in the fall, winter, and spring, and frequently exceed the speed limit according to parent observations.

2020 Blueprint Downtown

Implement traffic calming through streetscape design and/or enforcement to improve walking environment and provide safer crossing opportunities.

3) There has been no planning process to specifically address the safety and design concerns of the neighborhood. The Willougby District Plan excluded the Calhoun Neighborhood and the Blueprint Downtown has been largely focused on accommodating the tourism industry and does not include a blueprint for residential neighborhoods. While downtown residents shared a number of creative suggestions during the project presentation from the Engineering Department on December 22nd, the Department has made it abundantly clear that they are not going to consider any suggestions unless directed to do so by the Planning Commission and/or Assembly. The engineers from ProHNS who were contracted to work on this project were the first to suggest a one-way option as a way to improve safety in an incredibly narrow right of way. We tried to envision what a one-way "loop" that could keep traffic flowing and maintain critical fire access might look like and, with the help of our ten-year old daughter, came up with this concept.



We're not sure if this is the best design, but we whole-heartedly believe that this and other more simple design considerations warrant a meaningful and well-considered evaluation. For example, bike passing zones on the hill, "sharrows" that identify the lane is to be shared with bikes, and a stop sign by the Governor's House at the intersection with 8th Street could improve safety. What's more, my husband and I would be willing to engage in a conversation about letting the city use more of our property in order to create passing zones on the sidewalk.

I'd also like to note that we understand that the fire department needs quick access to downtown and to the hospital. We want that too. However, the Engineering Department's claim that one-way routes cannot be considered due to the Fire Department's concerns simply does not make sense to us. When we asked for further explanation, we were essentially told that the Planning Commission would have to expand the scope of the project in order to address our questions. (Our email chain is copied below.)

4) Capital Ave and a portion of Calhoun Ave are supposed to be rebuilt this summer, with the second portion of Calhoun Ave to be rebuilt in the following summer. Why these three projects, which all influence the safety, feel and flow of the neighborhood, were not considered together is a bit baffling. What's more, if construction is happening on both Calhoun and Capital in the same summer, that will create a bit of a nightmare scenario for residents and truly limit fire access to downtown. These projects should be considered and planned in a comprehensive way.

In closing, we do not believe this project as currently designed and presented aligns with the Comprehensive Plan, the Non-motorized Transportation Plan, or the eight other plans that call for increased walkability, sustainability, and active transportation. Raising the height of the sidewalk is simply not enough to address the significant safety issues, and the planning process up to this point has not been at all reflective of the processes and policies outlined in CBJ's planning documents. We urge you to expand the scope of this project to address the needs expressed in 20 years worth of plans as well as the concerns and hopes of current residents.

Sincerely,
- Emily Ferry
836 Calhoun Ave
907 723-6599

Excerpts of a recent exchange with project Engineers re: CCFR's concerns and project scope (best read from the bottom up)

Emily Ferry <emily.ferry@gmail.com> Jan 6, 2021, 6:47 PM (1 day ago)
to John, Demian, Ethan, John, Lucas

Thanks for this John and Lucas,

To be clear, we are not committed to a oneway road per se, but do believe that this corridor is too critical and too unsafe to be rebuilt in essentially the same way.

And while I appreciate the “we could always do that in the future” sentiment, the truth is that residents nearly had to bring about a trump-style siege of city hall just to get the mirror drivers use to make the turn off of goldbelt replaced. It’s hard to imagine this road will get a second look after construction is complete.

Take care,
Emily

On Wed, Jan 6, 2021 at 3:55 PM John Bohan <John.Bohan@juneau.org> wrote:

Emily, I would like to add a little more information to Lucas's response so you don't feel like you are getting the run around.

Engineering did look into Calhoun as a one way and quickly came up against the CCFR access challenges. Addressing these impacts, and the impacts to how traffic moves through Downtown Juneau, is a bigger project that requires additional traffic and engineering study, additional public process to allow all impacted users the opportunity to comment, and further decision making by the Planning Commission (PC) and Assembly on the ultimate outcome. The Calhoun Reconstruction project as approved for funding by the Assembly in the Capital Improvement Program, is an infrastructure maintenance project to repair the existing worn out, failing infrastructure, make betterments within the limitations of the existing space, and is the limit of the current project's scope.

If the PC and Assembly decide to broaden the scope of the Calhoun project we would begin the additional public outreach, forums, meetings, brainstorming for creative alternatives, and analysis needed to look at all the opportunities, benefits and impacts created by turning Calhoun into a one-way road. All of this information would be compiled into a presentation to the Planning Commission for them to provide their recommendations to the Assembly to ultimately decide the path forward. It is important to note that proceeding on reconstructing Calhoun, which is a in large part replacing failing utility infrastructure underground, does not preclude Calhoun from becoming a one way in the future (even near future). The policy question, and necessary public process surrounding it, can proceed with Assembly direction in concert with those improvements. Changing signage, striping and widening the sidewalk is only a small portion of the project cost.

Thank you for your input, commitment and involvement on this project. It is nice to work with individuals and neighborhoods that are engaged and care about the project outcomes and want to make things better.

Thanks

John Bohan, PE

CBJ Chief CIP Engineer

155 S. Seward St

Juneau AK 99801

(907)586-0876 fax 463-2606

From: Lucas Chambers <lucas@prohns.com>
Sent: Wednesday, January 6, 2021 1:40 PM
To: Emily Ferry <emily.ferry@gmail.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Bohan <John.Bohan@juneau.org>; John Nelson <John.Nelson@juneau.org>
Subject: RE: Calhoun: Additional questions and bike design ideas

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Emily,

The one way option was originally considered as an alternative to provide the corridor with wider sidewalks, bike lanes and eliminate the pinch point in the vehicle lanes between the rock fence and rock retaining wall/ staircase near the location of your property. It is not the current alternative being presented and became the not preferred option after CCFR said they would appose it because it would cause a reduction in access. So to your first point it is more accurate to say that the one way option on its face could fit into the scope of the project, but the other infrastructure improvements to make the one way option work for CCFR are outside the current scope of the project.

If the scope is expanded to allow for additional infrastructure improvements the one way option along with several other options including many that you have identified would be on the table for consideration. So to your second point if I am reading it correctly is correct.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Wednesday, January 6, 2021 12:14 PM
To: Lucas Chambers <lucas@prohns.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; john.nelson@juneau.org
Subject: Re: Calhoun: Additional questions and bike design ideas

Thanks Lucas,

So to be clear, it is accurate to say a oneway is not being considered right now because it is not part of the scope of the project.

It would not be accurate to say that the fire department's concerns exclude any discussion of oneway options if the scope is expanded.

Is that correct?

Thanks for clarifying,

Emily

On Wed, Jan 6, 2021 at 12:01 PM Lucas Chambers <lucas@prohns.com> wrote:

> Emily,
>
> I am simply passing along the reasons why CCFR apposes making portions of Calhoun a one way without making other modifications to the streets in the neighborhood or greater downtown area. At this point those other modifications are outside the current scope of this project. The Planning Commission will need to recommend to the Assembly the scope of the project be expanded and the Assembly would need to approve that recommendation for the scope of the project to expand or change. We are currently waiting to see what comes of that process and will move the project forward accordingly.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Tuesday, January 5, 2021 7:10 PM
To: Lucas Chambers <lucas@prohns.com>
Cc: Demian Schane <dschane@gmail.com>; john.nelson@juneau.org; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; Ethan Roemeling <ethan@prohns.com>
Subject: Re: Calhoun: Additional questions and bike design ideas

Hi Lucas,

The text shows up ok, but the response still doesn't make sense to us.

The trucks currently come up 9th street and head downtown via Calhoun. Under the scenario attached (one developed after learning of the Fire Department's concerns of making 9th oneway going downhill)) the fire department would still come up 9th street and head downtown via Calhoun. From downtown it is unlikely that they would need to race back to the firehouse; it's more likely that they would need quick access to the hospital.

In the very unlikely scenario that Egan *and* 9th were unavailable (so unlikely that there is no record of that ever happening), the oneway stretch of Calhoun could be constructed to allow for wrong-way access by the ladder truck and/or a smaller truck could shoot up 9th and stop traffic at the intersection of 8th and Calhoun while the ladder truck made its way toward town via 12th and Calhoun.

In fact, one could easily argue that the traffic pattern proposed here could make for easier, faster fire access. Chief Etheridge mentioned during our meeting - and I've observed - times when firefighters had to stop on 9th-Indian hill/curve, get out of their trucks, and wait until cars could reverse out of the corridor because the truck could not get past with two way traffic around those tight corners. A oneway would remove this known problem and create faster access to downtown.

Similarly, a truck could move more quickly from town to the hospital via Calhoun if needed. Here's a picture of fire trucks cruising down Calhoun during Santa's tour of town this December. Note that the trucks are straddling the centerline.

Instead of focusing on "we can't" I'd love to have a meaningful conversation that looks at what the actual needs are and how we can meet them while improving safety for the many people who use this route every day.

Take care,

- Emily

From: Lucas Chambers
Sent: Tuesday, January 5, 2021 11:25 AM
To: Demian Schane <dschane@gmail.com>; Emily Ferry <emily.ferry@gmail.com>
Cc: john.nelson@juneau.org; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; Ethan Roemeling <ethan@prohns.com>
Subject: RE: Calhoun: Additional questions and bike design ideas

Demian and Emily,

Please see my responses below in RED to your inquires about CCFR's concerns and needs.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Demian Schane <dschane@gmail.com>
Sent: Friday, January 1, 2021 1:22 PM
To: Emily Ferry <emily.ferry@gmail.com>

Cc: Lucas Chambers <lucas@prohns.com>
Subject: Re: Calhoun: Additional questions and bike design ideas

Hi Lucas and happy new year. I would like to expand on Emily's question concerning the Fire Department's concerns and ask two specific questions.

CCFR's needs and concerns are that they need an alternative route into and out of the downtown and Thane area of Juneau in the event that Egan Drive is unavailable. Currently Calhoun Ave is that alternative route. The fire engine truck can use W. 9th and W. 8th or W. 7th to enter or exist downtown, but can barely make the sharp 90 degree steep turn on W. 9th where it is confined by a concrete staircase on one side and a concrete retaining wall on the other side and is limited during winter weather conditions due to ice and snow berms. It also is required to do a multiple point turn leaving downtown on the corner of W. 7th and Indian St when cars are parked there. CCFR's ladder and tanker trucks cannot make the sharp turn on W. 9th Street. So their concern is a loss of access to this area in an emergency.

When CBJ and you were discussing the complications of making Calhoun Ave one-way, there was a discussion with the Fire Chief about 9th Street. I believe John Bohan discussed the need for condemning private property at the curve on 9th and I think you mentioned the need for condemning private property along 7th Street where cars currently park.

At present, 7th street is one way and 9th street is two-way. Fire trucks often come up 9th street; we rarely see them going the other direction.

1. What is it about making 9th street one-way going up from Capitol Ave to Indian and on to 8th that creates the need to condemn private property on 9th, 7th, or any of those streets behind the Governor's House?

In order to allow for CCFR's ladder and tanker trucks to make the sharp 90 degree turn on W. 9th the roadway would need to be widened which would require acquiring Right-of-Way (ROW) from either of the adjacent private properties. There could be a need to eliminate parking spaces or create parking restrictions on the streets behind the Governor's House to facilitate turning movements of CCFR's fleet, but would not require acquiring ROW.

2. Has anyone collected information on how often, on average, the fire department uses 9th street each year and does it exhibit a preference for going up or down it? How often and in what instances does the department need to use Calhoun?

No specific data on how often CCFR uses the streets in question has not been collected as part of this project. It would only take one instance where Egan Drive is unavailable and the alternative route is need and Calhoun Ave is no longer available for this to be an issue. So the concern is not how often, but if the scenario did happen.

Thanks in advance for your thoughts.

On Fri, Jan 1, 2021 at 12:35 PM Emily Ferry <emily.ferry@gmail.com> wrote:

Hi Lucas,

Thanks for chatting earlier this week. My husband and I were chatting and realized that we still don't have a good handle on the Fire Department's needs and concerns. Their explanation during the public meeting added to confusion and was cut-off before we could get more clarity. Do you have a clear understanding of their needs and concerns?

I've also been looking at some transportation planning resources. Again, we understand that the scope of this would need to be expanded in order for your firm to put more time and energy towards these ideas, but I wanted to share a few that might be worth exploring if the scope is indeed expanded.

On the uphill side of the street a slightly raised/colored bike lane or shared use path might be the best use of what is now a raised sidewalk with very limited use. This design manual from the Oregon Dept of Transportation has a lot of great info. Page 14 has some good images/examples. This might make it easier to plow and clear, and meet more needs (a landing spot for the homeowners on the uphill side as they exit their stairs, occasional pedestrian use, and a space for bikes to move over so cars can pass.)

A design that could visually mark the space for bikers and pedestrians but would allow for bikes to roll on to it could also potentially allow for a small pull-over space/loading zone on the uphill side. Right now homeowners, delivery trucks including heating fuel trucks either pull up on to the downhill sidewalk or stop in the middle of the road. Designing the corridor to accommodate this use could also help keep traffic flowing.

If we were able to carve out space for a loading zone, it would be very helpful to have the powerlines buried. I've included an email from Steve Benke with the Juneau Commission on Sustainability, which expands on that issue.

As for other features that could make it safer for bikes, "sharrows" might help indicate that the route is a bike boulevard; it is ok and expected that bikes take the lane, especially between the Governor's house and main street and along 12th st. from Cope Park to Glacier Ave. NACTO has another good manual with lots of ideas.

If a one lane loop is to be further indicated, I think a contra-flow bike lane would make the most sense. In other words, bikes could travel in both directions. Page 11 of the Oregon manual describes this well.

Take care,

- Emily

836 Calhoun Avenue
Juneau, AK 99801

January 8, 2021

Planning Commission
The City & Borough of Juneau,
Department of Community Development
155 S. Seward St.
Juneau, AK 99801

Submitted via Email

Re: Comments on the Calhoun Avenue Rebuild Project (CSP2020 0011)

Dear Commissioners:

I previously submitted comments on the above-referenced project via email, and I submit these additional comments to express my concern that the proposed Calhoun Avenue Rebuild Project does not comply with the 2013 Comprehensive Plan of the City & Borough of Juneau (Comprehensive Plan). That plan "adopted as an addendum" the 2009 Non-Motorized Transportation Plan (NMTP). Comp. Plan at 115. Accordingly, a failure to comply with the Non-Motorized Transportation Plan constitutes a failure to comply with the Comprehensive Plan.

The Comprehensive Plan provides that one of the top six priorities for Juneau's 2001 Area Wide Transportation Plan is the establishment and maintenance of "bicycle lanes, pathways, sidewalks and bus stops where they are needed." Comp. Plan at 101. The Comprehensive Plan explains (at p. 115):

> Improved pedestrian and bicycle movement within and between major shopping and employment centers, schools and other concentrations of population are needed. Pedestrian and bicycle facilities are needed to provide safer and more efficient movement within and between neighborhoods and major concentrations of population. These facilities are also important as an aspect of recreation and can contribute to community health by facilitating active transportation and recreation.

In the Non-Motorized Transportation Plan, the first three of the plan's five goals are (p. 1):

> 1. Use new approaches to street design that focus on working together early in project design to plan and build transportation projects that address the needs of all users: pedestrians, cyclists, public transit riders and motorists.
>
> 2. Encourage an increase in bicycling, walking and other active forms of transportation by providing safe, efficient and easy-to-use facilities that connect activity centers.

> 3. Improve Juneau's non-motorized transportation network and decrease the number of bicycle and pedestrian related accidents by identifying unsafe conditions, network gaps and deficiencies and making necessary improvements to sidewalks, bike lanes, paved shoulder lanes, separated paths, intersections and crosswalks.

As a general matter, the failure to widen the sidewalks or explore bike safety infrastructure in the Calhoun Ave rebuild project is inconsistent with these goals.

Similarly, the Non-Motorized Transportation Plan provides that "Sidewalks should be a minimum of 5 feet wide and meet the requirements of the American Disabilities Association for providing barrier free access." NMP at 41. Here, the sidewalks will be rebuilt only to 4 feet; therefore, the project is not consistent with Comprehensive Plan's recommendation on sidewalk width.

Further, the Non-Motorized Transportation Plan specifically identifies Calhoun Avenue as a medium priority for "Sidewalk and Streetscape Improvements" in the downtown area, highlighting the need for "[t]raffic calming to increase safety for pedestrians." NMTP at 57. Such calming measures may include "narrowing travel lanes, reducing speed limit, [and] adding signs." Id. Here, CBJ is proposing none of those options. Indeed, the only "traffic calming" measure that it has proposed is to rebuild the sidewalk to its initial height. I submit that that hardly constitutes a traffic calming measure. In short, the design of the project fails to meet the spirit and specific guidelines of the Non-Motorized Transportation Plan, as contained in and adopted by the Comprehensive Plan.

Finally, the process through which CBJ developed the rebuild project is inconsistent with the Non-Motorized Transportation Plan. The plan sets forth a policy for municipal projects and directs CBJ to "[i]mprove the process for Planning Commission review of CBJ projects to allow timely comment on non-motorized infrastructure and routes." NMTP at 68. The plan explains that this policy aims to "ensure consideration is given early in the project design to the recommended infrastructure improvements, policies and actions in this Non-Motorized Transportation Plan when the CBJ is designing or upgrading streets, sidewalks, trails, harbors and other projects that pedestrians and bicyclists will use. Waiting until the design is already significantly underway, complete or the project is ready to bid is too late for meaningful review and modification." NMTP at 69.

Here, the project under the Commission's review is too far along to permit serious consideration on ways to incorporate potential infrastructure improvements needed for pedestrian and bicycle safety. For example, as a resident of Calhoun Avenue who already allows the city to use 0.5 feet of my private land for sidewalk use, CBJ has never engaged me in a discussion of whether I would permit a larger use to accommodate a wider sidewalk. I am confident we could reach an agreement for that.

Similarly, when CBJ invited residents to discuss the project and ask questions, we raised the possibility of making a portion of Calhoun Avenue a one-way street. CBJ explained, however, that that option is not on the table. I understand that CBJ had considered it earlier in time but dismissed it from further or detailed consideration because the Fire Department expressed

opposition, principally on the ground that it would like to preserve two-way access on all of Calhoun Avenue so that that street can serve as an alternate route to downtown and Thane when Egan Drive is closed or otherwise unavailable.

I do not have a firm grasp of the Fire Department's concerns and obviously believe they deserve significant consideration. At this point, however, I do not believe there has been a meaningful review of a one-way option, including the safety risks that that would create balanced with the pedestrian/cyclist safety risks that that would improve.

In light of the above inconsistencies with the Comprehensive Plan, I respectfully request that the Planning Commission direct the City's planning staff to cure those defects by expanding the scope of the project in order to explore with the Commission and public ways to improve pedestrian and bicycle movement and institute traffic calming measures along Calhoun Avenue. I personally would like the City to widen the sidewalk along Calhoun Avenue to five feet (at least along as many sections as feasible), include bicycle safety infrastructure, and include measures to encourage vehicular through-traffic to use the main and wider artery, Egan Drive.

Thank you.

Sincerely,

Demian Schane

Demian A. Schane

From: Britt Tonnessen <betonnessen@gmail.com>
Sent: Saturday, January 09, 2021 9:36 PM
To: PC_Comments
Subject: Calhoun Ave

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission,

I've recently heard about the Calhoun Ave project and the potential to increase the project for further developments including potentially making it a one way street.

As a home owner and resident in the Highlands and previously a tenant in the Flats, I believe this would significantly impact our access to downtown. I also believe it would significantly cram up traffic downtown in the summer. I would recommend, before starting anything or moving further, seeking the input house to house in the communities directly affected and other communities about how this would impact them. There are many many people who do not follow social media or are otherwise out of the digital loop and to be inclusive on the decisión i believe requires extra care.

I'm all about pedestrian friendly and bikes but this is one of the two major entrances year round in to downtown.

Thank you for your consideration and time.

Kind regards,
Britt Tonnessen

Thank you for your consideration.

Sent from my iPhone

From: Alida Bus <alidabus@gmail.com>
Sent: Sunday, January 10, 2021 8:05 AM
To: PC_Comments
Subject: Calhoun

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello,

I've walk- and bike- commuted via Calhoun for a little over a decade. Sidewalks are narrow for walking and the street is narrow for cycling. I'm supportive of expanding the scope of the rebuild to consider safety and improvements for walkability and cycling, including widening the sidewalks.

Thanks for all you do for our community by serving on the Planning Commission.

Best,

--
Alida Bus
(907) 209-9128
alidabus@gmail.com

From: sally.schlichting@gmail.com
Sent: Sunday, January 10, 2021 10:01 AM
To: PC_Comments
Subject: Calhoun Ave project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission,

Thank you for embarking on this complex project. I am a downtown resident who walks and drives Calhoun on a daily basis, in both directions. I am not a fan of speed bumps, but I think a speed limit sign should be posted, but not sure what other traffic calming solutions are feasible. Speed bumps aren't the worst idea if nothing else seems appropriate.

I also bike Calhoun in the summer. This is an important bike route for getting to and from downtown because it's safer and shorter than going along Egan Drive. A bike lane doesn't seem possible without making the street one-way, and if it was one way, then theoretically, I couldn't bicycle Calhoun either out or coming back. I would like this thoroughfare to remain two-way if at all possible. But I wonder if there are other solutions, like signs instructing cars to yield to bikes and pedestrians, in lieu of that. I, like most pedestrians probably, would also like the sidewalk in front of the Choate residence to be wider and higher, especially here:

Thank you for considering my comments on this challenging project. Calhoun is one of the most pleasant streets in downtown Juneau, whether walking, driving or bicycling. I hope we can preserve that character.

Sally Schlichting
419 Kennedy Street

From: Barb Mecum <blmecum@gmail.com>
Sent: Sunday, January 10, 2021 3:22 PM
To: PC_Comments
Subject: Calhoun Ave. Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi,
Hoping the Calhoun Ave. rebuild can be done in a way to take into consideration bicycle and pedestrian traffic.
Thank you for your consideration,
Barb Mecum

From: Tom Paul <tomjan@gci.net>
Sent: Sunday, January 10, 2021 4:11 PM
To: PC_Comments
Subject: Calhoun Ave rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Planning Commission members:

We live at 525 W 9th St in the "Flats" and have been in our home here for 27 years. We are concerned about some ideas that are being floated about the Calhoun Ave. rebuild scheduled for this summer. Whereas we are all for improving safety for pedestrians, bicyclists, residents and drivers, we are also concerned that some proposals would drastically and adversely impact traffic flow between our neighborhood and downtown including on 9th St.

Before any changes such as one-way traffic or bike lanes are made, it is important for the city to do a full and complete study about how such changes affect not just the few residents on Calhoun and the immediate area, but also those of us who regularly depend on that artery for access to and from downtown and others living elsewhere who pass through the neighborhoods around that street.

At this point we are not convinced that making Calhoun one-way would be a good thing. It is likely that would move considerable traffic to the already unsafe 9th Street hill and curve by the Governor's House. We believe, based on our decades of experience driving in downtown Juneau, two-way traffic on narrow streets naturally inspires more caution in drivers than when they are on one-way streets.

We strongly support rebuilding the sidewalk on the west side of Calhoun to a safer width and elevating it to a safe height above the roadway. We also hope the mirror at the Goldbelt intersection will be replaced with one that is big enough to be useful.

If the street is too narrow to accommodate a standard safe sidewalk width, perhaps the sidewalk on the east side of Calhoun between Distin and the Goldbelt intersection could be removed. A safe sidewalk on one side of the street is better than two unsafe ones on both sides. Access from the three eastside residences to the sidewalk on the west side could be accomplished by installing marked crosswalks perhaps even with flashing lights.

Another improvement to safety might be installing speed bumps as well as posting a lower speed limit. While we understand that the Street Division doesn't typically favor speed bumps, there is precedent for their use, as they have been installed in sensitive traffic areas to reduce speeding and <u>are effective</u> (e.g., Riverside Dr./Mint Way, Auke Recreation Area).

No downtown street currently has bike lanes. Bike lanes make sense where there is room to construct them. Adding a bike lane to an already constricted right-of-way does not make sense to us.

We understand and share the desire to make Calhoun Ave. a safer thoroughfare for nearby residents and all Juneauites. We also know it will be difficult to do. We hope any solutions will be arrived at only after thorough study and consideration of the needs of all residents.

Tom Paul
Jan Caulfield

From: Claire Fordyce <clairefordyce@hotmail.com>
Sent: Sunday, January 10, 2021 5:52 PM
To: PC_Comments
Subject: Calhoun Ave considerations

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello Planning Commission members,

Thank-you for this opportunity to weigh in on the important and timely topic of planning for Calhoun Ave.

Just yesterday after descending the stairs to Calhoun Ave, I stopped at the Pedestrian Crossing by the Governor's House, looked left, right and left again. 4 Pedestrians ran in both direction across Calhoun to safety just ahead of cars traveling at 30 mph in both directions. Cars do not consider it a Pedestrian crossing and pedestrians know better. When the Ave is coated in snow and ice, it is not able to be traversed by adult pedestrians with speed. Most neighbors have stories of a near hit, and the peril their children and dogs face using this crossing, and both intersections either side of the Governor's House. I was traveling to visit my daughter and shop at IGA on a cold Saturday afternoon in January. Consider how much greater the threat is for children walking or cycling to and from school, or for locals when buses transporting tourists careen along winding Calhoun Ave. It is not straight or wide enough to be safe.

I support research, analysis and planning to improve safe pedestrian use of Calhoun Ave. In the context of increased housing density that addresses Juneau's housing shortage, it is savvy development.

Reconfiguring Calhoun is a rare opportunity and the chance to do it right, is before the Planning Commission.

Kind Regards

Claire Fordyce

From: Morgan Michels <memichels.ak@gmail.com>
Sent: Sunday, January 10, 2021 7:04 PM
To: PC_Comments
Subject: Public Comment: Calhoun Ave Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission,
My name is Morgan Michels and I am writing to encourage the Planning you to expand the scope of this once-in-a-generation rebuild to consider bike and pedestrian safety. This is a chance to improve a weak link in our biking infrastructure in Juneau.
So many in Juneau, myself included have the opportunity to ride to work as distances are relatively short from the surrounding residential areas of twin lakes or west Juneau however, safety for riders and pedestrians is a real concern as there is often high traffic and not a lot of room or riding on the road is the only option, please direct the engineering department to include bike safety in their planning.
Best,
Morgan Michels
4016 Ridge Way Juneau, AK 99801

From: linda rosenthal <linda.rosenthal@gmail.com>
Sent: Sunday, January 10, 2021 8:46 PM
To: PC_Comments
Subject: Calhoun Ave Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To The Planning Commission:

We are writing to urge you to look at alternatives to the plan that is currently under consideration. We, like our neighbors, are concerned about the safety of pedestrians as well as the safety of drivers who enter the notoriously dangerous intersection at Calhoun Ave. and W. 8th St.

We ask that you please give serious consideration to all proposals that come before you.

Thank you for your time and attention

Linda and Paul Rosenthal
342 Distin Ave
Juneau, AK 99801
907-586-1934

From: Robin Stratton MacDonald <kingfisher_rsm@yahoo.com>
Sent: Sunday, January 10, 2021 10:42 PM
To: PC_Comments
Subject: Calhoun project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To whom it may concern:
My family and I reside at 965 Goldbelt Ave, just a couple of houses up from the Calhoun- Goldbelt intersection. We have lived at this address for just over 9 years and I wish to share my thoughts on the Calhoun project that is being planned.

Based on my daily observations, Calhoun (and Goldbelt) is a very heavily used area, both by pedestrians and cyclists of all ages. I strongly encourage you to examine this project more thoroughly before simply replacing what currently exists. Now is the time to make Calhoun safer for pedestrian traffic. While the present plan is one choice, I believe the best path forward is further study and identification of other viable choices that focus on safety. Calhoun is one of the most used pedestrian corridors in the downtown Juneau area, and deserves more planning attention.
Thank you very much,
Robin Stratton MacDonald
907-321-7132

Sent from my iPhone

From: Marilyn Holmes <holmesm@gci.net>
Sent: Monday, January 11, 2021 12:34 AM
To: PC_Comments
Subject: Finding Space to Make Calhoun A One Way St.

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

For the consideration of the Planning Commission:

When considering turning Calhoun Ave into a one way street between The Mansion and Cope Park, two issues arose for the fire department:

The fire chief claims
1.) that the proposed new access route through the 9th street pinch point is too difficult for their larger trucks to travel

2.) that parked cars on Indian St and 8th St would prevent fire trucks from accessing Calhoun.

So here are a couple of ideas - *both of which will require purchases of private property by the City*.

This project <u>might</u>, therefore, be done in stages, in order to have time to procure the necessary funding.

First, widen the curve at the pinch point on 9th St. by moving the wall back, creating an area for trucks to turn:

Second, purchase the property from Grunberg Management and replace the current structure with a two-level covered parking garage with entrances on Calhoun and Indian St.

Here is where residents are currently parking ON Calhoun (only a few yards away from the proposed parcel):

Respectfully yours,
Marilyn Holmes
907 957-1901
969 Goldbelt Ave
Juneau,99801

From: Ryan Conarro <ryanconarro@gmail.com>
Sent: Monday, January 11, 2021 7:30 AM
To: PC_Comments
Subject: Calhoun Avenue concerns

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To the Juneau Planning Commission,

My name is Ryan Conarro. I'm a long-time Juneau artist and citizen, and I write to ask you to carefully consider the need to widen the sidewalks along Calhoun Avenue, in order to protect the safety of pedestrians, bikers, and neighborhood residents at large.

Since 2014 I have not lived in Juneau full-time; when I'm fortunate enough to spend time back in Juneau, I often live with friends Emily Ferry and Demian Schane and their children on Calhoun Avenue. In the weeks and months I've spent there, I've experienced and witnessed first-hand how the narrowness of the sidewalks and streets creates hazards for residents and pedestrians--particularly children.

As a citizen-artist, I've been fortunate to contribute to CBJ's downtown wayfinding signage project, co-creating with Lillian Petershoare a series of audio installations that link to the signs. (For much of the period of creating this project in 2019-20, I was living on Calhoun Avenue.) I understand that the new wayfinding signage includes encouragement for downtown visitors to walk to the Governor's Mansion and Cope Park. ...I'm excited about the signage system and its encouragement to visitors to more fully experience Juneau. But, along with the inducement for more people to traverse Calhoun Avenue, I hope you will consider that it's necessary to plan adequate sidewalk improvements to make the street safe for all-- most importantly, for its residents and children.

Thank you,
Ryan Conarro
907-321-2888

From: Richard D. Monkman <rdm@sonosky.net>
Sent: Monday, January 11, 2021 9:12 AM
To: PC_Comments
Subject: Calhoun Street Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission:

First, I am very glad that CBJ is going to improve Calhoun Street. It's about time!

That said I have concerns that the current plan does not adequately address the public safety issues on this busy street.

By background, we have lived on Goldbelt Avenue, which meets Calhoun just south of Cope Park, since June 1985.

I work downtown and have walked, run, biked, and driven on Calhoun Street several times every day since then (excepting when out of town). That's 3 or 4 times a day for 36 years, something on the order of 50,000 trips up or down that stretch of Calhoun St., in all kinds of weather, in all seasons, and with and without our family members and our dog.

Calhoun St is dangerous for pedestrians.

- It is heavily used by commuters going in and out of town. Many of them barrel through like they're on Egan Drive.
- There are four blind corners in this short stretch of road: our intersection, where Goldbelt meets Calhoun; the 8th Ave intersection, between the Choate's house and the Governor's House; the Dixon St./Calhoun St. intersection; and at the large retaining wall on the east side of the street just north of 8th St. Drivers can't see cross traffic or pedestrians easily.
- The sidewalks from Goldbelt to 8th St are worn-down and narrow, often blocked by parked cars or trash cans, and heavily used by pedestrians including school children. People often have to step into the roadway to get around cars and trash cans in this stretch.
- I have had cars brush past me going at good speeds literally inches from me. I have seen cars fly by groups of children and pedestrians, again very close to hitting them.
- Not long ago there was a crash that knocked down part of the Choate's stone wall. A north-bound car went out of control, crossed the road, and smashed into the Choate's wall. If a child or other pedestrian had been walking on the sidewalk then, they would have been killed or seriously injured.

I strongly urge the Planning Commission to direct CBJ Engineering to expand the scope of this project to consider pedestrian safety in a more meaningful way. This is our only chance for the next few decades to improve safety on this dangerous stretch of road. I request in particular that the CBJ consider:

- Making Calhoun Street one way in the stretch from Cope Park to 8th St.
- Widening the sidewalks more than proposed and elevating them from the roadbed.

- Adding a dedicated bike lane.

- Consider additional stop signs and other measures to slow traffic, like the stop sign that CBJ added on 12th at C St. down in the flats. That simple expedient slowed traffic on 12th considerably.

Thanks for your consideration of these comments! Let me know if I can provide any other information.

Richard D. Monkman
957 Goldbelt Ave
Juneau, AK 99801
907.586.5880 (w)

From: Terra Stark <alaskaterra93@gmail.com>
Sent: Monday, January 11, 2021 10:31 AM
To: PC_Comments; Borough Assembly; John Nelson; lucas@prohns.com
Subject: Calhoun Avenue Project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

January 11, 2021

Dear Planning Commission Members,

I urge you to consider options for developing safer routes for students and staff traveling to and from school.

I am a parent of two who lives in the flats, with my own parents (my children's grandparents) living around Calhoun from us, over on 5th Street.

Our school is located in the old Marie Drake building, part of the five school complex that also includes Harborview Elementary School, Yaakoosge Daakahidi High School, Juneau Community Charter School, and Juneau Douglas High School: Yadaa.At Kalé.

Calhoun Avenue is one of the only ways that students who live in the Capitol Hill, Starr Hill, Gastineau Ave and other downtown neighborhoods can bike to and from school. Unfortunately, many parents do not allow their children to bike to school or nearby parks because there is no space for bikes along the Calhoun corridor.

Calhoun is also one of the few routes our students can use for walking field trips like visits to the State Capitol or City Museum. The sidewalk is so narrow that it makes it difficult for groups of students and teachers to confidently make these field trips.

As you plan for the rebuild of Calhoun Ave, I encourage the City and Borough of Juneau Assembly, Planning Commission, and Engineering Department to consider creative options for enhancing safe, active transportation options for our students and our community.

Sincerely,

Terra Stark Dean
Concerned Citizen and Parent

CC: CBJ Assembly Members, BoroughAssembly@juneau.org
CBJ Engineer John Nelson, john.nelson@juneau.org
ProHNS Lucas Chamber, lucas@prohns.com

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Downtown Juneau Neighborhood Association

Statement of Interest regarding the reconstruction of Calhoun Avenue

The reconstruction of Calhoun Avenue is a once-in-a-generation opportunity to make improvements to the safety and design of our community.

The design of this project impacts nearly every resident of downtown Juneau, as well as state office workers, legislators, tourists, pre-kindergarten, and school classes.

Calhoun has been a well-documented safety concern for at least two decades, with a sidewalk and roadway that is too narrow for safe multi-user passage.

Calhoun Avenue is one of only three corridors connecting downtown offices, restaurants, shops, and residences with the schools, parks, and greater geographic area that includes homes in the Flats, Behrends, Starr Hill, Chicken Ridge and Highlands neighborhoods. The other two routes - Egan Drive and Willoughby Ave - are not options for most walkers or cyclists as they experience higher vehicle speeds nearby and are more circuitous.

The residents of our neighborhood have hundreds of years of lived experience observing and experiencing the safety issues on Calhoun.

Therefore we respectfully request that the City and Borough of Juneau pursue:

- Design choices that prioritize walkability and pedestrian and bike safety including sidewalks that are fully compliant with the Americans with Disabilities Act's (ADA) standards and recommendations, and are at least five feet wide, even through the most narrow sections of the corridor.

- A study of car, pedestrian, and bike traffic which includes speed and motor vehicle crash data as well as trip purposes for all users.

- Opportunities for the neighborhood and general public to meaningfully inform the design of this project and more generally the holistic plan for flow and structure of streets in our neighborhood. Projects that primarily serve residents should receive the same attention as those intended to serve tourists.

- Consideration of traffic-calming measures like stop signs, speed bumps, and other well-known neighborhood friendly design choices that keep the roadway speeds slow.

- Consideration of one-way routing paired with bike lanes and burying the powerlines to give the necessary space for safe passage by anyone walking, rolling, or biking through the corridor.

Alida Bus
90 Spruce St. #303

Amy Dressel / Carol VanHorn
954 Goldbelt Ave

Amy Paige and John Dunker
592 Seater Street

Catherine Reardon and Mark Handley
630 Dixon Street

Dana Owen and Joyce Thoresen
949 Goldbelt Ave

Emily Ferry & Demian Schane
836 Calhoun Ave

Frances Leach & Kerry Crocker
925 Calhoun Ave

Frankie Pillifant
512 6th Street

Grey Pendleton
329 Distin Ave

Ian Fisk
923 A Street

Iris Matthews & Matthew Rogers
717 Dixon Street

Jeremy Bauer
943 Calhoun

John "Jonas" & Melinda Lamb
638 Gold

Joyanne Bloom
883 Basin Road

Ke Mell
850 Basin Road

Kevin Maier
570 Seater Street

Laurie Berg & John Connolly
911 Calhoun

Linda & Paul Rosenthal
342 Distin Ave

Marilyn Holmes
969 Goldbelt Ave

Mark and Sun Choate
230 W. 8th Street

Mary Alice McKeen and David Ottoson
212 W. 9th St.

Mary Sweeney
3rd Street

Michael & Ann Dombkowski
239 West 7th Street

Odin Brudie
512 6th Street

Rebecca Braun
136 Behrends Ave.

Richard Monkman & Tina Kobayashi
957 Goldbelt

Robin Stratton MacDonad
965 Goldbelt Avenue

Sally Schlichting & Bob King
419 Kennedy Street

Sandy and Peter Metcalfe
354 Distin

Sonia Nagorski
319 6th Street

Steve Krall
875 Basin Rd

Alex Hildebrand
546 Hemlock St.

Bradelle Padon & Nicholas Hatch
740 5th St

Cecile Elliott
510 Kennedy St.

Claire Fordyce & Clay Good
313 7th St #4

Darrin Kelly & Megan Gahl
1780 Evergreen Ave

Jennifer Lefing
434 7th St

Marc Wheeler
427 W. 9th Street

Mike Hekkers & Di Johnson
423 3rd St.

Rosanne Schmitz
612 10th St.

Steve Suewing
423 East St.

Suzanne & Bob Sauerteig
318 Coleman St.

Minutes
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Michael LeVine, Chairman
January 12, 2021

I. ROLL CALL

Michael LeVine, Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held virtually via Zoom Webinar and telephonically, to order at 7:02 p.m.

Commissioners present: All Commissioners present via video conferencing – Michael LeVine, Chairman; Nathaniel Dye, Vice Chairman; Paul Voelckers, Clerk; Travis Arndt, Assistant Clerk; Ken Alper; Dan Hickok; Mandy Cole; Josh Winchell; Erik Pedersen

Commissioners absent: None

Staff present: Jill Maclean, CDD Director; Irene Gallion, CDD; Alix Pierce, CDD; Sherri Layne, LAW

Assembly members: Loren Jones

Motion: by Vice Chairman Dye to operate under COVID rules as effective 9/8/2020.

The motion passed with no objection.

Ms. Layne swore Mandy Cole into the Commission

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA –

Motion: by Mr. Dye to add an item to the Agenda (III) to appoint new Committee Officers.

The motion passed with no objection.

III. APPOINTMENT OF NEW OFFICERS

Motion: by Mr. Dye to name Michael LeVine Chair.

Motion: by Mr. LeVine to amend Original Motion to continue all officers in their current positions.

The motion to amend passed with no objection.

The amended motion passed with no objection.

IV. APPROVAL OF MINUTES

A. December 8, 2020 Draft Minutes – Planning Commission Regular Meeting

MOTION: *by Mr. Voelckers to approve the Planning Commission Regular Meeting December 8, 2020 minutes.*

The motion passed with no objection.

V. BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION – Chairman LeVine explained the rules for public members participating via Zoom format.

VI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

VII. ITEMS FOR RECONSIDERATION - None

VIII. CONSENT AGENDA

USE2020 0024: Conditional Use Permit for a marijuana retail store
Applicant: The Mason Jar LLC
Location: 613 & 619 W. Willoughby Ave.

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE the requested Special Use Permit. The permit would allow the development of a marijuana retail facility.

The approval is subject to the following conditions:

1. All waste containing marijuana product shall be stored in a locked enclosure until transported to the CBJ landfill.

2. Prior to the issuance of a temporary certificate of occupancy, the applicant shall install screening to ensure no marijuana product is visible to the general public from the right-

of-way.

3. Prior to operation, the applicant must receive the required State License; by approval of this special use permit, the Planning Commission does not take a position as to whether the application to the State satisfies the requirements of the State License, including if the facility is within 500 feet of a school.

MOTION: *by Mr. Dye to accept staff's findings, analysis and recommendations and approve* ***USE2020 0024****.*

The motion passed with no objection.

~~**SMF2020 0003:** Modification of plat of Pederson Hill subdivision to eliminate restrictions on driveways on to Karl Reishus Blvd.~~
Moved to Regular Agenda by request of Mr. Arndt

~~**ARP2020 0001:** Preliminary Plan Approval for an Alternative Residential Subdivision creating 15 lots~~
Moved to Regular Agenda by request of Mr. Dye

~~**SMP2020 0004:** Preliminary Plat Approval for an Alternative Residential Subdivision creating 15 lots~~
Moved to Regular Agenda by request of Mr. Dye

CSP2020 0009:	Complete street and underground utility maintenance (and replacement as necessary) on 4th Street, Delta Drive, and Tongass Boulevard.
Applicant:	City and Borough of Juneau
Location:	4th Street (in Douglas), Delta Drive, Tongass Boulevard

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and forward a recommendation of **APPROVAL WITH CONDITION** to the CBJ Assembly for the proposed complete street and underground utility maintenance (and replacements where necessary) for Delta Drive, Tongass Boulevard, and 4th Street in Douglas.

Condition #1: CBJ Engineering and Public Works must submit a hydrologic or hydraulic analysis to the Flood Plain Manager indicating that reconstruction of Tongass Boulevard would not result in increase in flood levels during the occurrence of a base flood discharge. The analysis will be conducted by an engineer licensed in the State of Alaska, in accordance with standard engineering practices acceptable to the Federal Emergency Management Agency.

MOTION: *by Mr. Dye to accept staff's findings, analysis and recommendations and approve* ***CSP2020 0009****.*

The motion passed with no objection.

Prior to introduction of ***CSP2020 0010****, Mr. Pedersen declared he has a financial or other conflict and would not participate on this item. There was no objection and he did not participate on that item.*

CSP2020 0010:	Resurface Vanderbilt Hill Road from Glacier Highway/Lemon Road to Egan Drive
Applicant:	State of Alaska
Location:	Vanderbilt Hill Road from Glacier Highway/Lemon Road to Egan Drive

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and forward a Notice of Decision of **APPROVAL** to the CBJ Assembly for the State Project Review for Vanderbilt Hill Road Resurfacing.

MOTION: *by Mr. Dye to accept staff's findings, analysis and recommendations and approve* ***CSP2020 0010****.*

The motion passed with no objection.

IX. UNFINISHED BUSINESS - None

X. REGULAR AGENDA

ARP2020-0001 and **SMP2020-0004** were presented together
ARP2020 0001: Preliminary Plan Approval for an Alternative Residential Subdivision creating 15 lots
Applicant: Bicknell, Inc.
Location: 4090 Delta Drive
Staff Recommendation
Staff recommends the Planning Commission adopt the director's analysis and findings and APPROVE the preliminary plan for the Delta Drive Subdivision, an Alternative Residential Subdivision creating 14 unit-lots and one (1) parent lot. This permit would allow the applicant to submit for the final plan.

This approval is subject to the following conditions:

1. Prior to approval of the Final Alternative Residential Subdivision Plan, the applicant shall submit homeowners' association, or similar, documents that comply with the requirements of 49.15.950(b);
2. Prior to the issuance of the ~~first~~ **eleventh** temporary certificate of occupancy for the development, access to and within the development shall be paved;
3. Prior to the issuance of the first temporary certificate of occupancy~~, each dwelling unit shall be connected to public sewer and water, and~~ a master meter for water shall be installed by the developer; and
4. Per CBJ 49.15.920(o), the final mailbox location shall be reviewed and approved by the CDD Director, and installed prior to the issuance of the first temporary certificate of occupancy.

SMP2020 0004: Preliminary Plat Approval for an Alternative Residential Subdivision creating 15 lots
Applicant: Bicknell, Inc.
Location: 4090 Delta Drive
Staff Recommendation
Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE the preliminary plat for the Delta Drive Subdivision, an Alternative Residential Subdivision creating 14 unit-lots and one (1) parent lot. This permit would allow the applicant to submit for the final plat.

This approval is subject to the following conditions:

4. Prior to approval of the final plat, Certification from the CBJ Treasurer is required showing that all real property taxes and special assessments levied against the property for the year of recording have been paid.
5. Prior to approval of a final plat, the applicant shall submit a complete set of construction plans for all required improvements to the Community Development Department for review by the director of E&PW for compliance with CBJ 49.35.140.
6. Prior to approval of the final plat, the developer shall submit a final drainage plan to be approved by CBJ Engineering & Public Works. This drainage plan must be prepared by an Alaskan licensed engineer in accordance with CBJ 49.35.510.
7. Prior to approval of the final plat, the applicant shall submit a revised preliminary plat with the following revisions:
a. Add the following plat note:

i. ACCESS TO LOTS SHALL BE VIA ACCESS EASEMENTS SHOWN ON THIS PLAT AND IS SUBJECT TO THE REQUIREMENTS IN THE "[private common driveway access, utility, and maintenance agreement – edit title as appropriate]" RECORDED WITH THIS SUBDIVSION.

b. Show a five-foot perimeter buffer along the southwest lot line bordering Delta Acres Addition 1 Lot 8.

c. Include bearing labels for:

i. The eastern lot line of Lot 6

ii. The lot lines between lots 7 and 8 and 9 and 10

d. Per sheet C203, Grading Plan, a drainage easement should be added to the following locations:

i. Eastern side of the development in the 10-foot perimeter buffer

ii. Rear of Lot 11

8. Prior to the issuance of the first temporary certificate of occupancy, each dwelling unit shall be connected to public sewer and water, and a master meter for water shall be installed by the developer.

Prior to the issuance of the first temporary certificate of occupancy for the development, access to and within the development shall be paved.

Staff Presentation – Director Maclean presented **ARP2020 0001** and **SMP2020 0004**

Questions for Staff

Mr. LeVine clarified the questions staff referred to in the supplemental memo were questions posed by Commissioners and not agency comment or questions from the public. He continued to state, for the record, that it is not unusual to have some questions from Commissioners to CDD during the process.

Mr. Dye asked if each foundation must be plumbed prior to issuing the Temporary Certificate of Occupancy (TCO). Ms. Maclean explained that water, sewer and paving must be completed prior to the TCO being issued because CBJ is not permitted to and will not go onto private property to finish utility work or infrastructure work, including paving, once the TCO has been issued. Should anything happen or the developer not finish the work, the CBJ would not be able to come in. For that reason, they have the condition that the master meter for water, sewer connection, and paving should all be completed before a TCO will be issued.

Mr. Dye clarified his question stating that he was asking at which stage is a dwelling considered complete. Ms. Maclean said she wanted to be sure she understood the question and would get back to him on that.

Mr. Hickok asked if the project will be condos. Ms. Maclean it could be but for this project, the homeowners would privately own the land and the units built on them but would share ownership of the land for the parking lot.

Mr. Voelckers asked for clarification on condition number 6 saying he had understood the driveways would be graveled. Ms. Maclean said per Ordinance, they would be required to be paved.

Mr. Pedersen noticed the easement width proposed is 30 feet with 20 feet paved which is not in conformance with the table of roadway construction standards and asked to confirm if 49.15.920f is where that is allowed. Ms. Maclean said she would look up the reference during the Applicant Presentation.

Mr. Alper said this looks like a conventional subdivision and asked, “why is the applicant here?”. Ms. Maclean deferred to the applicant.

Applicant Presentation

David Blommer – Bicknell Inc. – Mr. Blommer explained a traditional subdivision would not have worked in the case of this project due to the driveway requirements. The ARS method would allow for residents to own their own land with an HOA for driveway and parking area

Commissioner Questions for the Applicant

Mr. Dye asked Mr. Blommer’s position on paving at the end of the project. Mr. Blommer explained it is not necessarily a cost issue but is a time restraint issue because before they could sell the first unit, the entire loop would need to be paved. Their preference would be to do a percentage approach to allow a number of units to be completed and paved rather than require all of them to be.

Ms. Cole asked if Mr. Blommer had any objection to condition of the paving requirement. Mr. Blommer answered they do not object but would prefer a phased, percentage or timeframe approach to the paving.

Public Testimony – None

Continuation of Questions for Staff

Ms. Maclean addressed the questions from earlier in the meeting. As per Mr. Dye's question regarding paving, she said she would leave that to the Commission to discuss. For the question regarding the water, sewer, and master meter, CDD would insist that prior to the first TCO, that the master meter for the water be installed. She explained the reason for this is because if it is not, there really is not any incentive once people start living there to connect into it as they will be receiving free water. The sewer, however, could be tied to each individual TCO.

Mr. Alper asked if there would be a single water meter for the subdivision and paid for by the HOA. Ms. Maclean answered that was correct and that is why they had the condition regarding the water meter be installed.

Ms. Maclean referred back to the question posed by Mr. Pedersen regarding the 49.15.920f Frontage and Access and explained that generally, the ARS only needs to comply with emergency access requirements found in CBJ Title 19.10. In this instance, the developer is proposing a 30-foot Right of Way for paving.

Mr. Arndt asked if including the requirement to have a paved roadway in the HOA documents provide the assurance the CDD is looking for. Ms. Maclean explained once the HOA is recorded, CBJ does not have authority to enforce the HOA.

> ***MOTION:*** *by Mr. Dye to accept staff's findings, analysis and recommendations and approve* ***ARP2020 0001*** *with changes to Condition # 3 striking "*, each dwelling unit shall be connected to public sewer and water, and*" and changing Condition #2 replacing "first" with "eleventh structure".*
>
> ***MOTION:*** by Mr. Arndt to amend the original motion to replace "eleventh" to "final."
>
> Ms. Maclean spoke to remind the commission there have been issues where homeowners have lived on unpaved roads for a decade or more as the developer can choose to take as long as they want to complete a development.
>
> Mr. Alper spoke against Mr. Arndt's motion.
>
> Mr. Winchell spoke to say he would prefer Condition number 2 be fifty percent instead of the seventy-five percent suggested by Mr. Dye.
>
> Mr. Dye spoke against Mr. Arndt's motion for the reasons stated by Ms. Maclean.

Roll Call Vote on the motion to Amend

Yes: Arndt, Hickok

No: Cole, Pedersen Alper, Winchell, Voelckers, LeVine, Dye

Motion Failed

Mr. Winchell spoke to say he is for phasing and he felt fifty percent (seven) would be preferable to the seventy-five percent (eleven) in Mr. Dye's motion. Mr. Winchell did not offer an amendment.

The original motion passed with no objection.

MOTION: *by Mr. Dye to accept staff's findings, analysis and recommendations and approve* ***SMP2020 0004*** *with the changes in the correction memo of correction and changes in conditions consistent with those made to* ***ARP2020 0001****.*

Mr. Winchell reiterated for the record that it is perceivable that a lower percentage would be advisable in this tenuous economy.

The motion passed with no objection.

SMF2020 0003:	Modification of plat of Pederson Hill subdivision to eliminate restrictions on driveways on to Karl Reishus Blvd.
Applicant:	City and Borough of Juneau
Location:	Pederson Hill subdivision; Karl Reishus Blvd.

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested final plat. The permit would allow the final plat approval for the modification of the plat in a D10-SF zone to eliminate restrictions on driveways on to Karl Reishus Boulevard.

Staff Presentation - Ms. Gallion presented **SMF2020 0003**.

Questions for Staff

Mr. Voelckers asked how did CBJ get into this situation. Ms. Gallion answered this could be attributed to a time when different departments did not communicate completely with each other.

Mr. Dye asked if the process that came about was similar to what a developer would go through or was it special to CBJ because all of the departments involved are part of the same entity (CBJ). Ms. Gallion answered the process is comparable to what happens with other developers. She added a strong project manager more familiar with developing a subdivision might have noticed and addressed the issue earlier in the process. Ms. Maclean added the subdivision Ordinance was rewritten in 2015 which made changes to Chapter 35. As more projects come through by developers, we may see more of these.

Mr. Dye asked if they were to change from a major to a minor collector in the plat notes, would it then become consistent with code. Ms. Gallion explained that while a minor collector would be able to have driveways on it, the concern is the plat notes state driveway access is restricted without specifying the cause for the restriction being major/minor collector.

Mr. Hickok asked if the lots are already sold. Ms. Gallion answered that they have been. Ms. Maclean added CDD has been in close contact with all of the property owners and they are aware of the situation.

Mr. Winchell noticed undeveloped side streets in the plat and asked if there was intent to use those as access points. Ms. Gallion believed so but deferred to the applicant.

Mr. LeVine asked if it is fair to say there was an error made when the plat was originally approved or are we changing something ex post facto. Ms. Gallion said that is hard to say as they do not have clear history and records to support one way or the other. Ms. Maclean explained since the original plat, there is a new CDD Director, New Director of public works, new planners and they are trying to correct these going forward.

Mr. Arndt asked if they could not simply change the designation to a minor collector and then would the plat notes be correct. Ms. Maclean deferred to the Sponsor.

Applicant Presentation

Dan Bleidorn - CBJ Land Manager - Mr. Bleidorn explained he believes this was an error made during the planning process and it should have been a minor collector. His office has been working on this issue since October. They are requesting the road be made into a minor collector rather than a major collector as he believes it was improperly labeled when the Planning Commission originally approved it.

Questions for the Applicant

Mr. Winchell asked if the corner lots would still be accessible by the cutouts. Mr. Bleidorn

answered there are three lots in question and said the topography makes it difficult or dangerous for those to cut out on a side street.

Mr. Dye referred to the original Plat review and asked what the total potential build out was. Mr. Bleidorn answered that the original plat plan has proven a little unrealistic. It is not likely the lots will be built as originally planned.

Public Testimony

Dave Hanna – 11495 Mendenhall Loop – Mr. Hanna said they should keep driveways off of Karl Reishus Boulevard. He added that if this had been a private developer he did not think they would be awarded a variance easily and asked the PC to give the matter consideration before making a decision on this for the City.

Wayne Coogan – 3000 Fritz Cove – Mr. Coogan suggested the Engineering department study extending Yan street to allow the driveway cuts to go to side streets.

Commissioner Questions

Mr. Voelckers asked if Mr. Bleidorn agreed to Ms. Gallion's assessment that the road would not grow beyond a certain length. Mr. Bleidorn agreed saying it would be cost prohibitive to extend it further uphill.

Mr. Arndt asked why some of the driveways were treated as if this were a minor collector but other driveways were not. Mr. Bleidorn said he does not have a good answer to the question of how we got here. All of the documentation and construction drawings presented to the PC at the time it was originally approved showed the driveways where they were built.

Ms. Gallion explained the reason some of the driveways are on Karl Reishus Boulevard instead of Yan is because the land nearby is very steep.

Mr. Arndt commented that it felt like the CBJ is trying to get too many lots in there without considering appropriate land development and asked if Mr. Bleidorn agreed. Mr. Bleidorn answered he did not think they were trying to push through too many lots. Rather, it was an oversight and it they were to do it again, they may have made this a minor collector so the driveways could be built where they were.

Mr. Winchell asked if we were to extend the roads out, would it be perceivable to then allow conformity with the original plat. Mr. Bleidorn said extending the road could mean another plat amendment.

Mr. Winchell asked if Mr. Bleidorn is aware of the Davis area. Mr. Bleidorn was aware of that road and it is a minor collector.

Mr. Arndt said as a taxpayer he appreciates the cheap solution but asked if the CBJ departments had explored any other options and taken them off the table. If they had, what was considered and why were they not chosen. Mr. Bleidorn explained other options had been considered and this was not their first choice but this seemed the best way to correct the mistakes that were made.

COMMISSIONER QUESTIONS FOR STAFF

Mr. Dye asked for clarification for how to interpret the total build out capacity and how to define the road as major versus minor based on the application. Ms. Gallion was unsure but she said Phase one is eighty-nine units but Phases two and three are on steep uphills and she is not sure of the likelihood of those being built in the near future.

Mr. Arndt noted the plat notes and asked how did the CBJ give building permits allowing access through the right of way when it violates Code. Ms. Maclean reiterated that the current staff was not part of that approval process and had no more information they could add.

> ***MOTION:*** *by Mr. Voelckers to accept staff's findings, analysis and recommendations and approve SMF2020 0003.*

Mr. Voelckers spoke in support of the motion saying the City has tried to be careful and judicious in this process and the requested corrections seem reasonable.

Mr. Winchell objected saying he believes this is a matter of resources and money to get other roads built. He added that while there was no malfeasance on the part of CBJ, if it were a private party making this request would it be approved?

Mr. Dye spoke against the motion stating he has concerns about the process and it seems there are feasible options to fix the lots by extending the road.

Mr. Arndt said he is torn on this issue saying he is leaning against the motion saying it feels like a developer building something and then coming for a variance after the fact.

Ms. Cole said she understands the request is to modify two specific plat notes to address the immediate problem. For that reason, she supports the motion.

Mr. Alper asked what would happen if the permit were to fail. Mr. LeVine said he remembers Mr. Bleidorn had said if that were to happen, they would work to find another option but he did specify Lot 11 was the biggest challenge.

Mr. LeVine spoke to say he believes they are fixing an error and will support the motion.

Roll Call Vote

Yes: Cole, Hickok, LeVine, Voelckers

No: Alper, Pedersen, Winchell, Dye, Arndt

Motion fails

At Ease - 9:32 p.m. - 9:43 p.m.

Mr. LeVine and Mr. Alper declared potential conflicts of interest but felt they could be fair and impartial. Both were allowed to continue.

CSP2020 0011:	Complete street and underground utility maintenance (and replacements as necessary)
Applicant:	City and Borough of Juneau
Location:	Calhoun Ave.

Staff Recommendation

Staff recommends the Planning Commission:

- **ADOPT** the Director's analysis and findings, and forward a **RECOMMENDATION OF APPROVAL** to the CBJ Assembly for the Calhoun Avenue Reconstruction Project.
- **APPROVE** the waiver of road construction standards for the Calhoun Avenue Reconstruction Project.

Staff Presentation Ms. Gallion presented **CSP2020 0011**

Questions For Staff

Mr. Voelckers asked about the budget and if there had been analysis of if property could be acquired to widen the pinch points. Ms. Gallion deferred both questions to the applicant.

Mr. Dye asked how does the finances of CBJ affect the decision-making process. Ms. Gallion said it is not something she would normally bring up, but the current fiscal situation is pertinent.

Mr. Hickok asked if CDD is asking for approval with or without the study. Ms. Gallion answered she is asking for approval as presented.

Mr. Voelckers referred to the AASHTO waiver and asked what happens if the CBJ goes below the allowed minimums and then there is an accident? Is the CBJ liable? Ms. Gallion deferred to LAW. Ms. Layne offered to look into it if needed but did not have an answer on hand.

Mr. LeVine asked what does it mean that the project “won’t aggravate the intent” of the code and is this something the Director could approve it without the PC involvement. Ms. Gallion explained she does not believe this project aggravates the intent of Title 49. The Director could approve it if it did not require an AASHTO waiver. Because the AASHTO waiver is needed, it must come before the PC

Applicant Presentation

John Bohan, CBJ Public Works/Engineering, spoke to Mr. Voelckers' question regarding budget stating there is not an unlimited budget for the project. This is essentially an infrastructure rebuild project within the confines of the right of way.

Richard Etheridge, CBJ Fire Chief, said this section of roads have been a problem due to the steepness and narrowness making access with CCFR apparatus tricky.

Mr. Voelckers asked if the apparatus would fit through an eight-foot lane. Mr. Etheridge said the trucks are exactly eight feet wide so if they go slowly and very carefully, they can get through those areas.

Mr. Arndt asked about the possibility of a signal light that could be tripped by the emergency vehicles. Mr. Etheridge has not heard of any plans for that, if it was a possibility, he would like to consider it but currently there is nothing like that in CBJ.

Mr. Arndt asked Mr. Bohan about the estimated remaining life on the water and sewer system. Mr. Bohan said he recommends replacing it this year. It is a severe hazard that has already failed multiple times. The sewer system is also in a state of operational disrepair and needs to be replaced concurrently with the road repair.

Mr. Dye cited the Comp Plan and SOP 10.6 and asked when a project scope like this would typically be added to the CIP project list. Mr. Bohan answered it is part of the Capital Improvement Program and he explained the public can participate when the projects are brought before the assembly with very generalized scope. The CBJ does not typically reach out to the neighborhood on particular programs until the project is approved by the assembly and funded with the Capital Improvement Program. At the point of starting the design phase, they reach out. This project has taken on a bigger life then when originally scoped. The CBJ is looking to PC for guidance regarding possibly rescoping the project due to the traffic flow and other concerns.

Mr. Voelckers asked for clarification of the plans for replacing the utilities and what costs were expected. Mr. Bohan answered they are trying to mitigate costs while still making the needed improvements.

Public Testimony

> Emily Ferry, 836 Calhoun Avenue – Ms. Ferry said she finds it shocking that the CBJ said they were not aware of the problem. The one-way loop proposal makes sense to her as a safety improvement for the Fire Department access. She added this is a route where bicycles and pedestrians should be prioritized.

Mr. Alper asked Ms. Ferry if the sketch she suggested works with the proposal before them tonight. Ms. Ferry said that really all she was asking was for there to be more dialogue about alternatives that could improve traffic, pedestrian, and bike safety in the area.

Frankie Pillifant, 512 6th Street – Ms. Pillifant in interested in the idea of the looped one-way route. She added that currently as presented the project is not consistent with the Comp Plan as she understands it. She would like to see the utilities put underground.

Mary Alice McKeen, 212 W 9th Street – Ms. McKeen said the proposed improvement will improve the water system but the improvement for biking and pedestrians is minimal. She also feels the waiver should not be approved. She would like to see more options considered to include the one-way option and a bike lane.

Peter Metcalfe, 354 Distan Avenue – Mr. Metcalfe would like to see traffic calming devices such as speed bumps and signal lights in the area and said there is nothing in the plan currently that makes him feel safer. He stated support for the one-way option.

Mark Choate, 230 W 8th Street – Mr. Choate has lived in the area for 30 years and walks it regularly. Mr. Choate described the area identified in the plans as a 'pinch point' and said it is really a blind corner and is very dangerous.

Amy Dressel, 954 Goldbelt Avenue – She agrees the project needs to be looked at more in depth. Ms. Dressel spoke to the safety issues on Calhoun. Those issues include narrow, uneven sidewalks and blind corners on the roads.

Demian Schane, 836 Calhoun Avenue – Calhoun is a major pedestrian thoroughfare and he supports a comprehensive pedestrian study in the area.

Jill Ramiel, 526 Seward Street – Ms. Ramiel owns the Silverbow Inn, disclosed she is married to Commissioner Alper, and spoke on behalf of the Downtown Business Association (DBA). Ms. Ramiel said this project is very important to the DBA for getting residents to their businesses and, as such, they would like to see more study put into it.

Jeremy Bauer, - supports widening the sidewalk and burying the utility lines.

John Dunker, 592 Cedar Street – Mr. Dunker urged expanding the consideration along with Capital Avenue to relieve some of the pedestrian and vehicular pressure in the area. He felt the opportunity to bury utilities should not be passed up.

Motion: *by Mr. Dye to extend the meeting to 11:15 p.m.*

The motion passed with no objection.

Applicant Response

Mr. Bohan said this has been on the priority list for several years and due to COVID, the Egan drive project finished early giving CBJ the opportunity to move this project forward early. He

agrees a pedestrian/traffic study in the area is needed. He feels that the best time to do such a study would be during a regular tourist season to actually see the impacts of that traffic. But he felt the project should not be held up waiting for tourism to come back. He added signage and traffic calming are built into the plans.

Mr. Etheridge said he would like to reiterate having the second access into downtown is vital. As such, emergency access needs to be taken into consideration.

Questions for the Applicant

Mr. Winchell asked if getting to the fire is more important than leaving the fire. Mr. Etheridge answered that would be true if there was only one fire call at the time. However, often, there are multiple emergencies at a single time making it just is important to get to as to get away from locations.

Mr. Dye asked if there is any value in just replacing the water system for now and going forward with other parts later. Mr. Bohan said that would require a large and intrusive project in the neighborhood and he would prefer to not have to tear up the road to replace the water then replace it and have to tear it up again to complete the project.

Commissioner Discussion

Mr. Voelckers commented saying there may be a critical need for more study. Ms. Pierce reminded the PC what is being proposed is critical infrastructure which is in accordance with the Comp Plan. If the PC wanted to recommend a traffic study or a pedestrian study in the future, that could be a future phase of the project.

Mr. Dye asked if the PC recommended to the Assembly for Denial, what options would the Assembly have. Ms. Maclean answered the decision tonight is a recommendation to the Assembly. They have the option to take the recommendation or not or they could modify it.

Mr. LeVine clarified that Ms. Maclean's answer was correct for the recommendation of the project to the Assembly but for the waiver, if the PC denies or grants the waiver, that gives the right of appeal.

Mr. Arndt wondered if they could move the project forward and include a recommendation to the assembly to get the infrastructure replaced and include a study at the same time.

Motion: *by Mr. Dye to extend the meeting to 11:25 p.m.*

The motion passed with no objection.

Mr. Winchell agreed with Mr. Voelckers and added that it is important to make that corridor safe.

MOTION: *by Mr. Pedersen to*

- ***ADOPT*** *the Director's analysis and findings, and forward a* ***RECOMMENDATION OF APPROVAL*** *of* ***CSP2020 0011*** *to the CBJ Assembly for the Calhoun Avenue Reconstruction Project.*
- ~~***APPROVE*** *the waiver of road construction standards for the Calhoun Avenue Reconstruction Project*~~. ***(removed on amendment)***
- ***RECOMMEND*** *to the CBJ Assembly that they authorize further study for reconfiguration of Calhoun Avenue*

Mr. Winchell said it would be ideal to bury the utility concurrent with the water replacement but would not offer an amendment.

Mr. Alper wanted it on record he was disappointed with the outcome of the Egan project and does not want to be disappointed with this as well. For that reason, he cannot support the motion as it stands.

Mr. Voelckers reluctantly opposes the motion and cited the Fire Chief's comment that the apparatus is the same width as the roadway and was concerned about the safety issues.

Mr. Dye cited the AASHTO waiver and would oppose on that.

Motion to Amend: *by Mr. LeVine to STRIKE the waiver from the original motion.*

The motion to amend passed with no objection.

Mr. LeVine spoke against the original Motion saying there is significant public interest in the project and a perception that better public process is needed. Better public process and additional consideration by the City and Engineering Department could ensure more effective compliance with the Comp Plan, Title 49, and non-motorized transportation plan. The best way to achieve those goals will be through one process rather than a series of processes, and that he doesn't take any pleasure in making that motion. Mr. LeVine said it is a very difficult question, and he is not at all convinced what the best way is forward, believes that the question about broader investigation is one that's appropriately before the assembly and so the purpose is to make a recommendation to the assembly and enable them to take up our best thinking on it. That's the justification for the motion, that he would make.

Roll Call Vote

Yes: **Pedersen, Arndt, Hickok, Dye**

No: **Cole, Alper, Winchell, Voelckers, LeVine**

Motion fails

Motion: by Mr. Dye to extend the meeting to 11:30pm

The motion passed with no objection.

MOTION: by Mr. LeVine to *forward a* ***RECOMMENDATION OF DENIAL*** *of* ***CSP2020 0011*** *to the CBJ Assembly for the Calhoun Avenue Reconstruction Project and recommend* Engineering to conduct a traffic analysis study.

Mr. Hickok expressed concerns that they would be pushing off an imminent failure of the waterline. Mr. Arndt also has concerns with the risk to the water main. Mr. Pedersen spoke in agreement with Mr. Arndt and Mr. Hickok saying a waterline break could have devastating outcomes.

Roll Call Vote
Yes: LeVine, Cole, Alper, Winchell, Voelckers
No: Arndt, Pedersen, Hickok, Dye
Motion passes

At this point, the meeting ran out of time and the meeting ended at 11:31 p.m.

~~**XI. BOARD OF ADJUSTMENT**~~

~~**XII. OTHER BUSINESS**~~

~~**XIII. STAFF REPORTS**~~

~~**XIV. COMMITTEE REPORTS**~~

~~**XV. LIAISON REPORTS**~~

~~**XVI. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**~~

~~**XVII. PLANNING COMMISSION COMMENTS AND QUESTIONS**~~

~~**XVIII. EXECUTIVE SESSION**~~

XIX. ADJOURNMENT – 11:31 p.m.

From: Jeremy Bauer <jeremy@bauerclifton.com>
Sent: Saturday, February 27, 2021 4:11 PM
To: Lucas Chambers (lucas@prohns.com); John Nelson; Ethan Roemeling; PC_Comments
Subject: Calhoun Reconstruction Project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello,

I think there has been some really great conversation about possibilities to look at Calhoun reconstruction as an opportunity to fix problems that have been present for most of all of our lifetimes. The community meeting on Thursday was very informative and I trust that some of these ideas make it into the final scope of the project. I think that when we hear the words"we can't" from the city officials, it is better interpreted into "we don't want to" or "that's too much effort" believe me when I say that there is a wonderful reward of putting effort into a great design. I built my career on it and what we do is never the easy road. I'm not trying to build myself up but to be sympathetic in the fact I know first hand it is harder, it takes more thought, and a lot more effort to come up with a great design. I'm wanting to encourage you to listen to a wonderful group of individuals who have politely encouraged you to look past the concept of "get it done" and give you the encouragement to "get it done right".

I'm really disappointed in the lack of design in this project and the fact options to bring the community concerns and the needs of the city together have seemed to be overlooked. An expense this large and permanent should not be overlooked as an option to make a huge difference in the experience of downtown. This is an opportunity to really do something great. I also feel that the importance of tourism may have finally sunk in after this summer and the grim look of recovering by this coming summer. This street heavily services the visitor community as well. I believe a look at a solution that accommodates the needs of all of these groups is critical. This street helps establish our history as much or more than downtown with the popularity of the Governor's house and Cope Park with their tours and individuals out on a walk to experience the town. Every town has "the street" that everyone knows about, everyone who visits the town drives or walks down to see. This is that street.

We all know we have some restraints and I think if we look at opening up the design process to include some solutions that may have not been considered we could get to a position that makes a larger group of citizens happy and most importantly heard. Like I've said, I've driven this street daily for the last 12 years and I've walked it many times. It is narrow for anyone both in the car and on foot. It is restricted by a stone fence in one pinch point and some electrical poles on the opposite side. It appears the landowners near the stone fence would be open to talking about moving the fence inward to give just a little more space. While we won't be able to get all the room needed to fully meet code, you could get enough to maintain consistency of the same clearances that are offered a little further down the street as you move towards cope

park. If the stone fence is moved it should be rebuilt to mimic what is there exactly as this is a historic attribute of this neighborhood. Mr. Chote pointed out, designing this street smaller than the ASHTO 9' minimum width is just opening the city up to a possible lawsuit that would far exceed the costs that the project managers are trying to save by looking past the inadequacies of this street.

Besides moving the stone fence, the next logical change would be to remove the power poles to open up the street and improve the visual appearance of the street. I think it would be a travesty to not bury the power and cable lines during this reconstruction. This street acts as a gateway into and out of downtown and is not only enjoyed by a significant amount of citizens, it is heavily walked and toured by visitors. Burying cables at any time besides a reconstruction does not make sense and these opportunities only come around once in a generation. These power lines also pose a problem by restricting the sidewalks. If the sidewalk servicing the uphill homes which there are three could be reduced to minimal access to come from their steps and offer a 24" sidewalk landing to be able to cross the street, you may be able to gain about 18"-24" to add to the downhill side. This extra space could be dedicated to the opposite side's sidewalk and offer a continual connection from Cope park up to the Governor's house. This solution incorporates wants from neighbors wanting the visual gone, helps neighbors who what more room on the sidewalks, this solution works in line with the many comprehensive plans that are in place promoting walkability and helps promote the historical integrity expected by the visitor industry.

All of these suggestions are improvements to get closer to providing a better solution. But realizing we won't get the entire way is no reason to not even try and to improve what you are planning to do. We need to look at what we can do within the limitations of the space for the greatest change. This isn't the first time this situation has occurred and it reminds me of the streets I've walked in Paris, and Amsterdam that have the exact same conditions and I look to their solutions. It is common to install bollards to separate the street from the sidewalk. These could (should) be historic in design and do a great job of creating a sense of separation and safety. Lamp posts matching what was just installed in the downtown's street reconstruction could be a great way to tie in the historic charm that has been implied downtown to a continuation of the historic neighborhood. I assume new lamp posts between the capitol and the Governor's house will match the downtown lamps (or they should) during the reconstruction of that street. The street post should really continue down this street to Cope Park and it would be nice to tie the bridge lights into this as well if not to just repaint the post to black so that they match the color concept set forth on the previous downtown reconstruction of Front and Franklin.

A quick search to show a concept of a historic bollard is shown here.

These are just a few ideas that could improve safety and the overall look of a project and this neighborhood.

- work with homeowners to buy and reconstruct their fences to give more room at pinch points
- remove power poles and bury power under the street to give more space to the continual sidewalk on the downhill side
- install historic bollard and lamp posts on the downhill side to separate foot traffic from vehicular and to give a sense of a narrower street which will help with traffic calming
- A stop sign could be installed at one of the intersections off Calhoun to help control speed (flashing lights are not in keeping with the historic nature of the neighborhood)
- Add 6" curbs to help separate vehicular traffic and pedestrian traffic while also helping the road seem smaller and help calm traffic

I appreciate you taking the time to consider the options of this project and look forward to a well-designed outcome.

Sincerely,

JEREMY BAUER
principal designer / IDS professional

p: 907.789.9120 x 5 m: 907.209.4903
119A second st. juneau, ak 99801
www.bauerclifton.com

BAUER/CLIFTON
INTERIORS

CSP2020 0011

Calhoun Avenue Reconstruction

- First heard January 12, 2021
- Revisiting on March 9, 2021

Photo by Pat McGonegal

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Staff recommendation remains the same

- CCFR needs two-way traffic on Calhoun Avenue at this time.
- The water system needs replacement.
- The sewer system is old. Separating the sanitary sewer and the storm sewer:
  - Is required by law.
  - Is better for the environment.
  - Saves wear and tear on expensive treatment infrastructure.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Staff recommendation remains the same

- Given the alarm regarding pedestrian safety, immediate improvements are warranted.
- The project is consistent with Title 49 Land Use Code, the Comprehensive Plan, and other adopted plans.
- *NOTE: Project redesign eliminates the need for Commission waiver approval*

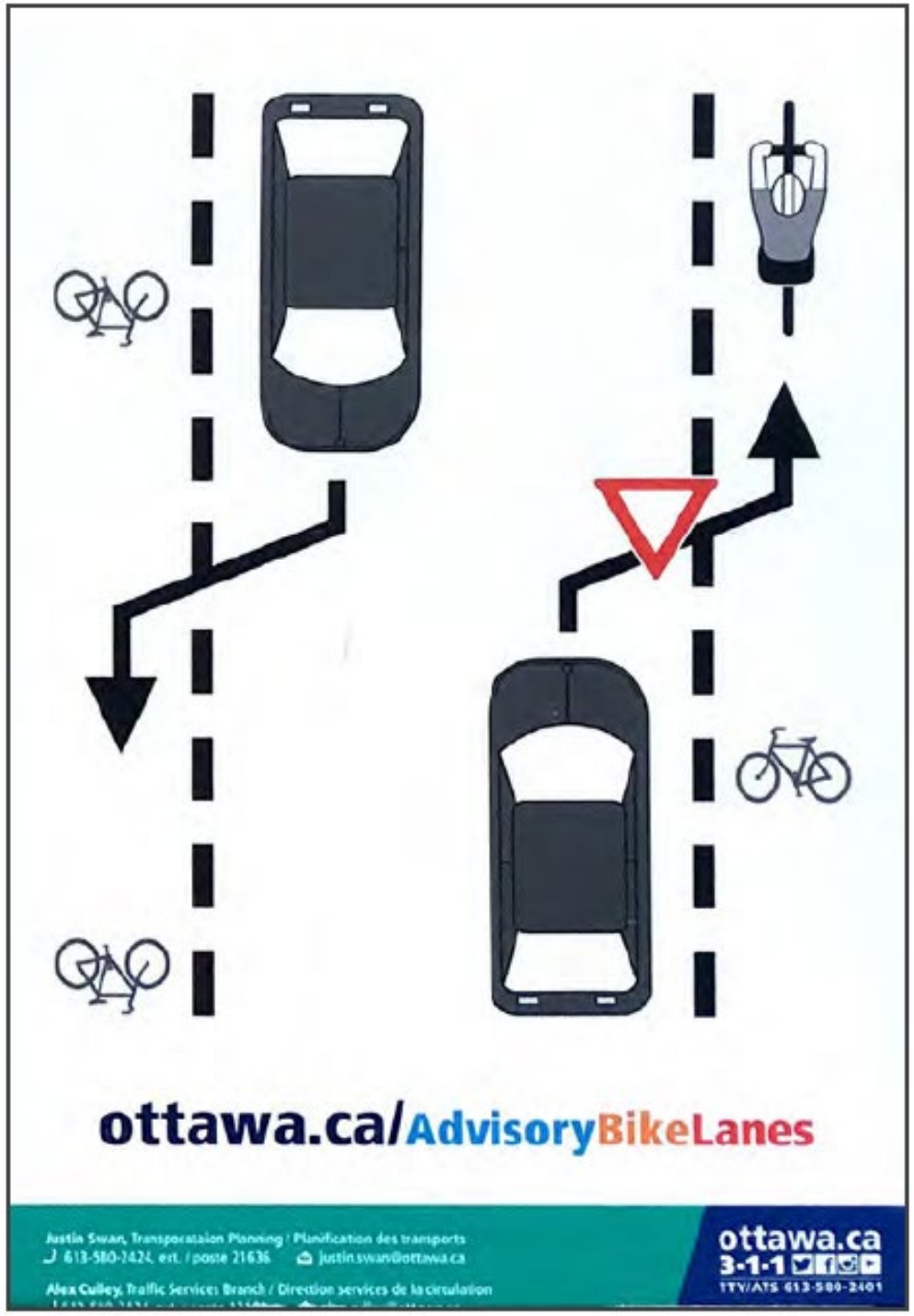
CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Path to a Plan

- Consider in addition to reconstruction project
- Cannot isolate Calhoun from the functional transportation system
- Dashed bike lanes are experimental under the MUTCD (sight distance concerns on Calhoun)

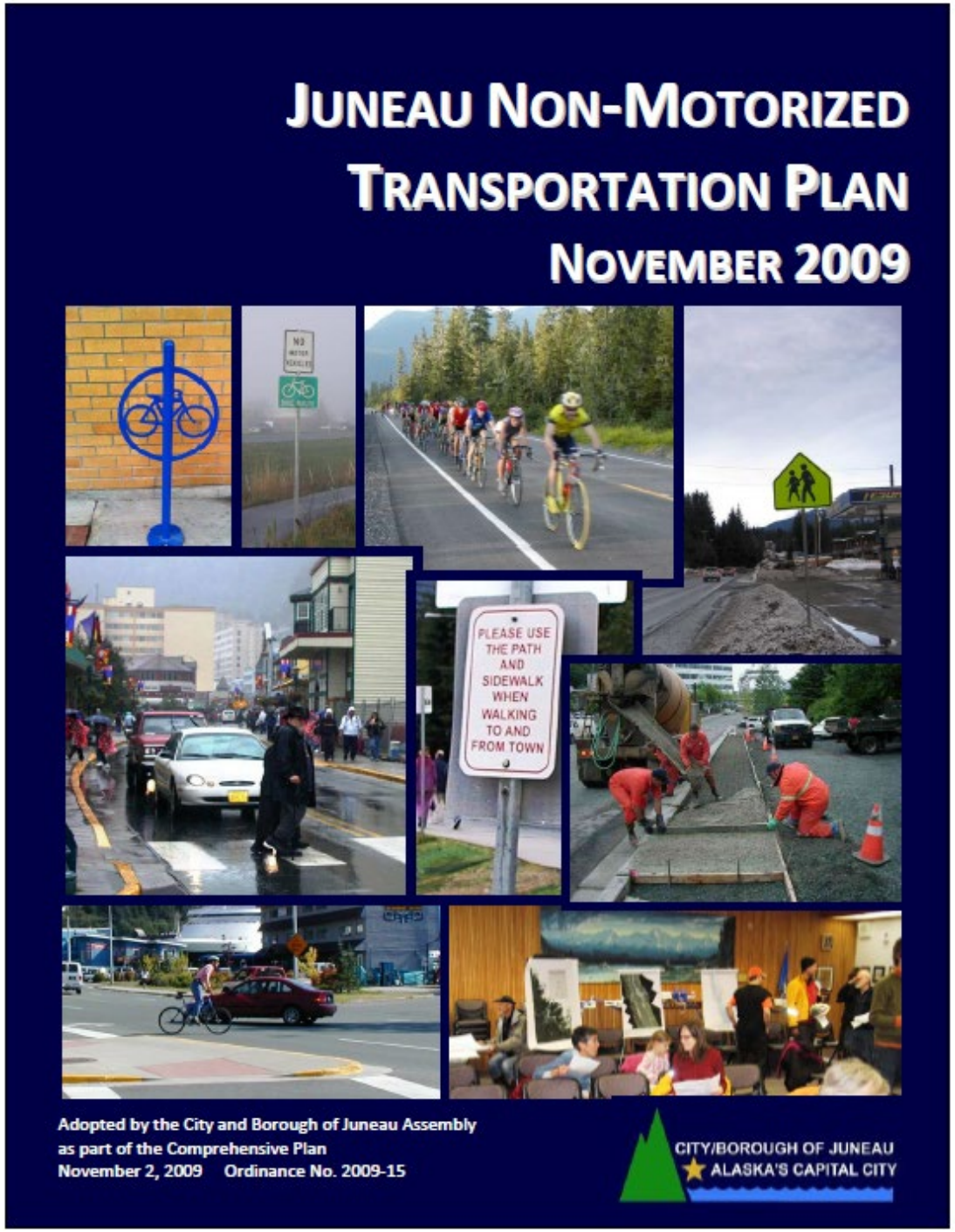
Path to a Plan

- ADOT&PF anticipate a Transportation Alternatives Program (TAP) RFP next year.
- Limited to non-infrastructure projects
- Juneau's non-motorized plan is from 2009



Path to a Plan

- Juneau-wide non-motorized
- Downtown transportation management plan
- One treatment throughout Juneau
- One treatment throughout Downtown



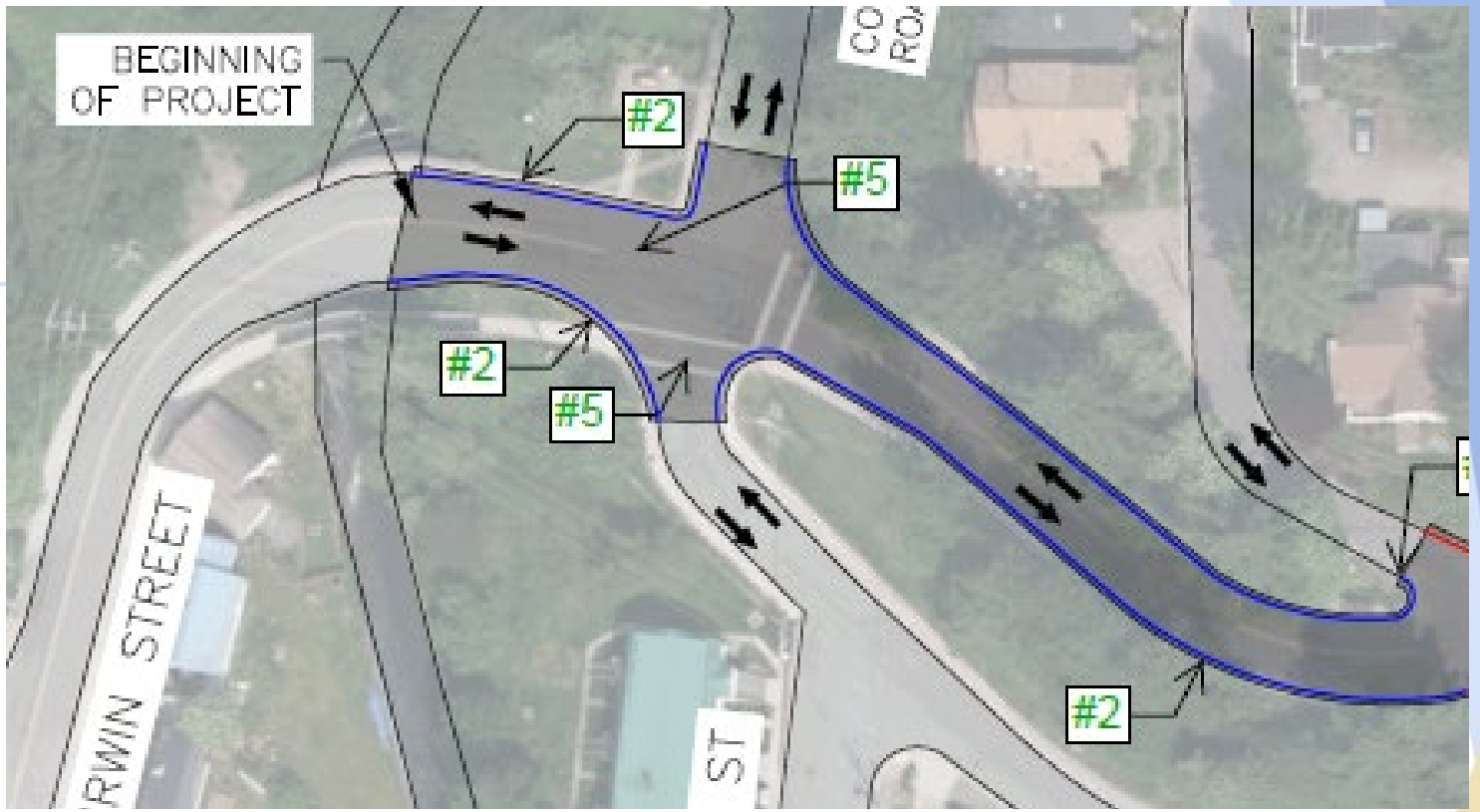
Path to a Plan

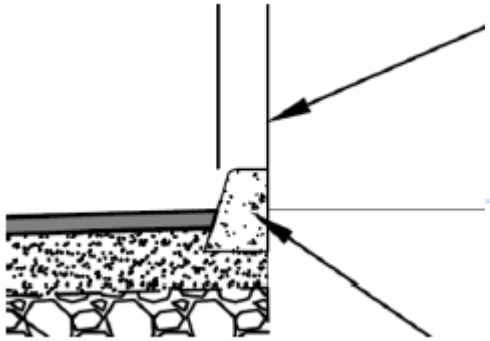
- No guarantees of TAP funding
  - Distribute
  - Award
- Match requirement - cannot financially obligate future Assembly

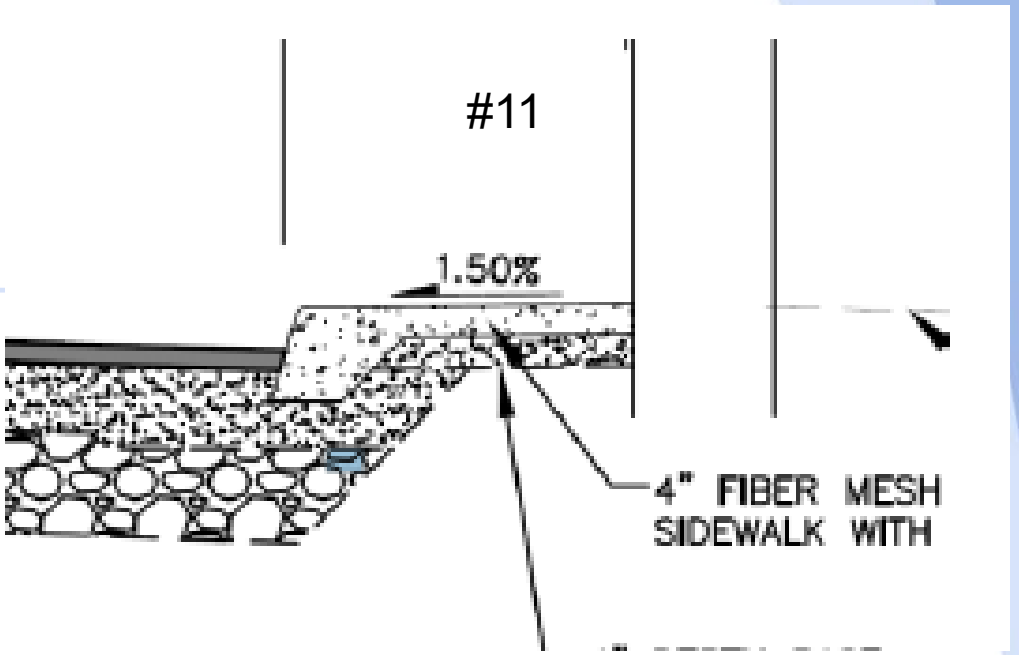
Underground Utilities

- Policy of undergrounding 1970-1990
- Seward Street, Front to 4th (2005)
  - $2.6 million, plus:
  - AELP, $700,000
  - ACS, $50,000
  - GCI, $10,000
  - TOTAL = $3.36m

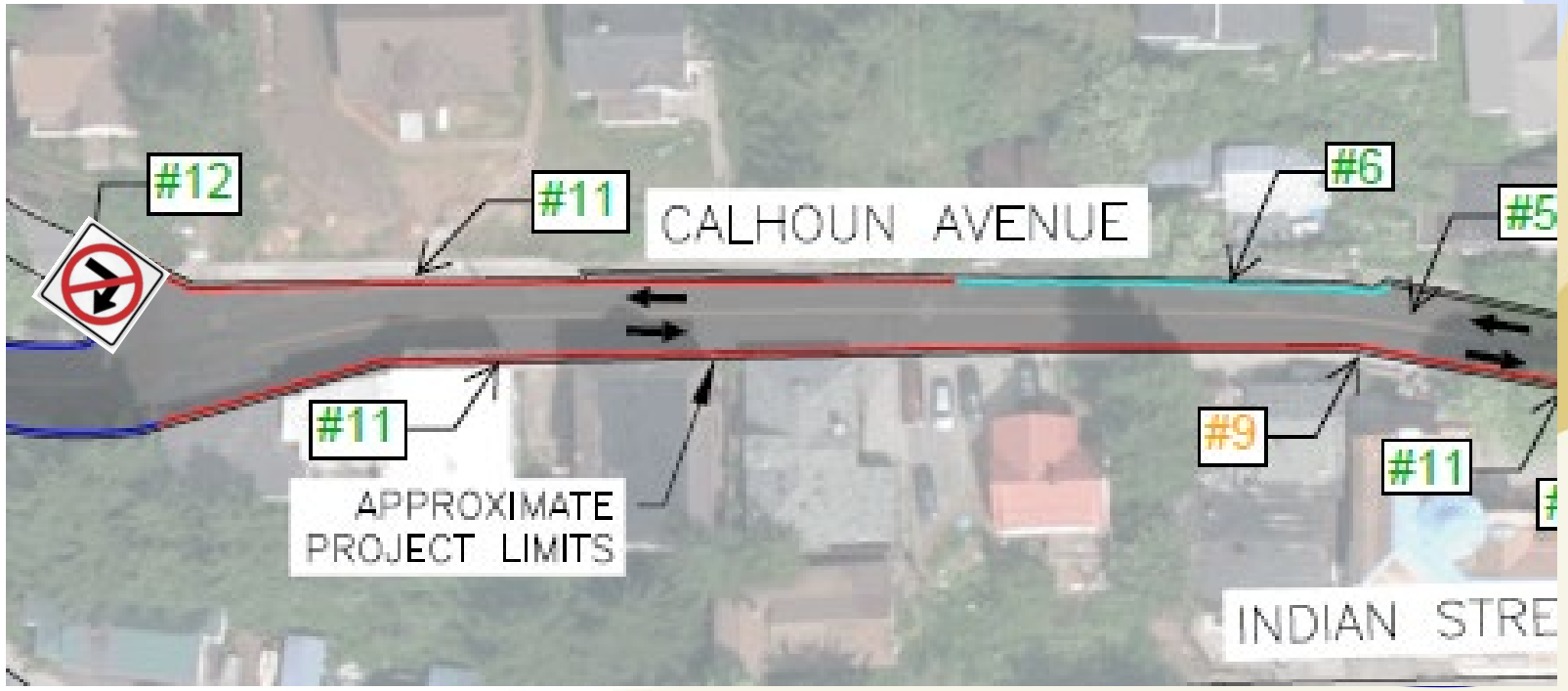
Improvements



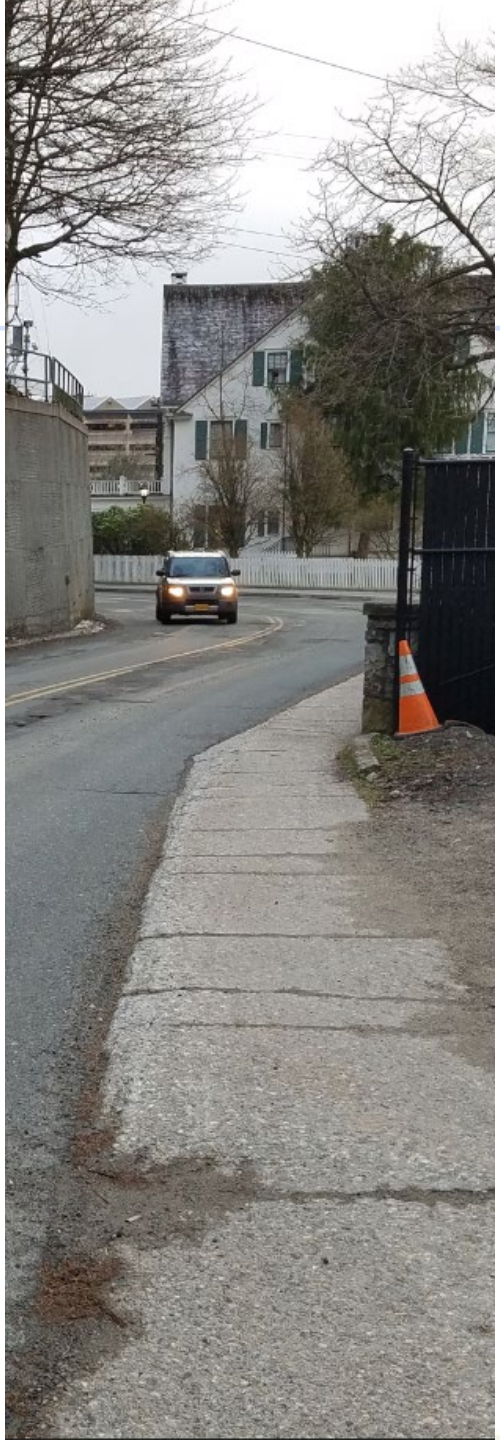


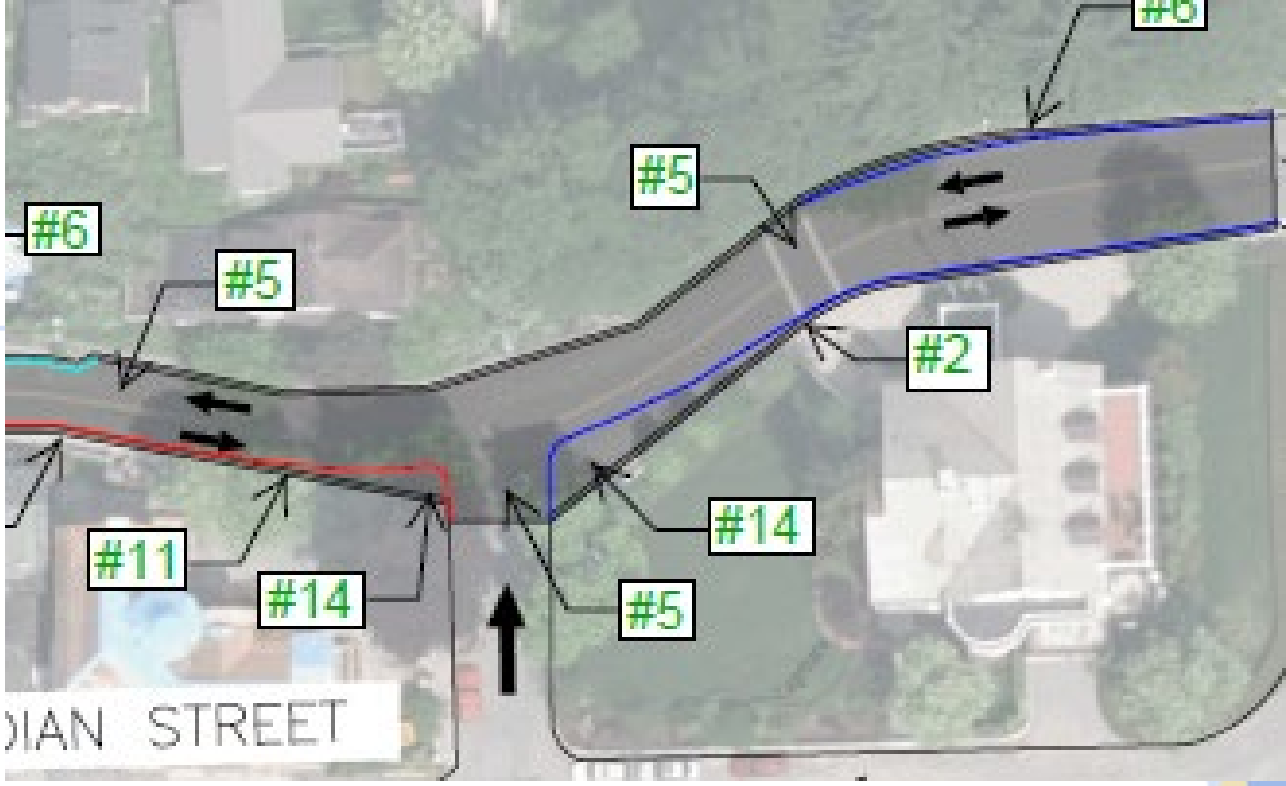

#11
1.50%
4" FIBER MESH
SIDEWALK WITH

#6


#12
#11
CALHOUN AVENUE
#6
#5
#11
APPROXIMATE
PROJECT LIMITS
#9
#11
INDIAN STRE

APPROXIMATION #14, 5





#2 Curb and Gutter
#11 Thickened edge sidewalk
#6 Curb along rock wall

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

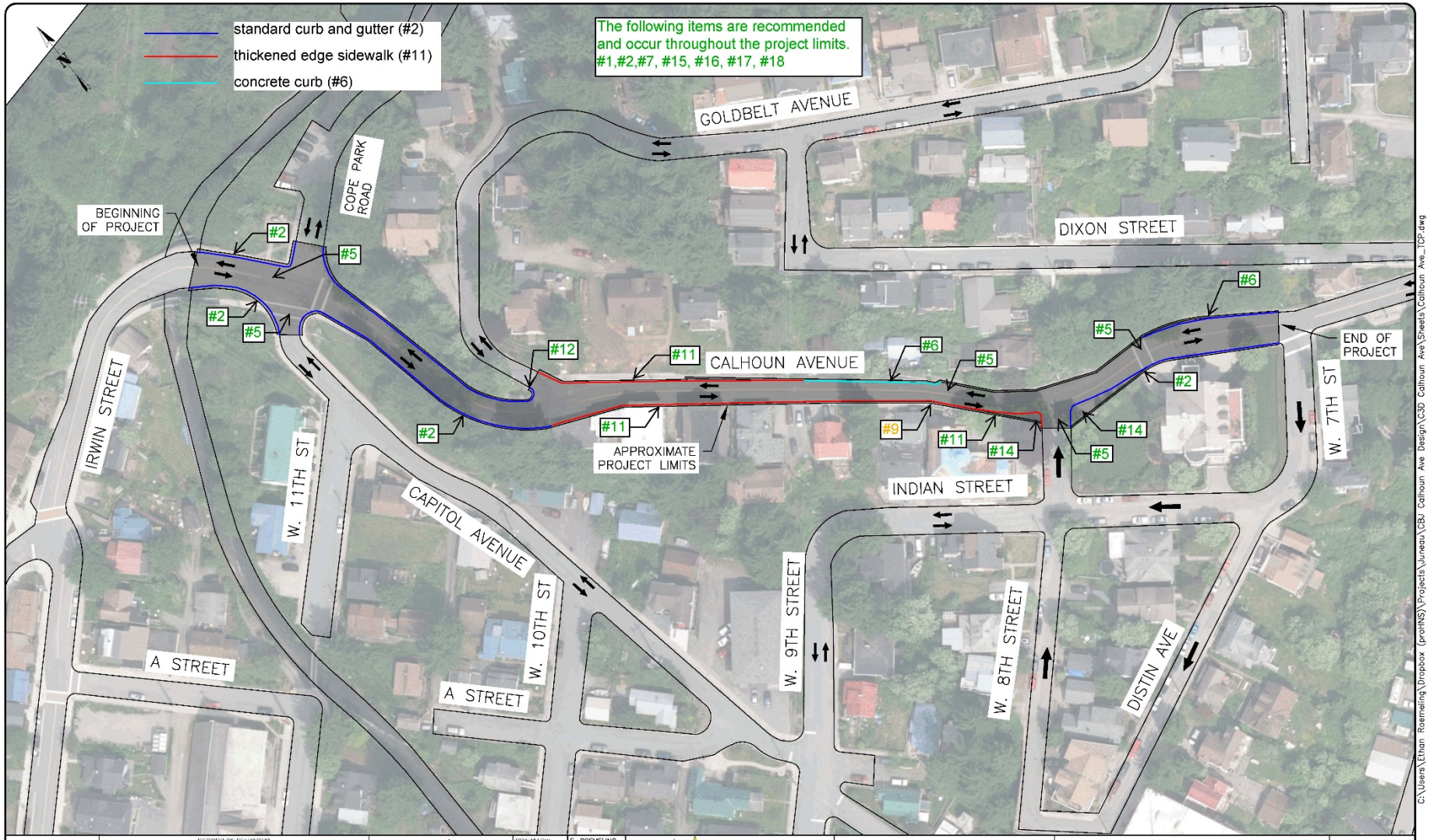
Recommend

- APPROVAL of reconstruction project
- Recommend pursuit of planning funds

- Applicant presenters
  - Director Koester
  - ProHNS
    - Lucas Chambers, P.E., Manger and Principal Engineer
    - Ethan Roemeling, P.E., Engineer

Thank you ! Questions?

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY



RECORD OF REVISIONS			
No	DATE	DESCRIPTION	BY

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1946 ALEXI HOLDEN WAY #101 JUNEAU, AK 99801
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DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

AREA MAP
SCALE IN FEET

SHEET NUMBER 1 OF 1

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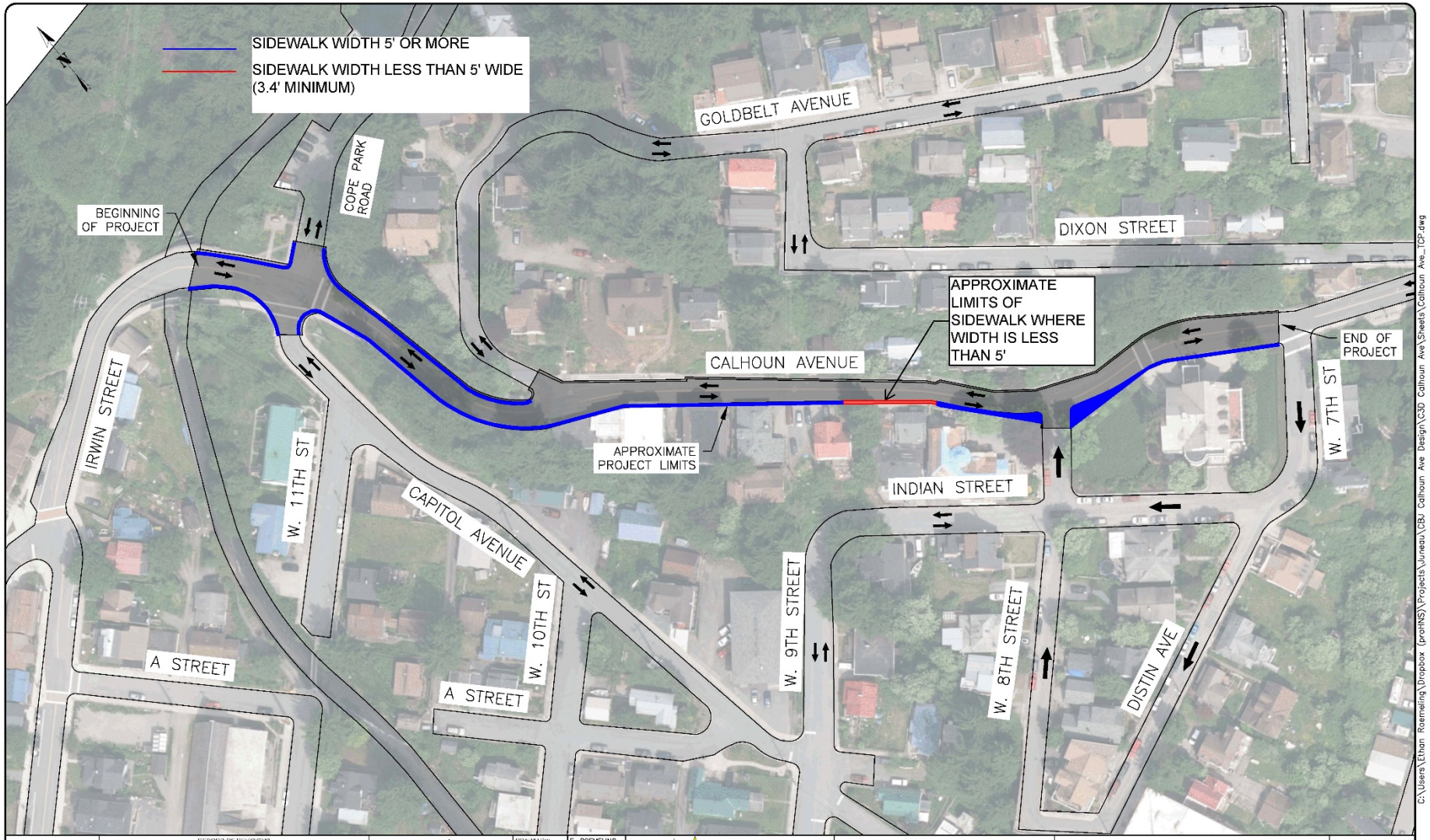
March 3, 2021

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY



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ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

AREA MAP
SCALE IN FEET

SHEET NUMBER 1 OF 1

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March 3, 2021

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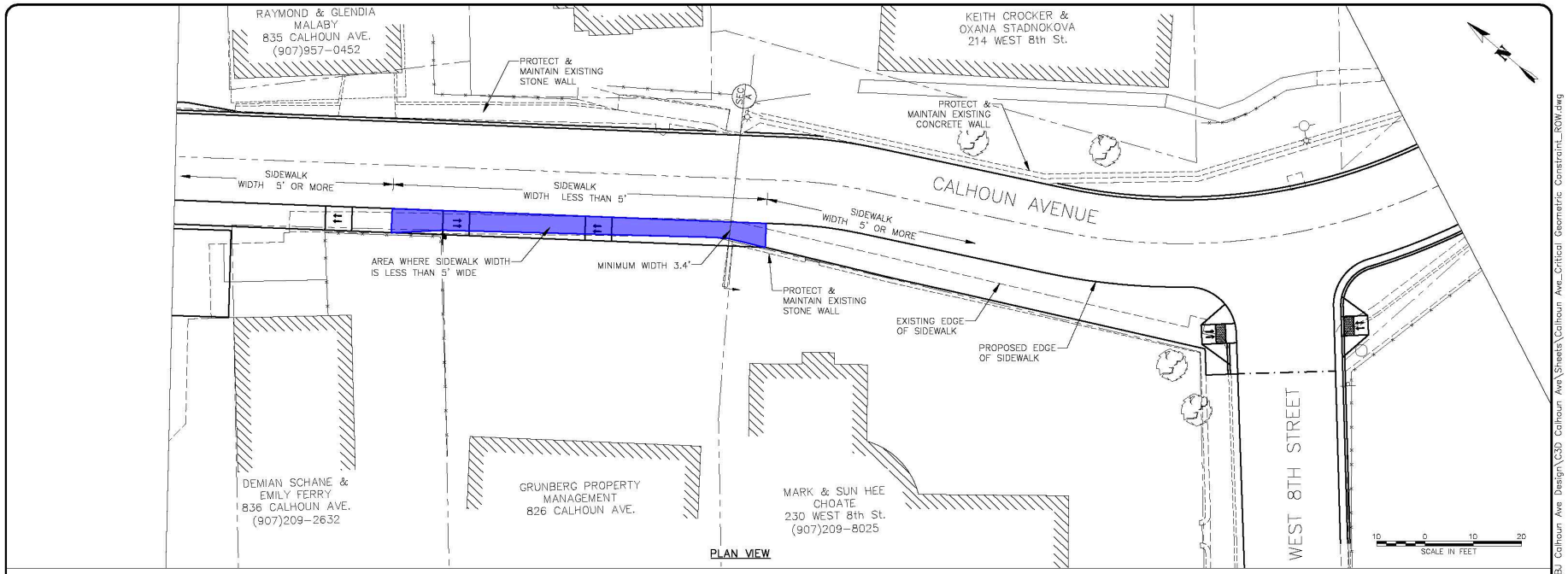
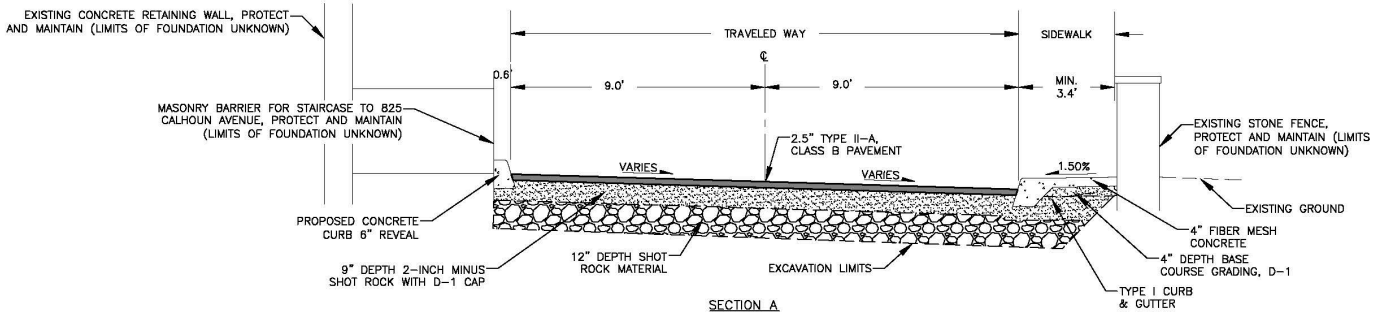
ALASKA'S CAPITAL CITY



PLAN VIEW



SECTION A

CRITICAL GEOMETRIC CONSTRAINT – SECTION VIEW

NTS

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CITY AND BOROUGH OF JUNEAU
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CALHOUN AVENUE RECONSTRUCTION
BE21-117

CRITICAL GEOMETRIC CONSTRAINT
5' SIDEWALK LIMITS

SHEET NUMBER 1 OF 1

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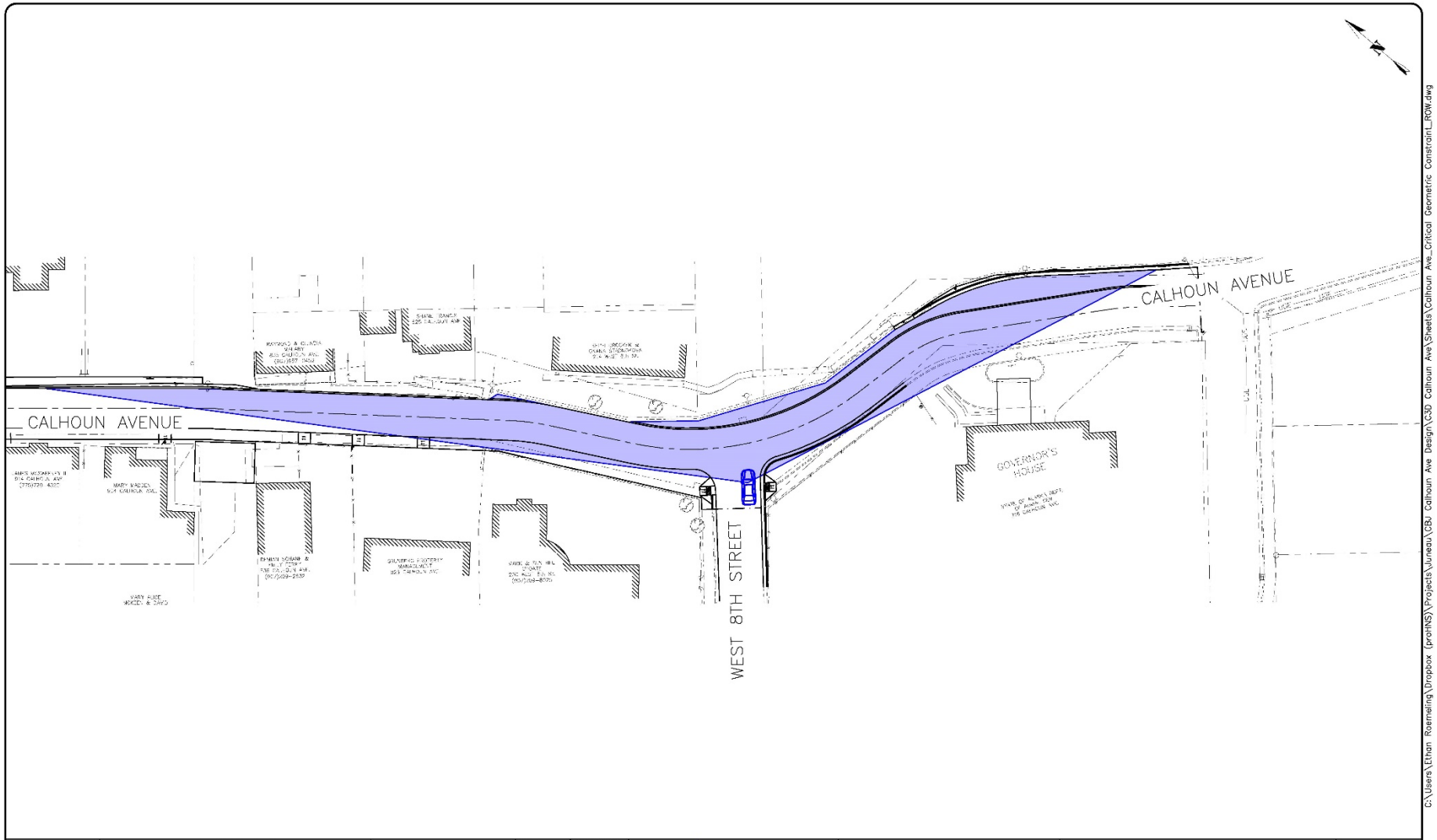
March 9, 2021

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY



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CHECKED BY:	L. CHAMBERS

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

W. 8TH STREET SIGHT TRIANGLE

SHEET NUMBER 1 OF 1

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March 9, 2021

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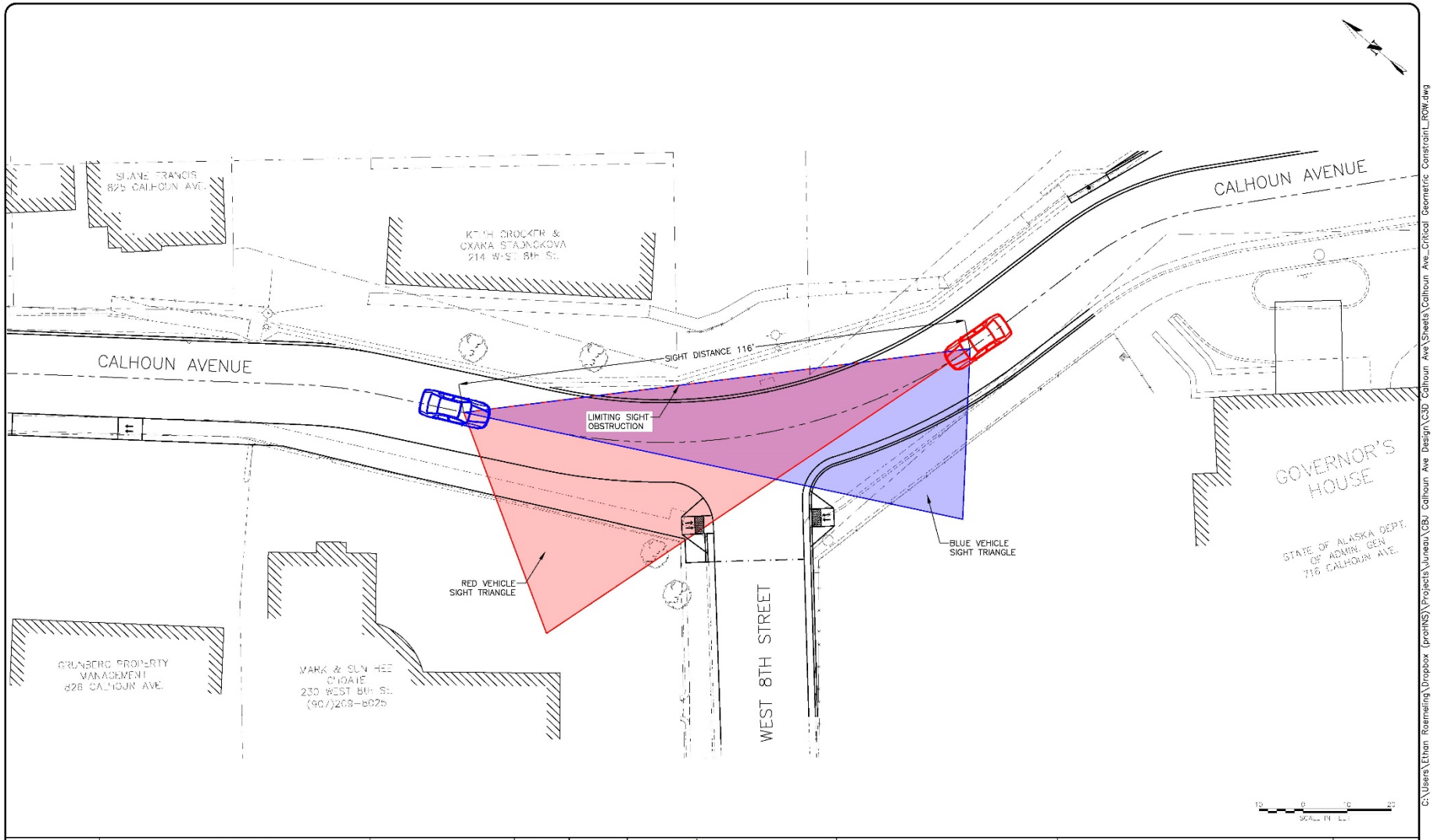
ALASKA'S CAPITAL CITY



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proHNS LLC
CERTIFICATE OF AUTHORIZATION #100862
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DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION
BE21-117

LIMITING SIGHT DISTANCE

SHEET NUMBER 1 OF 1

C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_Critical Geometric Constraint_ROW.dwg
March 9, 2021

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Planning Commission

(907) 586-0715
PC_Comments@juneau.org
www.juneau.org/plancomm
155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION
NOTICE OF RECOMMENDATION

Date: January 15, 2021
File No.: CSP2020 0011

City and Borough of Juneau
CBJ Assembly Members
155 S Seward Street
Juneau, AK 99801

Proposal:	Planning Commission Recommendation to the City and Borough Assembly regarding complete street and underground utility maintenance (and replacements as necessary) for Calhoun Avenue
Property Address:	Calhoun Avenue
ROW name:	Calhoun Avenue
Parcel Code No.:	Not Applicable
Hearing Date:	January 12, 2021

The Planning Commission, at its regular public meeting, recommended that the Assembly DENY CBJ staff to design and build the project as described in the project description and drawings submitted with the application.

The Planning Commission recommended to the Assembly that a full traffic study of Calhoun Avenue traffic operations should be conducted prior to reconstruction.

Attachments: January 5, 2021 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding CSP2020 0011.

This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even

if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020(b).

_____	January 20, 2021 _____
Michael LeVine, Chair Planning Commission	Date
_____	January 21, 2021 _____
Filed With Municipal Clerk	Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ - adopted regulations. The CBJ and project designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

PLANNING COMMISSION AGENDA
THE CITY AND BOROUGH OF JUNEAU, ALASKA

Presentation by Southeast Alaska Watershed Coalition: Stormwater BMP - POSTPONED

ATTACHMENTS:

	Description	Upload Date	Type
	Presentation by Southeast Alaska Watershed Coalition: Stormwater BMP	3/2/2021	Presentation

SOUTHEAST ALASKA WATERSHED COALITION

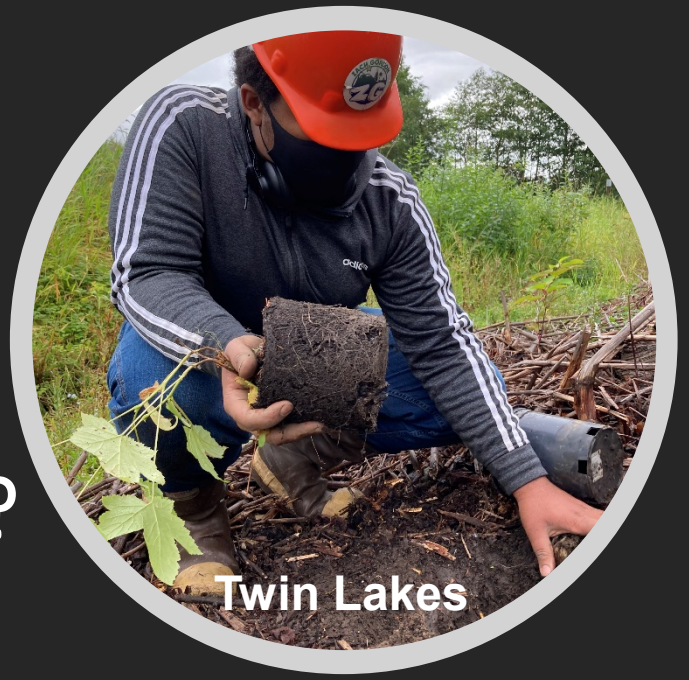
CONNECT - INFORM - PARTICIPATE

Stormwater Management in the Lower Jordan Creek Watershed

CBJ Planning Commission
March 9, 2021

John Hudson
Restoration Biologist
419-4677, john@sawcak.org

Jordan Creek


Twin Lakes

Pat Creek

*W*hat we do?

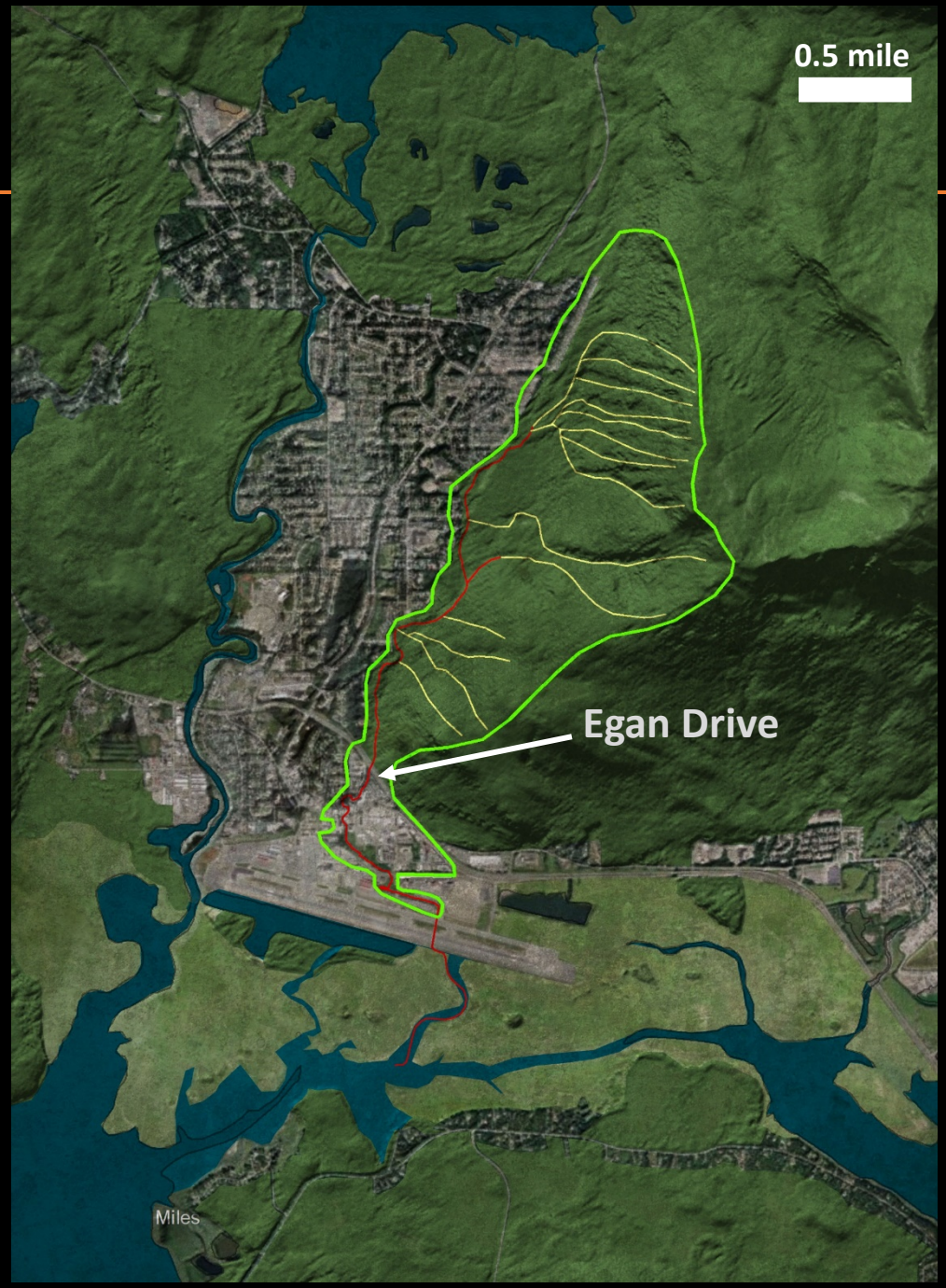
Switzer Creek

We *cultivate partnerships to help communities steward their watersheds through participatory projects, research, and learning.*

SOUTHEAST ALASKA WATERSHED COALITION
CONNECT - INFORM - PARTICIPATE

Jordan Creek

The Jordan Creek Watershed



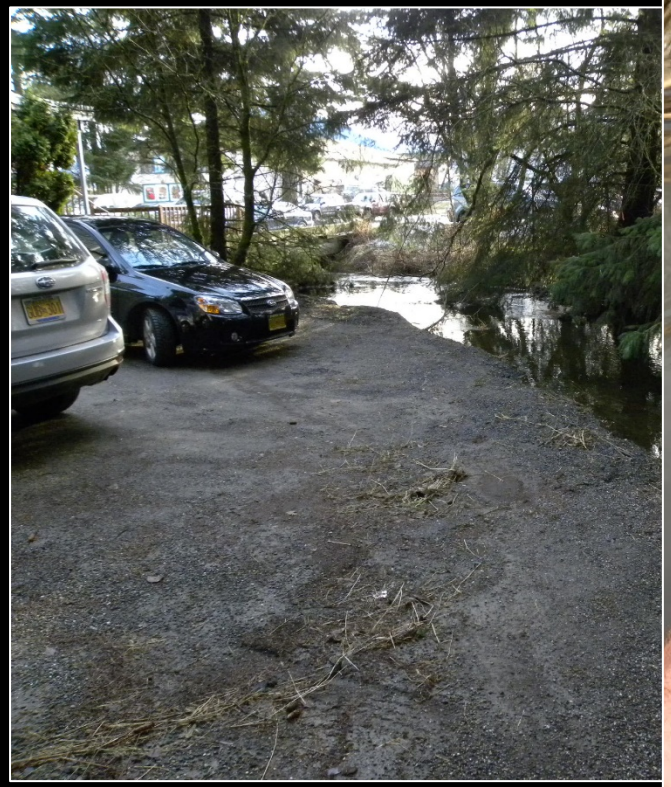
lower reaches

Urbanization Over Time

1926

2019

Consequences of Urbanization



Loss of riparian habitat
(Jordan Square North)

Polluted Runoff
(Yandukin Drive ditch)

Porous to Impervious
(Glacier Hwy. west of Jordan Ave.)

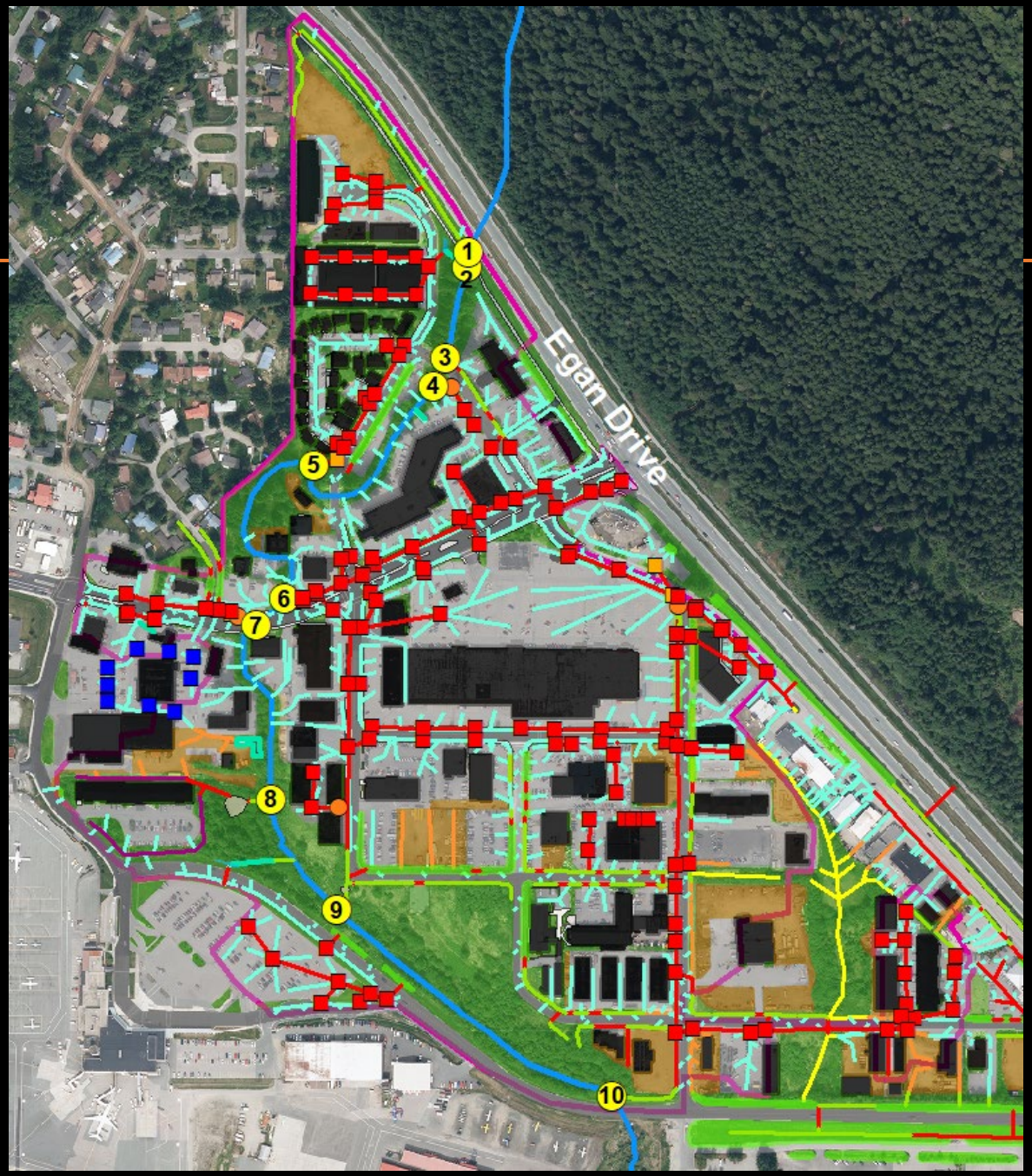
SAWC Water and Sediment Quality Monitoring

Elevated:

- Streambed fine sediment
- Suspended sediment
- Zinc, copper, and lead
- Polycyclic aromatic hydrocarbons
- Bacteria

STORMWATER IS THE SOURCE

Stormwater Mgmt. Starts with Mapping



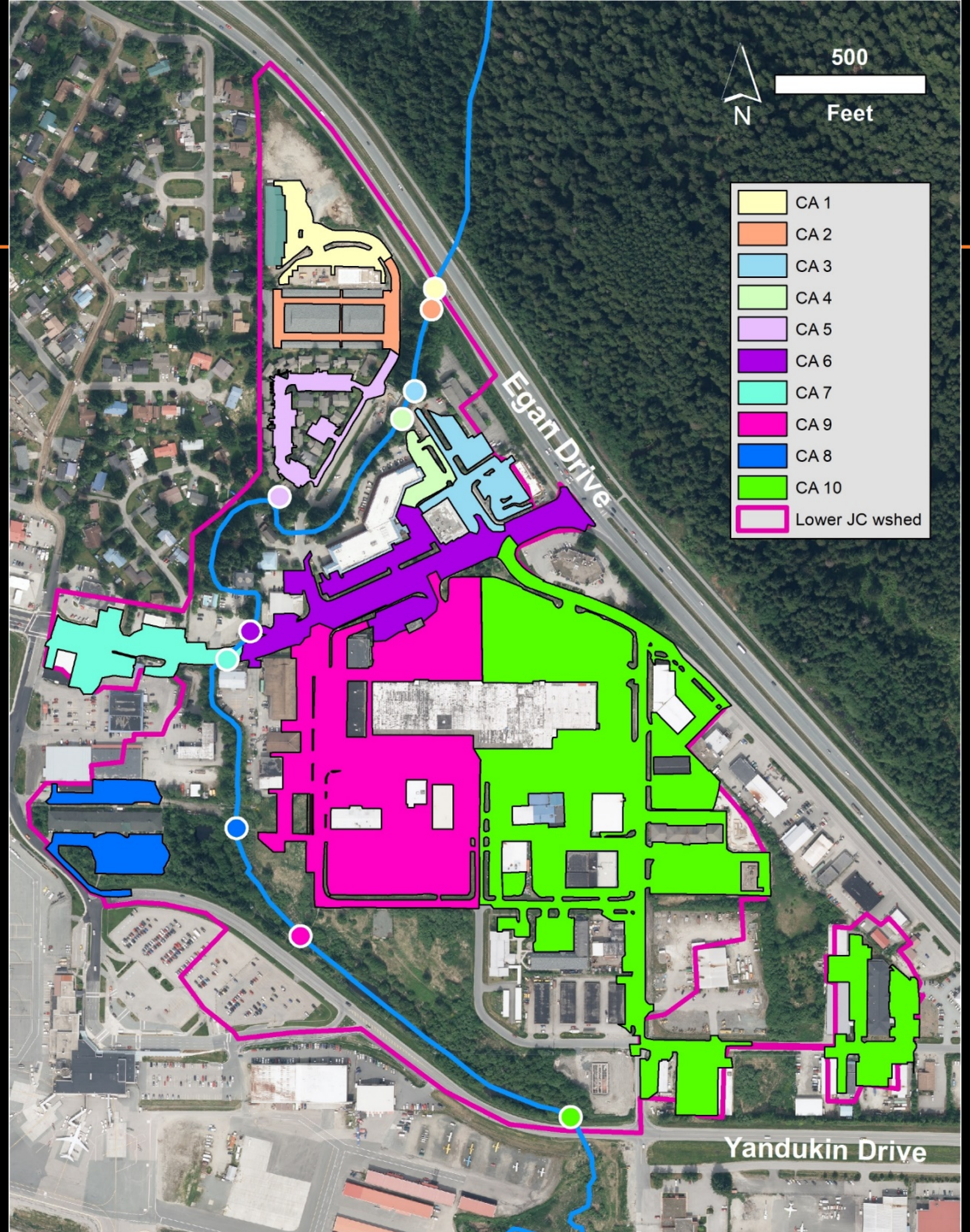
Lower Jordan Creek
Stormwater System

Stormwater Mgmt. Starts with Mapping

31 tons

annual sediment input to Jordan Creek from impervious surfaces

Contributing Areas



Managing Stormwater to Improve Jordan Creek

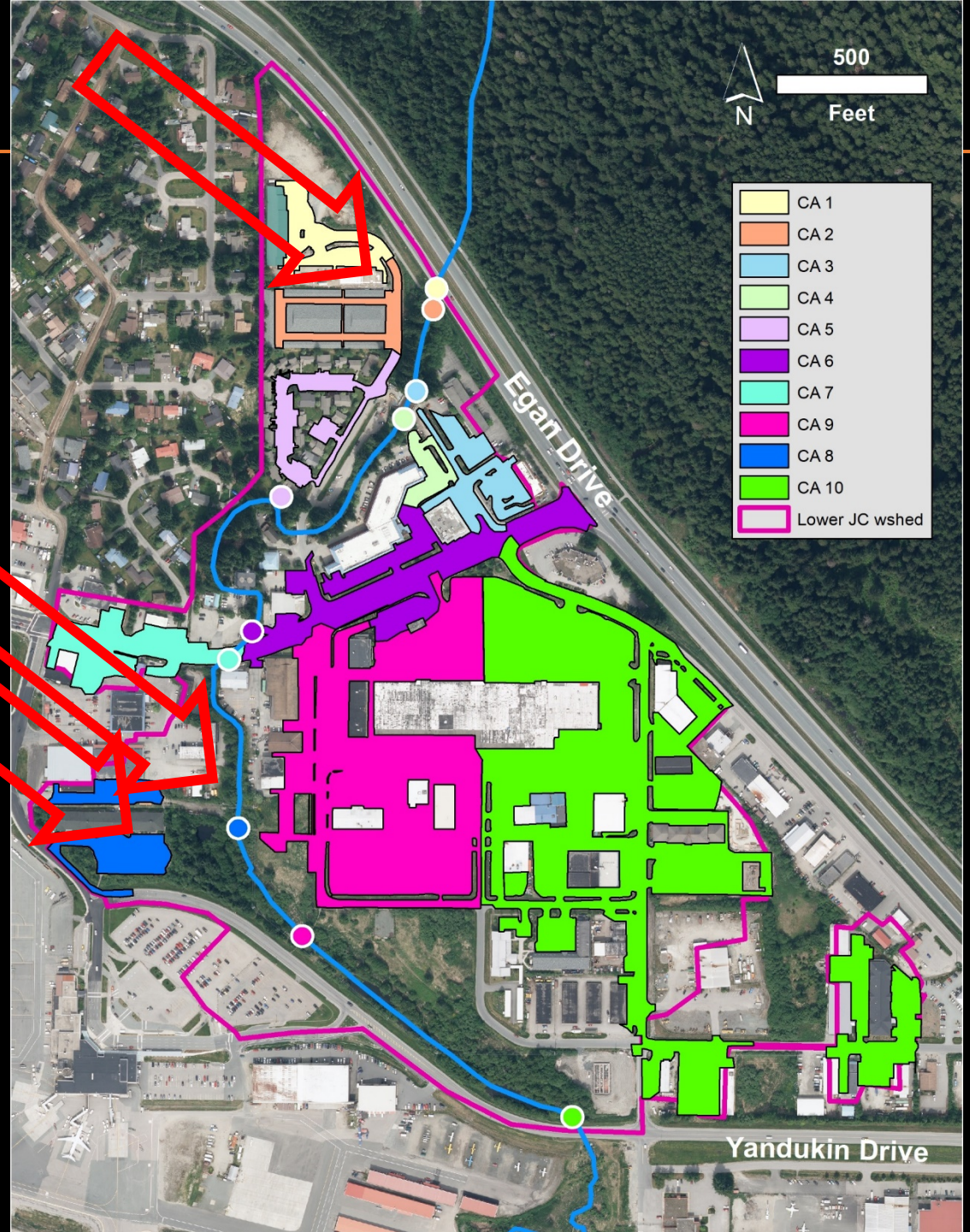
GOAL:

Divert runoff *<u>away</u>* from storm drains and *<u>into</u>* green infrastructure (aka, stormwater BMPs or LID)

Crest Street

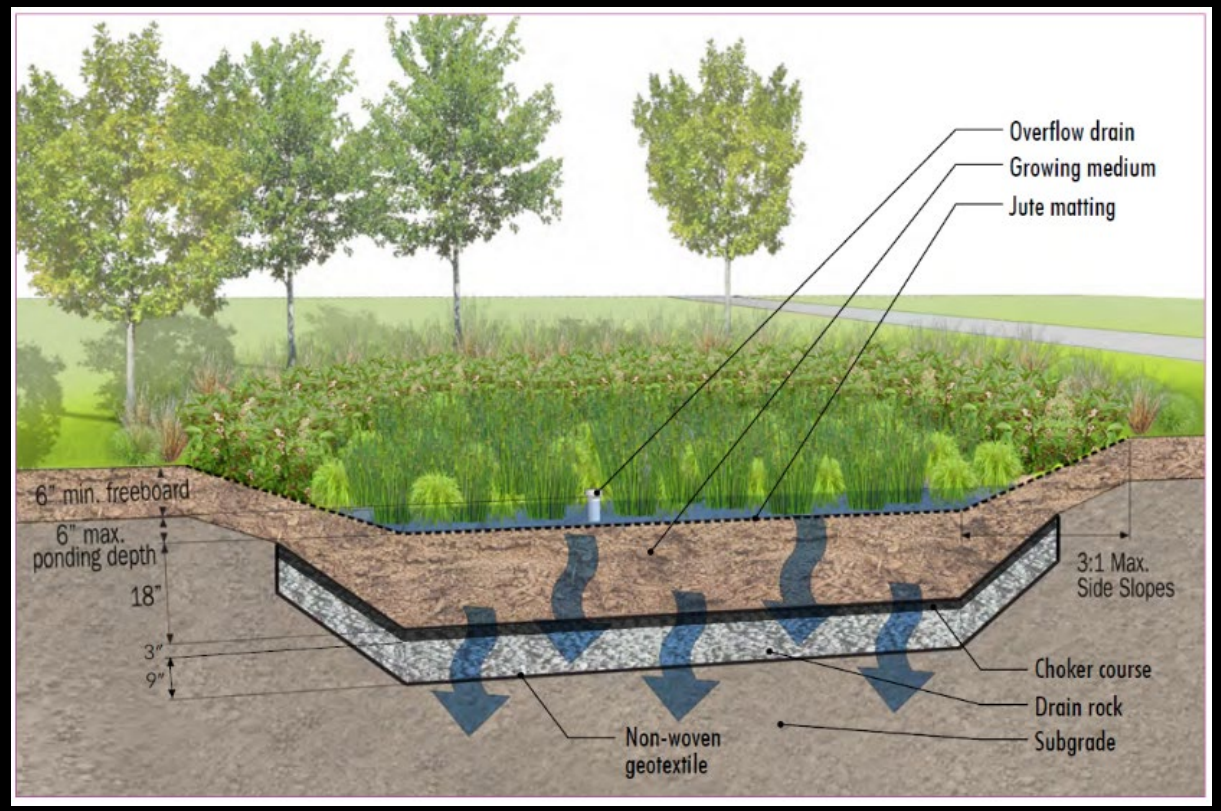
Existing Stormwater BMPs

- North Jordan Ave (3 private properties)
- Central Council Tlingit and Haida Indian Tribes of Alaska
- Extended Stay Hotel

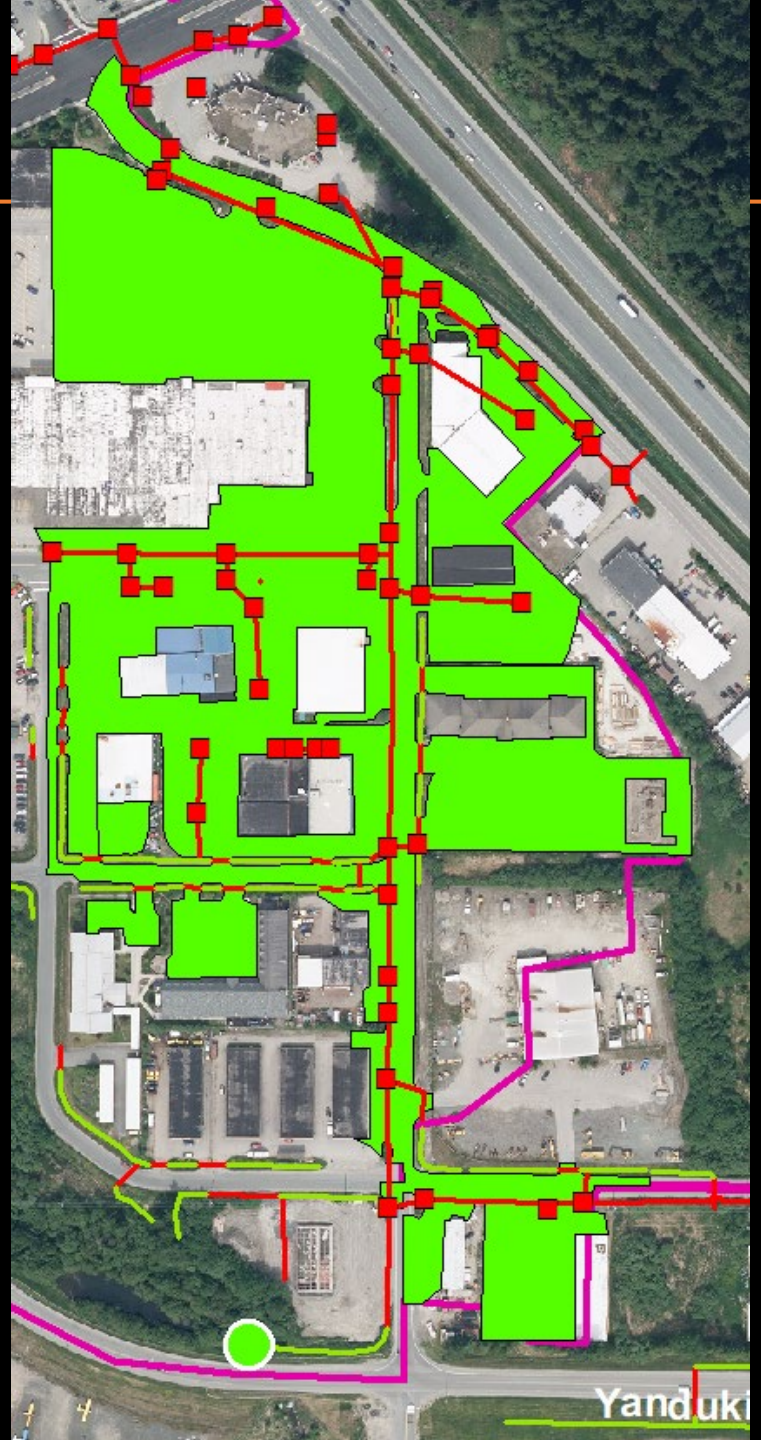


Stormwater Solutions

CBJ Crest Street Reconstruction and Nugget Mall Parking Lot

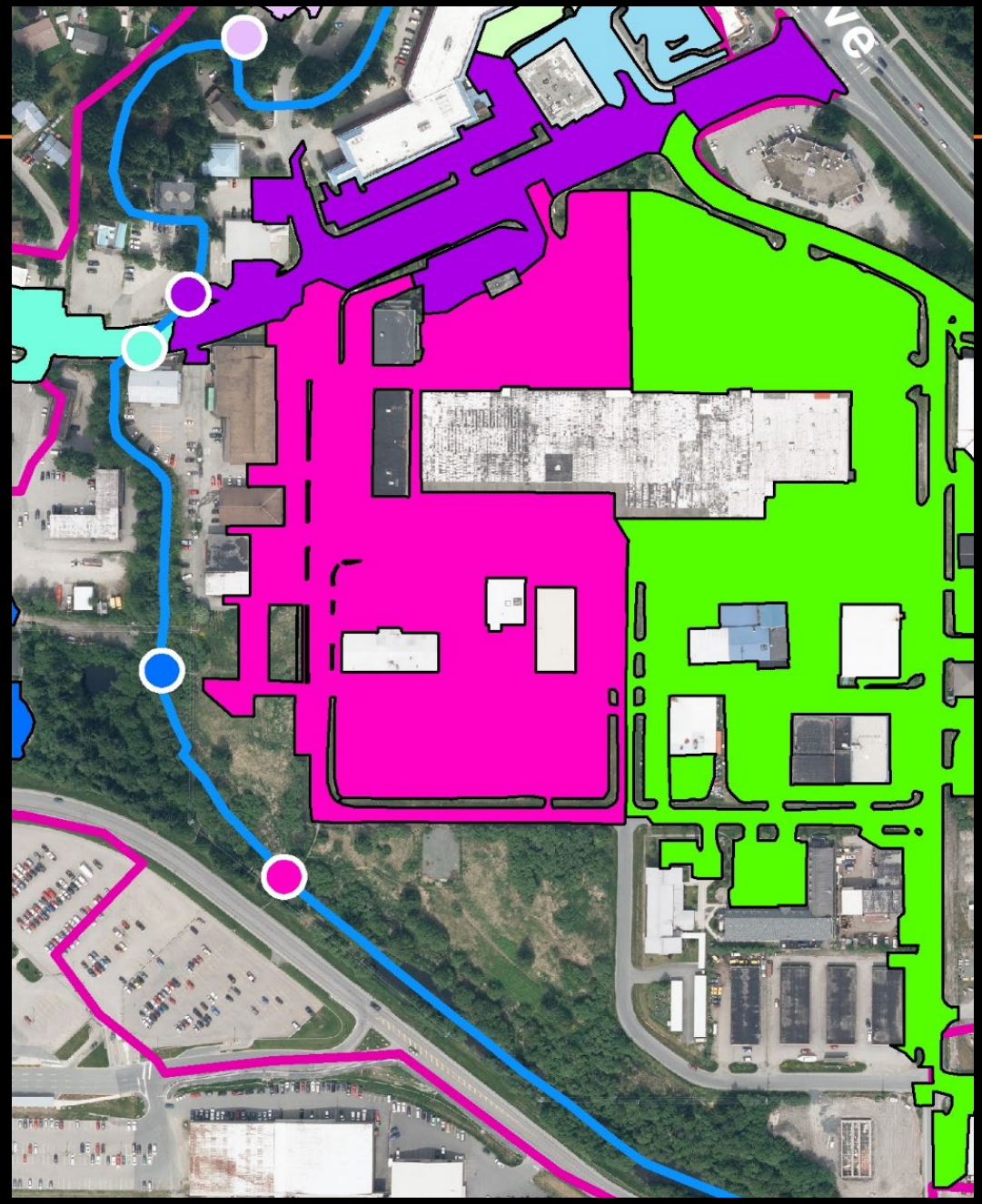


bioretention swale



Stormwater Solutions

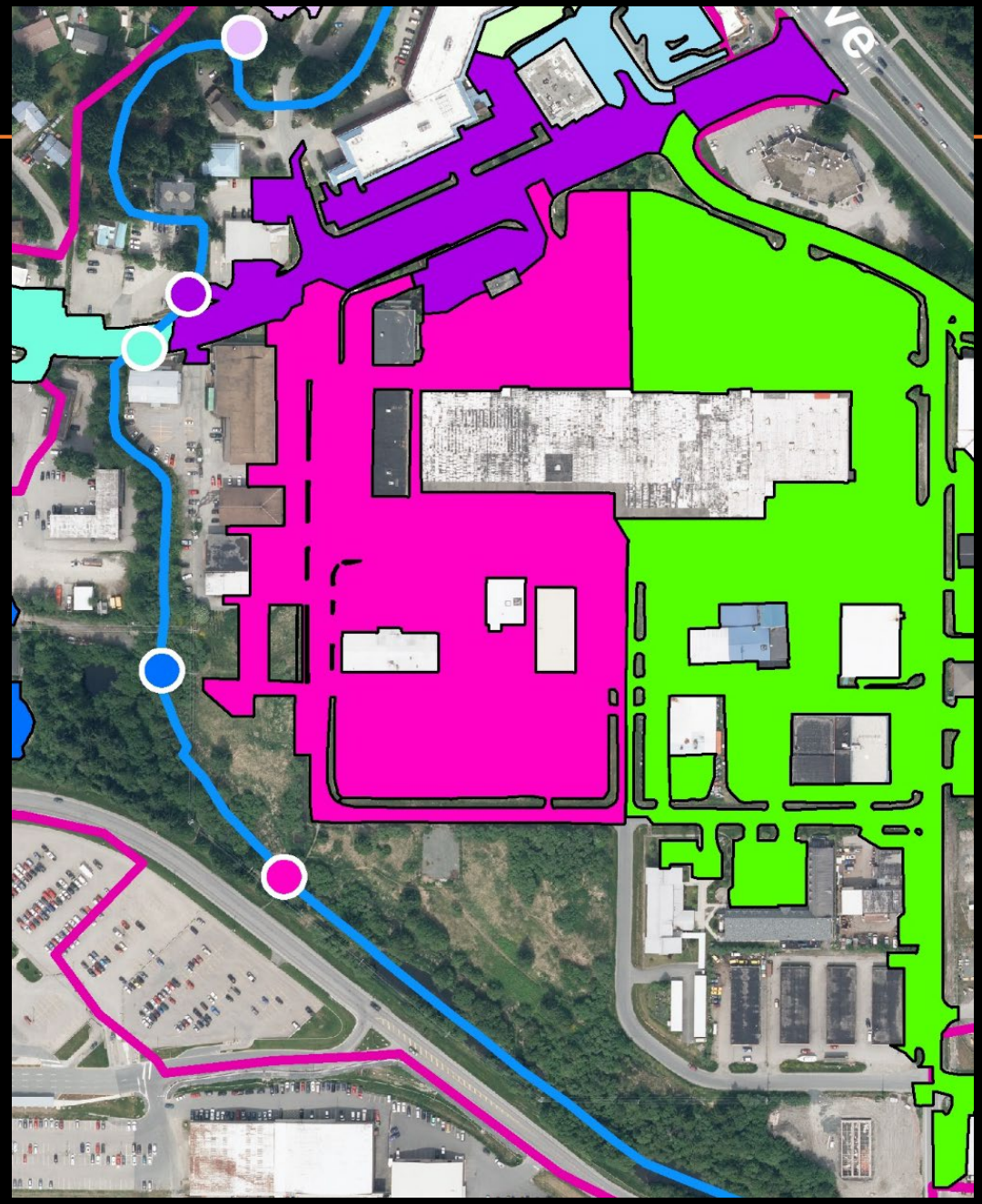
Lower Jordan Creek Greenbelt – Wet Biofiltration Swale



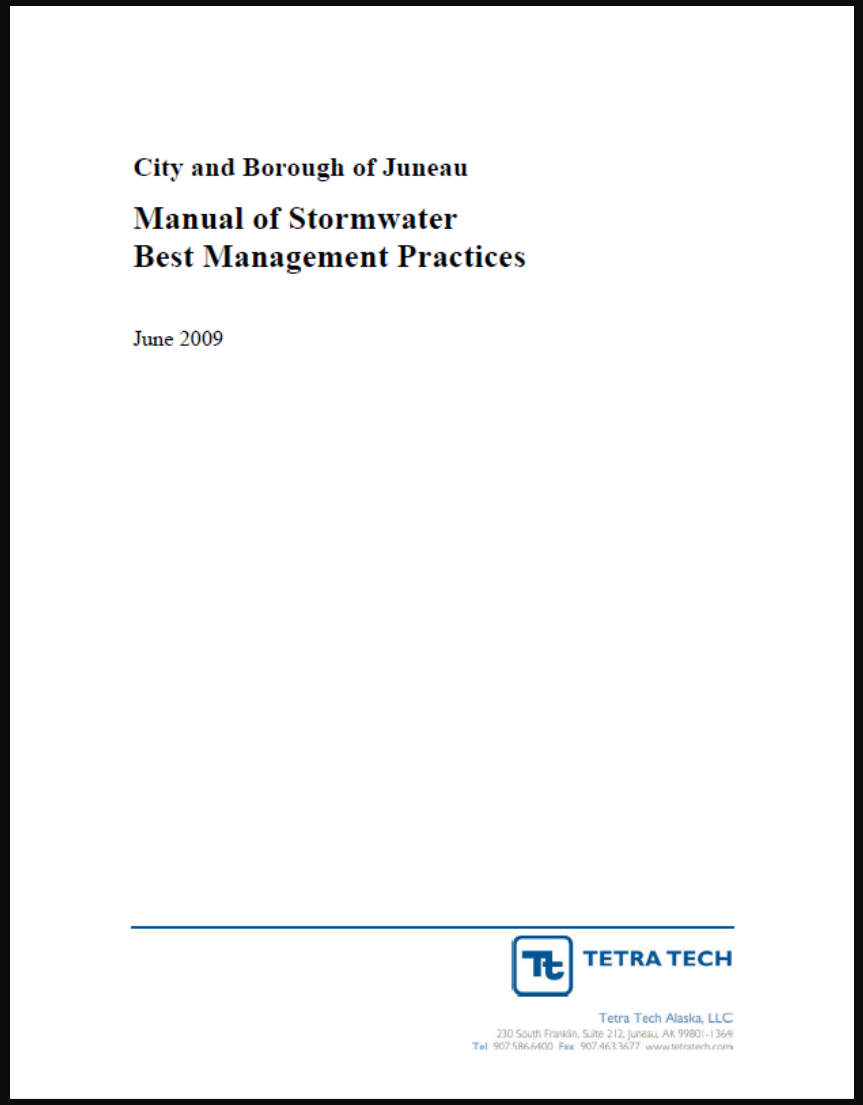
Stormwater Solutions

Trout Street Ditch – Bioswale

Trout Street Ditch



Stormwater Best Management Practices Improve Stream Health and Reduce Flood Risk



City and Borough of Juneau

Manual of Stormwater
Best Management Practices

June 2009

TETRA TECH

Tetra Tech Alaska, LLC
230 South Franklin, Suite 212, Juneau, AK 99801-1364
Tel 907.586.6400 Fax 907.463.3677 www.tetratech.com

Juneau Comprehensive Plan (2013)

"Ensure that stream corridors, ……receive greater attention in the local permitting process through adherence to the most recent version of the CBJ Manual of Stormwater Best Management Practices (BMPs) ……"

BMP Effectiveness Varies

City and Borough of Juneau

Manual of Stormwater
Best Management Practices

June 2009

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Water Quality Treatment **C-1**
Basic Treatment BMPs C-3
Biofiltration Swale C-3
Filter Strip C-9
Infiltration Basin C-13
Wet Pond C-17
Constructed Wetland C-23
Hydrodynamic Separator C-27
Oil Control BMPs C-29
Oil-Water Separator C-29
Sand Filter C-33
Catch Basin Inserts C-39
Miscellaneous BMPs C-43
Spill Control C-43
Flow Splitter C-47

THANKS

John Hudson
Restoration Biologist
419-4677, john@sawcak.org

PLANNING COMMISSION AGENDA
THE CITY AND BOROUGH OF JUNEAU, ALASKA

Additional Materials for March 9, 2021 Planning Commission

ATTACHMENTS:

	Description	Upload Date	Type
🗋	Additional Materials for March 9, 2021 Planning Commission	3/8/2021	Miscellaneous

Additional Materials
Regular Planning Commission Meeting

Virtual Meeting Only
7:00pm
Meeting Date: March 9, 2021

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1. **USE2021 0001:**
    a. Correction Memo from Irene Gallion

2. **CSP2020 0011:**
    a. Revised Materials & Recommendation from Irene Gallion
    b. Public Comment – Jill Ramiel, received 3.3.21
    c. Public Comment – Peter Metcalfe, received 3.7.21
    d. Public Comment – Thomas Paul, received 3.7.21
    e. Public Comment – Emily Ferry, received 3.7.21
    f. Public Comment – Caitlin Stern, received 3.7.21
    g. Public Comment – John Connolly, received 3.8.21
    h. Public Comment – Marilyn Holmes, received 3.8.21
    i. Public Comment – Richard D. Monkman & Tina Kobayashi, received 3.8.21

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

MEMO

From: Irene Gallion, Senior Planner

To: Michael LeVine, Chair

Through: Jill Maclean, AICP, Director

Parcel No.: 1C070K770011, 1C070K770012

Legal Description: Sealaska Lot 1 and 2

Case Number: USE2021 0001 – Modification of Access to Surface Parking

RE: Correction Memo

Please remove the last bullet from proposed Condition 11:

- Pages seven and thirteen of the staff report

The applicant requested the condition be removed, as it was not directly applicable to the question of access.

While the condition does include drainage requirements for the sidewalk system, these requirements will be reviewed under code by General Engineering during the building permit process. Removing the condition is consistent with Planning Commission efforts to only condition items that are not explicitly laid out in code.

Staff recommends the following change (see strike through):

11. Circulation (vehicular): Site Plan Required. Prior to the issuance of a building permit for the proposed project, the applicant must submit a site plan showing appropriate parking lot vehicle control signs and pavement markings that comply with the requirements of CBJ 49.40. This plan will include:

- A sign indicating one-way traffic from Main Street into the parking lot.
- A sign prohibiting entry off of Front Street.
- Sign(s) for traffic exiting the parking lot, clarifying:
    - Front Street is one-way traffic.

    - Left turn only leaving the parking lot.
    - No exit onto Main Street.
- Painted arrow markings for one-way circulation.
- Dimensions from the travelled way to the edge of the driveway.
- Dimensions between driveways.
- ~~Engineered plan for drainage and construction of the raised sidewalk. Include Seward Street width, parking space widths on Seward and Front Street for revised parking spaces, and sidewalk width and grades.~~

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155 S. Seward Street • Juneau, AK 99801

March 5, 2021

MEMO

From: Irene Gallion, Senior Planner

To: Michael LeVine, Chair, Planning Commission

Through: Jill Maclean, AICP, Director

Case Number: CSP2020 0011: Calhoun Avenue Reconstruction

RE: Revised materials and recommendation

Staff recommends the Planning Commission (Commission) recommend APPROVAL of the Calhoun Avenue Reconstruction Project, as revised by CBJ Engineering and Public Works (E&PW), to the Assembly.

Staff recommends pursuit of funding for systemic, non-motorized improvements throughout the downtown area, including Federal Highways Administration (FHWA) Transportation Alternatives Program (TAP) funding, for which Requests for Proposals (RFP) are anticipated in 2022.

Based upon Commission comments and direction at the public hearing on January 12, 2021, E&PW has revised the plans to meet minimum American Association of State Highway and Transportation Officials (AASHTO) standards and no longer require Commission approval of street construction waivers.

The possible planning project:

A new non-motorized plan should be considered in addition to the reconstruction project.

- Bike lanes on Calhoun Avenue alone would connect to nothing. It would be an island of bike lanes in a downtown devoid of bike lanes. This begs the systemic review of access in downtown.
- Under the current Manual of Uniform Traffic Control Devices (MUTCD) published by the U.S. Department of Transportation's FHWA, less traditional solutions such as Dashed Bike Lanes are considered "experimental," and require special permission for construction with federal funds (Juneau would seek such approval in order to mitigate liability, regardless of funding source). However, the MUTCD is currently in revision, and such tools may be included in the next version.

A systemic study fosters equitable treatment across Juneau's communities and social strata.

In speaking to the Alaska Department of Transportation and Public Facilities (ADOT&PF) Statewide Bike and Pedestrian Coordinator on March 3, 2021, ADOT&PF anticipates putting out an RFP for use of TAP funds next year. They anticipate that the funding would be limited to non-infrastructure projects.

Federally funded TAP projects require 9.03% match. Projects that provide more match score higher in the Project Evaluation Board process. In the Statewide Transportation Improvement Program (STIP), TAP projects tend to provide a match of about 11 percent.

TAP (TRAAK) Projects Criteria				
	Scoring Criteria			
Standards	**(5)**	**(3)**	**(0)**	**(-3)**
3. Local, other agency or user contribution to **fund capital costs** Weighting: 5	Contribution of cash matching funds: .2 pt per each 1% of project cost in excess of the required federal aid match.		Contribution covers no capital costs Beyond required match commitment.	N/A Commitment to provide matching funds is required for all project nominations
Minimum match contribution of 9.03% is required for all projects. Only contributions that exceed the required match contribution shall be considered for additional points. All financial commitments must be in writing and approved by the local governing body of the community or tribal government before project will be considered for funding. Cost estimates must be prepared or approved by DOT&PF.				

CBJ could pursue these funds to look at downtown improvements systemically. There are a few different approaches, listed from most favored to least favored (which is also most expensive to least expensive):

- Update our 2009 Non-Motorized Transportation Plan for the whole community.
- Develop the "Downtown Transportation Management Program" outlined in the 2013 Comprehensive Plan (IA6 and IA3).
- Consider a type of improvement (for instance, "Dashed Bike Lanes,") and its execution systemically throughout Juneau.
- Consider a type of improvement (for instance, "Dashed Bike Lanes,") and its execution systemically throughout downtown Juneau only.

This approach has inertia. There is time required for the RFP, evaluation of proposals, contracting federal funds, and the study process itself (including scoping, consultant selection, public outreach, and iterative edits). The inertia of the study process will better position Juneau to study during a cruising season more closely aligned with "normal" traffic and usage patterns. The inertia may also allow completion of the MUTCD revision, and the possibility of increased options without the challenge of obtaining experimental approval.

The proposed road reconstruction project:

Revisions proposed by E&PW are incremental. The public will not see the "big bang" improvements discussed, due to their systemic or experimental nature, and lack of funding allocated. The Commission may recall reviewing the Capital Improvement Program (CIP) in 2018, and recommending approval of the CIP to the Assembly. That CIP included the Calhoun Avenue reconstruction project as originally proposed by E&PW; the CIP did not include the expanded project elements currently being discussed.

The core of Staff's evaluation remains the same:

- CCFR needs two-way traffic on Calhoun Avenue at this time.
- The water system needs replacement.
- The sewer system is old. Separating the sanitary sewer and the storm sewer:
    - Is required by law.
    - Is better for the environment.
    - Saves wear and tear on expensive water treatment infrastructure.
- Given the alarm regarding pedestrian safety, immediate improvements are warranted.
- The project is consistent with Title 49 Land Use Code, the Comprehensive Plan, and other adopted plans.

Improved walkability is a laudable aspiration of adopted plans. Walkability improves public health and the environment. While walkability is a global goal, it is worth looking at the instances when Calhoun Avenue is specifically mentioned in plans.

Safe Routes to Schools (2012)

One chapter audits the Harborview and Montessori Borealis routes to schools. That section has a table of recommended improvements (Page 49).

Improvement/Action	Type	Resp Party	Cost	HE
18. Periodic police re-enforcement of the 20 mph speed limit on Calhoun Avenue is needed. Calhoun is a narrow winding road with narrow sidewalk in spots. This is a "short-cut" to bypass Egan that many vehicles take in the fall, winter, and spring, and frequently exceed the speed limit, according to parent observations.	Enforce speed limit, walker/cyclist safety	Juneau Police	NC	VL

Under "Cost," "NC" means "no cost -$100." "HE" is "Human Effort," and is estimated at one to five ongoing hours (VL).

Another chapter does the same analysis for the Juneau Community Charter School. While the school moved to the Marie Drake building since the study was written, observations are relevant. Under "Issues" it recognizes current conditions (Page 104):

> *Depending on the weather, up to 9% of students ride bikes to and from school. There are no designated bike lanes in the downtown area….Calhoun Avenue is difficult for cyclists because it is narrow, has short sight distances, and traffic can move relatively quickly.*

Bike lanes on Calhoun Avenue would have no systemic connections at the beginning or end. This illustrates how a Calhoun Avenue study cannot be isolated from the downtown transportation system.

Recommended improvements for the Harborview routing include (page 106):

Improvement/Action	Type	Resp Party	Cost	HE
6. Rehabilitate the rundown sections of sidewalk along Calhoun Avenue from Cope Park to Main Street. Raise them to provide more contrast between street and sidewalk, widen where possible.	Walker safety	CBJ	L2	OT

Under "Cost," "L2" means "$50,000 - $100,000." "HE" is "Human Effort," and is a one-time undertaking (OT).

The project proposed by E&PW raises sidewalks, and widens where possible, in conformity with the recommendations of this plan.

Non-Motorized Transportation Plan (2009)

A "Mid and Low Priority" sidewalk and streetscape improvement is #78 on page 57:

Calhoun Avenue

- Traffic calming to increase safety for pedestrians
- Options include narrowing travel lanes, reducing speed limit, adding signs

The project proposed by E&PW established traffic calming measures, and addition of signs. The lanes are already at minimum width.

Appendix D of the Non-Motorized Transportation Plan is "Recommended Non-Motorized Infrastructure Improvements, by Area." Number 78 is a "mid" priority, "Improvements for pedestrians needed on Calhoun Avenue." That improvement was not in the 2001 Area Wide Plan, the 2008 Comprehensive Plan, or the 1997 non-motorized transportation plan.

Item	Description
Attachment A	Design Memo
Attachment B	Design Alternatives Study Matrix
Attachment C	Area Map with Proposed Improvements

proHNS LLC
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219 Main Street #13 | Haines, AK 99827 | 907-419-6070 | www.proHNS.com

March 5, 2021

To: Michael LeVine, Planning Commission Chair

Thru: Katie Koester, Engineering & Public Works Director, & John Bohan, PE, Chief CIP Engineer

From: Lucas Chambers, PE, proHNS

RE: Calhoun Avenue Reconstruction Design Alternatives Recommendations

Dear Commissioners,

Throughout the public process, we have received a significant amount of public testimony. The overarching theme of this public testimony has been regarding existing safety concerns of the current roadway and how those concerns could be mitigated. From that testimony, three main safety objectives have been identified; increase pedestrian safety, increase bicycle safety and incorporate traffic calming measures.

As a professional engineer the fundamental cannon of our code of ethics is; to hold paramount the safety, health, and welfare of the public. We believe the that the publics concerns regarding safety are justified, but we also recognize that with multiple user groups accessing this corridor, design decisions must be made to improve safety while also allowing the corridor to continue to serve its defined use as a collector street.

To assist us in our design decisions and recommendations we developed a *Decision and Design Alternatives Study Matrix*, see attached. This matrix has been revised to incorporate ideas contributed through the public process, and contains descriptions of each item, advantages, disadvantages, rough order of magnitude costs, and a graphic for each. In addition, an *Area Map* has been labeled to indicate the location within the project limits where each recommendation is to be implemented, see attached. The following are our design alternative recommendations and supporting justification for the Calhoun Avenue Reconstruction project. Note that corresponding numbers are in reference to the item numbers as assigned in the matrix.

Recommended Items

#1 Consistent and Narrow Traffic Lanes – Recommended

To encourage traffic calming and allow for widening the sidewalks, this recommendation includes the narrowing of the proposed traffic lanes to a consistent 9-foot width along Calhoun Avenue from the intersection with Capitol Avenue to the intersection with West 7th Street. Narrow lanes make the driver feel more constrained, which in turn causes them to drive at a slower speed. This recommendation is permissible through the American Associate of State Highway and Transportation Officials (AASHTO) design standards and is a recognized method of traffic calming by Federal Highway Administration (FHWA).

"Where the available or attainable width of right-of-way imposes sever limitations, 9-ft lanes can be used in residential areas..."

- A Policy on Geometric Design of Highways and Streets (Green Book) AASHTO, 5.3.2

#2 Raising Sidewalk Elevation Above Road – Recommended

To increase pedestrian safety and encourage traffic calming, the raising of the sidewalk elevation so that it is 6-inches above the roadway surface provides both a visual and a physical barrier between the vehicles traveling along Calhoun Avenue and the pedestrians walking along the sidewalk. The 6-inch vertical separation is standard

practice and is typically implemented through the use of a concrete curb and gutter. This recommendation is outlined in the AASHTO design standards.

"Local Streets in urban areas normally are designed with curbs to allow greater use of available width and for control of drainage, protection of pedestrians, and delineation."

- A Policy on Geometric Design of Highways and Streets (Green Book) AASHTO, 5.3.2.5

#5 Colored Crosswalks – Recommended

To increase pedestrian safety and encourage traffic calming, installing colored (red) concrete crosswalks in addition to the standard white crosswalk striping provides an enhanced visual queue to the driver that pedestrians may be present in the roadway, through both a change in color and surface texture. This recommendation is a method of traffic calming recognized by the FHWA and has also been implemented on nearby streets (Irwin St, W. 12th St).

#6 Concrete Curb at Wall - Recommended

To encourage traffic calming as well as protect existing infrastructure, a 6-inch curb installed along the existing stone retaining walls will help to delineate the roadway as well as provide protection for the walls by discouraging vehicles from driving too close. As opposed to the current configuration the vehicle tire would be the first part of the car to strike the wall and the damage to the vehicle and force of redirection would be less than a full vehicle strike. The existing concrete retaining wall located directly across from West 8th Street has a similar curb currently installed. This recommendation is outlined in the AASHTO design standards.

"Vertical curbs and safety walks may be desirable along the faces of long walls and tunnels, particularly if full shoulders are not provided. These curbs tend to discourage vehicles from driving close to the wall…"

- A Policy on Geometric Design of Highways and Streets (Green Book) AASHTO, 4.7.2

#7 Traffic Striping – Recommended

To encourage traffic calming, the continued installation of double yellow traffic striping along Calhoun Avenue is recommended. This practice is consistent with nearby and connecting streets (Main St, Irwin St, W. 12th St) and markings delineate lane widths and provide guidance for motorists. This recommendation is identified and permissible within the Manual on Uniform Traffic Control Devices (MUTCD).

"Markings on highways and on private roads open to public travel have important functions in providing guidance and information for the road user."

- Manual on Uniform Traffic Control Devices for Streets and Highways, FHWA, 3A.01.01

#9 Easements/ROW Acquisition – Conditionally Recommended

To increase pedestrian safety, the widening of the geometrically constrained location located between the stone fence at 230 W. 8th St and the masonry barricade/stone wall at 825 Calhoun Avenue would require either an easement or the acquisition of private property. In conjunction with other recommended items (#1, #6, #11, #15) the required proposed cross section is 23.6-ft, the current available width is 21.6-ft. An irregular shaped piece of property with a maximum of 2-ft width would be required from both 230 W. 8th St and 826 Calhoun Avenue. In addition to the property, there is also an existing stone fence and possible underground propane tank that would need to be realigned/relocated to achieve the desired outcome. This item is recommended conditionally as it is dependent on the cooperation and agreement of multiple private property owners. If this

item is not implemented there will be approximately 85-ft of sidewalk along the west side of Calhoun Avenue that is less than 5' wide, with the minimum width being approximately 3-ft at the point of geometric constraint.

#11 Thickened Edge Sidewalk – Recommended

To increase pedestrian safety, a thickened edge sidewalk combines a concrete sidewalk with a concrete curb. As compared to a standard curb and gutter this configuration effectively increases the usable width of the adjacent sidewalk by 0.5-ft and increases the usable width of the adjacent roadway by 1.5-ft providing a total of 2-ft of additional space. The current available width at the point of geometric constraint is 21.6-ft, with the use of two 9-foot lanes and a 6-inch curb along east edge below the stone wall that leaves approximately 3-ft width for the thickened edge sidewalk. This recommendation allows the corridor to meet both the AASHTO requirements for minimum lane width and the Americans with Disabilities Act (ADA) requirements for minimum sidewalk width. By utilizing the thickened edge sidewalk instead of the standard curb and gutter along other portions of the corridor it allows for an additional 1.5-ft that can be allocated to the sidewalk width to help maximize the total width of the sidewalk.

#12 Eliminate Blind Corner – Recommended

To increase motorist safety, the existing right-hand turn (north bound) off of Goldbelt Avenue onto Calhoun Avenue would be prohibited through the use of a no right turn sign on Goldbelt Avenue. The existing right turn maneuver requires a stopped vehicle to make a 153° turn onto a collector street with a 12% grade. This movement cannot be made by most personal vehicles and requires the vehicle turning off Goldbelt Avenue to cross into the oncoming traffic lane on Calhoun Avenue (south bound) before returning to their intended lane (north bound). AASHTO recommends that roadway intersections should meet at an angle not exceeding 15° from perpendicular. Goldbelt Avenue intersects with Calhoun Avenue 63° from perpendicular. Because of the historic nature of these two streets and the geographic conditions related to its location on the hillside it is not possible without major reconstruction for this intersection to meet the AASHTO recommendations. This recommendation would prohibit the dangerous maneuver associated with the non-conforming intersection and increase motorist safety.

"This type of unchannelized intersection is generally suitable for junctions of minor or local roads and junctions of minor roads with more important roadways where the angle of intersection is not generally more than 15 degrees from perpendicular."

- A Policy on Geometric Design of Highways and Streets (Green Book) AASHTO, 9.3.3.1

#14 Reconfigure Intersection – Recommended

To increase pedestrian and motorist safety and encourage traffic calming, the intersection of W. 8th Street and Calhoun avenue would be reconfigured to improve sight distances and provide for better pedestrian facilities. As it exists the vehicles stopped on W. 8th Street have a limited sight distance in both directions due to existing fences at the corners of both adjacent properties. The recommended reconfiguration would widen or "bulb out" the sidewalks at this intersection. This would allow the cross walk to move northwards towards Calhoun and allow vehicles stopped on W. 8th Street to pull out past the fence corners improving sight distances in both directions. Additionally, this would allow for wider sidewalks, a larger pedestrian storage location, improved crosswalk alignment for ADA ramps, and the relocation of an existing fire hydrant that currently restricts the W. 8th Street sidewalk.

#15 Widen Sidewalks – Recommended

To increase pedestrian safety, this recommendation includes installing 5-ft wide or greater sidewalks wherever possible along the west side of Calhoun Avenue. This recommendation meets or exceeds the ADA requirements

for sidewalk width. If not implemented in conjunction with other items (#1, #9, #11) there will be approximately 85-ft of sidewalk along the west side of Calhoun Avenue that is less than 5' wide, with the minimum width being approximately 3-ft at the point of geometric constraint.

"… the clear width of walking surfaces shall be 36 inches minimum."

- ADA Standards for Accessible Design, DOJ, 403.5.1

"An accessible route with a clear width less than 60 inches shall provide passing spaces at intervals of 200 feet maximum."

- ADA Standards for Accessible Design, DOJ, 403.5.3

#16 Traffic Signage – Recommended

To increase pedestrian, bicycle and motorist safety, and encourage traffic calming, traffic signage will be installed throughout the project following the MUTCD. Additional signage such as 15 MPH speed limit signs, "road narrows", "slow", pedestrian crossing signs and shared use signs for bicyclists provide visuals queues and guidance for all users. The use of traffic signage through the MUTCD is federally recognized as a method to promote safety for all users.

#17 Update Street Lighting – Recommended

To increase pedestrian, bicycle and motorist safety existing conventional street lighting fixtures will be upgraded to LED. Street lighting is a recognized method to increase safety by improving visibility for all users and has been a proven method to reduce nighttime vehicle accidents. The current streetlights on Calhoun Avenue are conventional street lighting, by upgrading these lights to LED it can improve safety as a result of improved lighting levels and uniformity, improve operational reliability, reduce maintenance response effort and reduce operational costs.

#18 Traffic Painting (Sharrows) – Recommended

To increase bicycle safety the installation of shared lane markings "Sharrows" will be installed along Calhoun in both the inbound (south) and outbound (north) directions. In conjunction with item #16 this will help to assist bicyclists with lateral positioning in the lane, alert motorists that bicyclists are permitted to occupy the entire lane and reduce the incidence of wrong-way bicycling. The use of shared lane markings is outlined and accepted by the MUTCD.

Not Recommended Items

We believe that in addition to providing our design alternative recommendations, that we should also briefly explain several of the items that we do not recommend and provide our justification for those decisions. You will note that not all of the items on the matrix were addressed, as some items that were proposed as concepts or ideas had very little support from either the public or the design team as effective applications for this project.

#4 Raised Crosswalks – Not Recommended

Though raised cross walks are an identified method of traffic calming, we do not recommend their application on this project. Reasons for this decision include the impacts that are created by raised crosswalks such as increased response time for emergency vehicles, decreased comfort for motorist and bicyclists, street drainage issues and snow maintenance issues and are not a consistent application on other collector streets in Juneau. We also believe that our recommendation for colored crosswalks (#5) provides many of the same benefits of a raised crosswalk while also eliminating many of the disadvantages.

#8 Stop Controlled Intersection – Not Recommended

This item involves the installation of a three way stop controlled intersection at Calhoun Avenue and W. 8th Street. The current intersection configuration has Calhoun Avenue as a through street and the one-way movement from W. 8th Street onto Calhoun Avenue is stop controlled. We do not recommend making this intersection a multi-way stop controlled intersection. The primary reasoning and justification that was presented in favor of a multi-way stop controlled intersection has been summarized into two key goals:

1. Improve Safety: Vehicles entering Calhoun Avenue from W. 8th Street have a limited sight distance due to the private fences located at the corners of both adjacent properties.
2. Slow Traffic: Vehicles traveling on Calhoun Avenue exceed the speed limit.

Goal number one regarding sight distance can be addressed through the recommended reconfiguration of the intersection (#14) this reconfiguration will allow vehicles on W. 8th Street to pull out past the obstructing fences, improving sight distances, without having to pull out into Calhoun Avenue. Goal number two is clearly identified by the MUTCD as an unacceptable use for stop signs.

Additionally, the MUTCD does not support the use of multi-way stop applications where the intersecting roads traffic volumes are significantly different. From the Alaska DOT&PF AADT Map, Calhoun Avenue has an AADT of 2,877 and W. 8th Street has an AADT of approximately 561.

"YEILD or STOP signs should not be used for speed control."

- Manual on Uniform Traffic Control Devices for Streets and Highways, FHWA, 2B.04.05

"Multi-way stop control is used where the volume of traffic on the intersecting roads it approximately equal."

- Manual on Uniform Traffic Control Devices for Streets and Highways, FHWA, 2B.07.01

#19 Uphill Bike Lane – Not Recommended

Though uphill bike lanes are effective in allowing bicyclists and motorists to navigate up hills where bicyclists cannot maintain normal traffic speeds, we are not recommending installing one on this project. The primary issue facing this item is the physical constraints of the roadway. A 5' width is generally recommended for uphill bike lanes and given the limited usable roadway at the top of the hill between the Goldbelt Avenue intersection and the covered parking area for 928 Calhoun Avenue an additional 5' of width is not available. This would require bicyclists to have to merge out of the uphill bike lane and into the shared travel lane while navigating the hill. Our recommendation (#18) to install shared lane markings "sharrows" allows bicyclists to use the full lane throughout the corridor and does not require bicyclists to merge into the lane while on the hill.

#20 #21 #25 Bike Passing/Waiting Zone/Queue Lanes – Not Recommended

These three items provide the same outcome with different applications by designating a space adjacent to the roadway for bicyclists to pull over so that a motorist can pass. Due to the corridor geometry and roadway layout the only locations along Calhoun Avenue where this would be possible is on the uphill side of the street. These locations are irregular and narrow in shape, directly adjacent to concrete/stone retaining walls and located in areas with limited sight distances. Additionally, by reducing the speed limit on Calhoun Avenue through recommendation (#16) the posted speed limit would be within the typical design speed for bicyclists traveling on a paved surface thus reducing the need for bicyclists to pull over. These areas would be striped to delineate the edge of roadway and indicate they were not within the traveled way, so they could be used by bicyclists in an emergency, but they would not be signed or striped to encourage normal use by bicyclists.

#22 Advisory Bike Lanes – Not Recommended

Advisory bike lanes are relatively new to the United States and are considered experimental by the MUTCD and FHWA. Approval by MUTCD and FHWA is required prior to implementing an experimental traffic control device on federally funded projects. Guidance is provided by FHWA for geometric design with the preferred advisory shoulder space of 6-ft and preferred minimum travel lane width of 13.5-ft, this layout would require a total out to out paved width of 25.5-ft, this does not include the space necessary for sidewalks and exceeds the width available at geometrically constrained locations. Where other locations would be able to accommodate this width, it would eliminate the space needed to install ADA compliant sidewalks. Available guidelines for advisory bike lanes also indicate that sight distance concerns related to bends, inclines or sightline obstructions are not recommended for this application.

I do believe that advisory bike lanes are a creative and likely effective traffic control device, and there are case studies and documentation that show that the geometric design of the advisory bike lanes could be reduced below the FHWA preferred widths, allowing them to fit within the geometric constraints this project. However, I believe that experimental traffic control devices, with limited data, should be installed on streets that better fit the parameters of the design guidelines. Calhoun Avenue has several tight bends, a steep incline and number of sightline obstructions, that in addition to the limited width available along this corridor would require a reduction in the advisory shoulder width and the traveled lane to below that preferred by the available guidance. For these reasons I believe Calhoun Avenue is a poor candidate for the application of advisory bike lanes and do not recommend this option.

"Requests to experiment include consideration of field deployment for the purpose of testing or evaluating a new traffic control device, its application or manner of use, or a provision not specifically described in this Manual."

- Manual on Uniform Traffic Control Devices for Streets and Highways, FHWA, 1A.09

#24 Separation Bollards – Not Recommended

The key limiting feature of this project is the available usable space within the right-of-way. Many of the items recommended previously were specifically chosen to better use the space that we have available to increase the safety of the users along this corridor. The installation of bollards as a physical barrier between the roadway and the sidewalk would require 6" to 12" of space within the sidewalk. This further limits the movement of pedestrians, potentially creates ADA compliance issues, has minimal safety benefits for pedestrians and decreases the safety of motorists. Similar ideas have been proposed and implemented in the Historic Downtown area of Juneau, but the purpose and need of those bollards was to control pedestrians and keep them out of the roadway, which has not been an observed issue on Calhoun Avenue. Therefore, I cannot recommend the installation of separation bollards as the aesthetic benefits do not outweigh the safety and engineering design requirements of the corridor.

We appreciate your consideration of these recommendations.

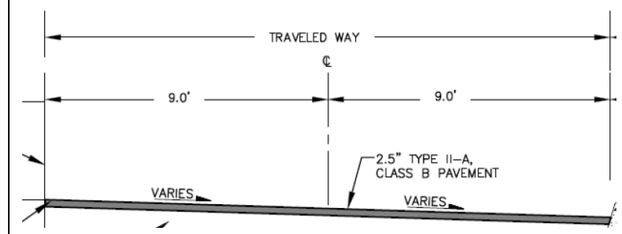
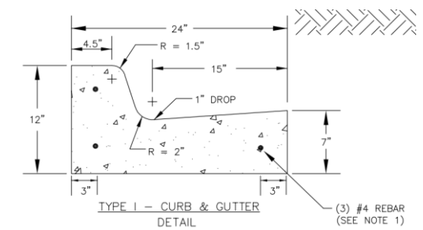
Regards,

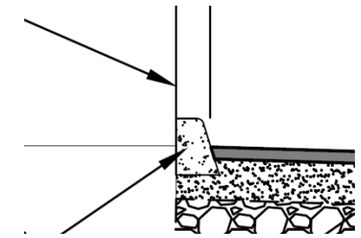
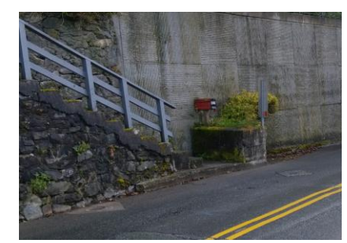
Lucas Chambers

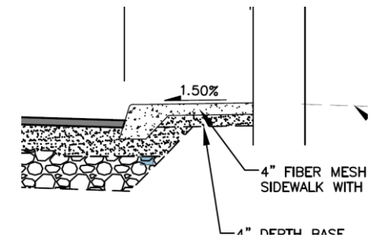
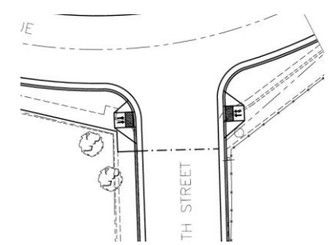
Lucas Chambers, PE
Principal Engineer / Manager proHNS LLC

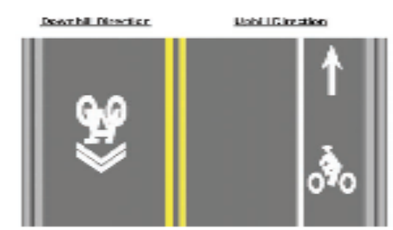
Attachments: Decision and Design Alternatives Study Matrix – Calhoun Avenue Reconstruction Recommendations
Calhoun Ave_Area Map Recommendations

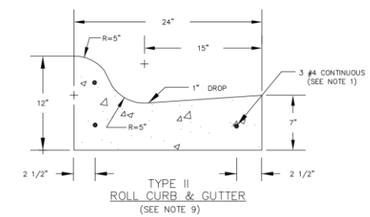
Cc: John Nelson, Project Manager
Ethan Roemeling, PE, Project Engineer

#	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
1	Traffic Calming Geometric Constraint Pedestrian Safety	Consistent and narrow traffic lanes	Reduced lane width between Capitol Avenue and W. 7th Street to 9' lanes.	•Provides consistency through the corridor. •Narrowing traffic lanes is an identified method of traffic calming. •Reduced vehicle speeds and increased safety. •Additional space for pedestrian facilities (except at locations of limited ROW/geometric constraint).	•Areas with limited ROW/geometric constraint force narrow sidewalks. •Not compatible with the use of curb and gutter due to geometric constraint.		
2	Traffic Calming Pedestrian Safety	Raising sidewalk elevation above road	Install standard 6" curb and gutter on Calhoun Ave, north of Goldbelt Avenue and south of W. 8th Street.	•Provides 6" high barrier between vehicles and pedestrians. •Provides visual barrier that roadway is narrower	•Doesn't allow local neighbors to park on the lower existing sidewalk of roadway when off street parking is full.		
3	Traffic Calming Pedestrian Safety	Raising sidewalk elevation above road	Raise sidewalks to 9" above road grade along entire Calhoun project corridor	•Provides 9" high barrier between vehicles and pedestrians. •Provides visual barrier that roadway is narrower	•Doesn't allow local neighbors to park on the lower existing sidewalk of roadway when off street parking is full. •Non-standard curb height increases tripping hazard •Vehicle strike could redirect it into oncoming traffic.	$$	
4	Traffic Calming Pedestrian Safety	Raised Crosswalks	Install raised crosswalks across Calhoun Avenue	•Raised crosswalks are an identified method of traffic calming. •Enhances crosswalk visibility. •Makes crossing easier for pedestrians.	•Creates a maintenance issue for snow removal. •Requires additional consideration to ensure roadway drainage. •Reduces comfort of ride for vehicles and bicycles. •Potential traffic risk for low clearance/long wheelbase vehicles. •Increased construction and maintenance cost compared to standard crosswalks. •Not standard for use in collector streets.	$$	
5	Traffic Calming Pedestrian Safety	Colored Crosswalks	Install colored sidewalks at Cope Park Rd, Capital Avenue, 825 Calhoun Avenue, W. 8th Street and Governors House	•Colored traffic crossings are an identified method of traffic calming. •enhance crosswalk visibility.	•Reduced effectiveness in winter conditions. •Increased construction cost compared to standard crosswalks.	$$	

#	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
6	Traffic Calming Pedestrian Safety	Concrete Curb at Wall	Install concrete curb along existing stone retaining walls	•Visually narrows the road reducing traffic speed. • Protects existing stone walls. •Reduces wall maintenance.	•Requires additional horizontal space which is limited in areas.	$$	
7	Traffic Calming	Traffic Striping	Maintain double yellow traffic striping through corridor, no centerline striping at intersections	•Painted traffic markings are an identified method of traffic calming. •Delineates lanes for vehicular safety. •Enhance crosswalk visibility. •Provides visuals for vehicles, pedestrians and bicyclists increasing safety.	•Reduced effectiveness in winter conditions. •Increased construction and maintenance cost.	$	
8	Traffic Calming	Stop Controlled Intersection	Three way stop controlled intersection at Calhoun Avenue and W. 8th Street	•Would require vehicles to stop at intersection slowing traffic and limiting speeds around the existing blind corner.	•Potential conflicts with sidewalk locations due to limited ROW. •If perceived as unwarranted, may not be followed by vehicles. •Not warranted by MUTCD. •Unwarranted stop signs create liability for accidents.	Installing a traffic control device contrary to industry standards exposes CBJ to increased liability for any accidents or injury caused by the traffic control device.	
9	Geometric Constraint	Easements/ROW acquisition	Use easements or acquire ROW at geometric constraint location at 230 W. 8th Street and 826 Calhoun to relocate a section of the existing stone wall	•Increased pedestrian safety. •Increased vehicular safety. •Allows for 5' wide sidewalks at choke point with accommodation of 9' AASHTO travel lanes with or without curb and gutter.	•Requires acquisition of private property. •Significantly increased construction cost. •Increase in project timeline. •Requires all property owners to agree to ROW widening in order to be effective.	$$$$$	
10	Geometric Constraint	Wall removal and replacement – Easements/ROW acquisition	Remove existing stone retaining wall below 825 Calhoun avenue and 214 W 8th Street and replace with new wall that is set back from road	•Increased pedestrian safety. •Increased vehicular safety.	•Requires acquisition of private property. •Increased design cost. •Significantly increased construction cost. •Increase in project timeline. •Access required to 825 Calhoun Avenue. •Construction may not be possible due to location of existing home foundations. •Moving walls back far enough to achieve desired corridor width would likely require acquisition of homes above retaining walls.	$$$$$$	

#	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
11	Geometric Constraint	Thickened Edge Sidewalk	Install thickened edge sidewalk on the west side of Calhoun Ave, between Goldbelt Ave and W. 8th Street.	• Allows for more lane width and more sidewalk width by removing curb and gutter. • Allows roadway width to meet AASHTO minimum recommendations.	• Loss of gutter reduces offset/protection of pedestrians from vehicles. • potential maintenance issues with water flowing against joint • requires specialized bicycle safe drainage.	$$	
12	Traffic Safety	Eliminate Blind Corner	Eliminate north turn off of Goldbelt onto Calhoun Avenue	• Removes blind turn at steep slope. • Increased vehicular safety.	• Reroutes additional traffic south on Calhoun and down W.8th Street. • Increases route driving distance for residents on Goldbelt to access cope park/flats.	$	
13	Traffic Safety Pedestrian Safety	Provide Loading Zone	Include Loading Parking and Loading Zone in W. 9th Street ROW	• Allows on-street parking for residents. • Provides loading unloading zone for residents, deliveries, etc. • Leaves sidewalk open for pedestrian use.	• Loading zone limits available residential parking within undeveloped righ-of-way. • Disrupts neighborhood parking pattern.	$$	
14	Traffic Safety Pedestrian Safety	Reconfigure Intersection	Add curb "bulb out" at intersection of Calhoun Avenue and West 8th. Relocate fire hydrant to the south side of West 8th	• Increases vehicle sight distance turning onto Calhoun from W. 8th St on. • Provides widened sidewalk and alternative location for FH on W. 8th that would still facilitate ADA access. • Provides ADA access from W. 8th sidewalk onto the Calhoun sidewalk. • Takes advantage of wider sidewalk on South side of W 8th St. • Traffic calming due to reduced lane width.		$$$	
15	Pedestrian safety	Widen Sidewalks	Widen sidewalks, minimize the locations where sidewalks are narrower than 5' wide	• Increase pedestrian safety. • Improves walkability of corridor.	• Geometric constraints limit ability to achieve this option without removing curb/gutter, a ROW acquisition, non AASHTO compliant road width, etc.	$$	

#	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
16	Pedestrian safety Bicycle Safety Traffic Calming	Traffic Signage	Traffic signage (vehicle, pedestrian and bicycle). Such as “Pedestrain Crossing”, “Bicycles may use full lane”, “Slow”, “Road Narrows” on Calhoun Avenue.	•Traffic signage is an identified method of traffic calming. •Provides visuals for vehicles, pedestrians and bicyclists increasing safety.	•Potential conflicts with sidewalk locations due to limited ROW. Sing posts limit walk ability.	$$	
17	Pedestrian safety	Update Street Lighting	Update existing street lighting to newer, brighter, larger coverage area LED street lights	•Provides improved visuals for vehicles and pedestrians in low light conditions.	•Limited locations for light poles - additional poles would create potential conflicts with sidewalk locations due to ROW Limitations. •Adds light pollution inside local residences.	$$$	
18	Bicycle Safety	Traffic Painting	Traffic striping, "Sharrows" on Calhoun Avenue both lanes.	•Provides visuals for vehicles and bicyclists increasing safety. •Reinforces legitimacy of bicycle traffic on the street. •Requires no additional street space. •Reduces the incidence of sidewalk riding. •Reduces the incidence of wrong-way bicycling.	•Reduced effectiveness in winter conditions •Increased maintenance cost. •Promotes Calhoun Avenue (collector street) as a bicycle corridor.	$$	
19	Bicycle Safety	Uphill bike lane	Bike lane in uphill direction between Capitol Ave and Goldbelt Avenue intersection	•Allows bicycles traveling uphill at slower speeds a separate lane. •Increased bicycle safety •Allows vehicles to maintain normal traffic speed traveling uphill. •Narrows perceived road corridor resulting in traffic calming.	•Reduced effectiveness in winter conditions. •Increased maintenance cost. •Promotes Calhoun Avenue (collector street) as a bicycle corridor. •Negatively effects geometric road layout, effecting the right turn ability off Goldbelt Avenue.	$$$	
20	Bicycle Safety	Bike passing/waiting zone	Create a bike passing pullout/zone at corner near W. 8th St to allow bikes to pull off road and allow vehicles to pass	•Increased bicycle safety. •Allows vehicles to safely pass bicycles.	•Requires additional signage to inform bicyclists and vehicles. •Only available on one side at one location on entire corridor. •Create maintenance issues.	$$	

#	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
21	Bicycle Safety	Bike passing/waiting zone	Stripe the excess (after 18' roadway) paved area at corner near W. 8th St and Governors Mansion to allow bike refuge location.	•Increased bicycle safety. •Allows vehicles to safely pass bicycles.	•Requires additional signage to inform bicyclists and vehicles. •Only available on one side at one location on entire corridor.	$	
22	Bicycle Safety	Advisory Bike Lanes	Remove centerline striping and create shared direction center lane with advisory bike lanes on either side	•Allows for bicycle travel in both directions along Calhoun Avenue. •Reduces the incidence of sidewalk riding.	•Reduced effectiveness in winter conditions. •Requires additional horizontal width, which is limited by geometric constraints. •Experimental method requires use approval per MUTCD and FHWA. •Poor sight distance is not recommended for advisory bike lane use. •Not intended for use on a collector roadway. •Not intended for a street that is used by trucks and busses.	$	
23	Vehicle Safety	Alternate Curb Types	Install rolled curbs on uphill sidewalk between Goldbelt and W. 9th ROW	•Allows bicycles to mount curb more easily. •Provides a temporary loading location for residents and delivery services.	•Encourages vehicles and bicycles to use a pedestrian facility.	$$	
24	Pedestrian Safety	Separation Bollards	Install bollards at curb to provide a physical barrier between pedestrians and vehicles	• Provides physical separation between pedestrians and vehicles	•Would take up space in the sidewalk that is already geometrically constrained. •Decreases safety for bicyclists and vehicles.	$$$	
25	Bicycle Safety	Green Queue Lanes	Install painted (green) bicycle queue lanes/locations to delineate bicycle refuge locations	•Increased bicycle safety. •Allows vehicles to safely pass bicycles.	•Requires additional signage to inform bicyclists and vehicles. •Only available on one side at one location on entire corridor. •Geometric constraint doesn't allow for standard dimensions of queue lanes.	$	

#	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
26	Pedestrian Safety	Flashing Traffic Signage	Flashing crosswalk/pedestrian crossing/road narrows signs	•Traffic signage is an identified method of traffic calming. •Provides visuals for vehicles, pedestrians and bicyclists increasing safety.	•Potential conflicts with sidewalk locations due to limited ROW. Sing posts limit walk ability. •Potential bedrock trenching for electrical components.	$$$	

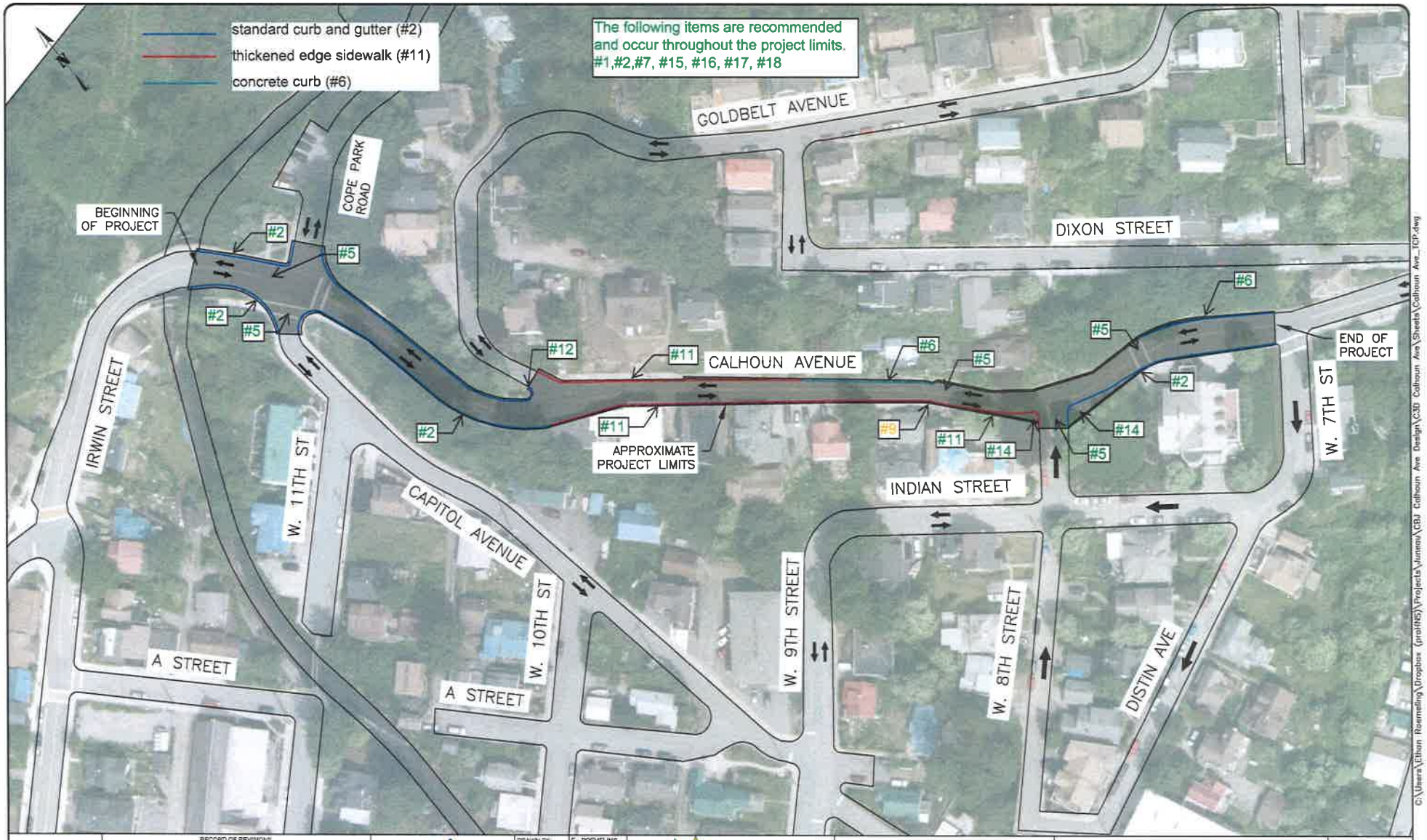
Assumptions/exclusions:
One-way option not included per direction from CBJ assembly.
Realignment of existing concrete retaining wall across from W. 8th Street (STA 17+00 to 19+00) not considered, cost exceeds project budget and construction may not be possible given existing homes above the wall.

Cost Increase Key:

$	<$1,000
$$	$1,000 -$10,000
$$$	$10,000 -$50,000
$$$$	$50,000 -$100,000
$$$$$	>$100,000

Recommendation Key:
Recommended
Conditionally Recommended
Not Recommended

Resources:
FHWA Course on Bicycle and Pedestrian Transportation - Traffic Calming
Portland Bicycle Plan - Bikeway Design - Best Practices
NACTO - Urban Bikeway Design Guide - Shared Lane Markings
NACTO - Urban Bikeway Design Guide - Bike Route Wayfinding Signage and Markings System
Multi-way Stops – The Research Shows the MUTCD is Correct
ALTA – Advisory Bike Lanes in North America



RECORD OF REVISIONS			
No.	DATE	DESCRIPTION	BY

CSP2020 0011 ATTACHMENT C
March 9, 2021 Regular Commission Meeting
Page 1

proHNS LLC
CERTIFICATE OF AUTHORIZATION #120662
1945 ALEX HOLDEN WAY #101
JUNEAU, AK 99801
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DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
ENGINEERING & PUBLIC WORKS

CALHOUN AVENUE RECONSTRUCTION

BE21-117

AREA MAP

40 0 40 80
SCALE IN FEET

SHEET NUMBER 1 OF 1

March 3, 2021

C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_TCP.dwg

Members of the Planning Commission,

My name is Jill Ramiel and I am advocating to increase pedestrian and bicycle safety for the upcoming Calhoun Street rebuild. As this project is developed, it is essential to prioritize the broader non-motorized needs of the corridor, which could include burying the overhead utilities as well as potential road and sidewalk widening through purchasing property from adjacent landowners.

I moved to Juneau in 1997 from Seattle seeing great potential in this small city. My husband and I invested in downtown and are raising our three children here.

We pride ourselves on putting less than 5.000 miles per year on our car and enjoy the fact that our children can walk to school, the pool, the parks, and their friends' houses in nearby neighborhoods. This was the quality of life we were looking for. They each traverse the Calhoun corridor numerous times per week, and it is unsafe. If as a city we are interested in attracting more families looking for great recreational opportunities and urban amenities the opportunity to fix this is now.

I am also a past president of the Downtown Business Association and remain an active board member. During my tenure we became accredited as a "Main Street America" city. This was an action item from the 2015 Juneau Economic Development Plan. Working with their National Office, we developed a vision to make downtown vibrant and profitable year-round. Our mission remains to promote, foster, and encourage downtown business and advocate on issues that affect downtown business. From 2015-2020 we tripled our membership. There is much interest in this work.

We developed these three strategies:

Improve Access to, from and within downtown.
Objectives:
- Promote transportation other than single passenger vehicles.
- Increase ease of walking downtown.
- Promote ease of driving.
- Promote ease of parking.

Foster an Attractive, Safe and Clean environment that attracts people downtown.
Objectives:
- Increase property investment and reinvestment.
- Increase the amount of art downtown and interest in art.
- Reduce crime
- Light up downtown

Make downtown a family friendly destination year-round.
Objective:
- Program quarterly family-friendly events

Improving pedestrian access from our adjacent neighborhoods is good for business. It is important that we all strive to help downtown businesses succeed year-round. Infrastructure improvements are one way a city can help. A thriving downtown helps to secure our place as Alaska's capital city into the future. Like it or not visitors judge our entire city on what they see downtown. From my perspective this improvement is a small ask with a large gain.

Thank you for your time,
Jill Ramiel

From: Peter Metcalfe <petermmetcalfe@gmail.com>
Sent: Sunday, March 07, 2021 4:18 PM
To: PC_Comments
Subject: Calhoun Ave rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Please, think different.

We accommodate vehicular traffic far too much. Making Calhoun more user friendly for pedestrians and cyclists should be top priority.

Peter Metcalfe
Metcalfe Communications
354 Distin Ave., Juneau, AK 99801
P.O. Box 021145, Juneau, AK 99802
907-723-3483

From: Thomas W Paul <tomjan@gci.net>
Sent: Sunday, March 07, 2021 6:57 PM
To: PC_Comments
Subject: Calhoun Ave. rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission members:

We strongly support putting a 3-way stop sign at the corner of 8th St and Calhoun. We live on 9th St and often pass through that corner on the way downtown. Visibility at the corner is bad and cars going downtown on Calhoun travel too fast around the blind curve to be safe for cars turning off 8th St. A 3-way stop would make negotiating that turn safer in both directions and also work to "calm" traffic on Calhoun. A similar 3-way stop to calm traffic was put in on 12th and C streets a few years ago. Putting in the 3-way stop would also make it possible to remove the center double yellow line on Calhoun to increase the ambiguity of the road and slow down traffic.

We believe Calhoun should remain two-way but support ideas to reduce speed on that collector street. Slowing traffic is the key to making that street safer and more pedestrian and bike friendly.

We also wonder if removal of the sidewalk on the east side of Calhoun between 8th and Goldbelt might be one solution to increasing the width of the sidewalk on the west side of the street in that congested block.

Thanks for the opportunity to comment and for listening to and involving residents and the community in the rebuild plans.

Sincerely,
Tom Paul, Jan Caulfield
525 W 9th St
209-7483

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Sunday, March 07, 2021 7:57 PM
To: PC_Comments
Subject: Calhoun Ave: Essential questions and design elements
Attachments: Calhoun Ave Project and Process Suggestions.pdf; Comments to J.Nelson - 03-01-2021.pdf

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission Members,

I have written many letters about the Calhoun Ave project. The concerns of my family and my neighbors remain the same; the street is an essential corridor and as currently constructed is unsafe, especially for pedestrians and cyclists. There are relatively simple ways to make this street safer; we would like the CBJ to incorporate those design elements into the rebuild. (Attached is the first letter we sent to pc_comments@juneau.org on November 9th that was missing from your packets the last time you heard about this issue as well as a statement of interest from 65 downtown residents that echo this same request.)

The Planning Commission appeared to agree with the community's concerns and asked for a study. We followed up with ideas for what data might be readily accessible and could give designers a better sense of how to design the street to be safer. (Second attachment)

In conversations with Assembly Members, they seemed to agree that these issues needed to be looked at more closely, though I'm not sure that their intent was expressed clearly. Four months after our first letter, major questions remain:

1) What are the goals of this project?
One might think that the goals of the project would be to achieve the oft-repeated goals of the Comprehensive Plan and the 10 sub and related plans like the Non-Motorized Plan that strive for walkability and more specifically calming traffic along Calhoun Avenue. According to the City Manager the goal is to maintain two-way traffic. (I'm not sure how that got to be a core goal of this project.) Is it to get it done as cheaply as possible? Is it to maintain the status quo? Is it to improve safety? Or is it to use this once-in-a-generation rebuild to move Juneau closer to the community we envision?

2) Who gets to make the decisions?
Is it the engineers? Which one? Is it the City Manager? Or the Planning Commission? Or CDD staff? Or the Assembly? Who decides what features and design elements can be included or excluded? What are those decisions based on? Where and when are the community's concerns taken into consideration?

3) Has there been any analysis of traffic and safety issues?
A simple records request from the JPD found that there have been 38 incidents reported on the 0.3 mile stretch over the past 15 years. A traffic count done by my ten year-old found that the Average Daily Traffic was less than 2,000. These have been great attempts at citizen science; but I believe that these issues should actually be studied so that we could develop a more thorough understanding of what the issues are in order to design a project that could meet the desired goals (see question 1.)

The last attachment is the latest letter my husband and I sent in which outlines the design elements we believe can and should be incorporated into this project. Please also see this website on edge lane roads and the attached presentation for more information on centerline removal.

Preview attachment Centerline presentation, Feb 19, 2021, Tom Bertulis.pptx

Centerline presentation, Feb 19, 2021, Tom Bertulis.pptx
7.1 MB

IMG-2426.jpg

Sincerely,
- Emily Ferry
836 Calhoun Ave
907 723-6599

2020-11-09 - Comment Ltr re community design (2...

DNA Calhoun Ave Statement of Interest 01.11.21 ...

January 24, 2021

Dear CBJ Planning Commission, Assembly and Staff, Blueprint Downtown:

On January 12, 2021, the Planning Commission held a hearing and voted (5-4) to recommend that CBJ not to proceed with the Calhoun Ave rebuild project at this time because it is inconsistent with CBJ's Comprehensive Plan. Instead, the Commission recommended that CBJ fund a traffic study of Calhoun Avenue and surrounding area, including pedestrian, bicycle, vehicle, and emergency vehicle movements, and consideration of one-way operations

We are grateful for this opportunity to improve the project. Our impression, based on post-hearing email discussions among the 65 residents who signed the attached Statement of Interest, is that we, like the CBJ Engineering & Public Works staff, would like to see this project go forward sooner rather than later. We are interested in working together with CBJ to identify the scope, data inputs, and goals of a study to take a deeper look at issues and options without causing substantial delay or incurring significant costs. We believe it is possible to do a focused study that relies significantly on the work already done in plans like the Non-Motorized Plan and Blueprint Downtown.

We would also like to work with the City to make recommendations for improvements to the planning process for neighborhood projects to ensure greater community engagement occurs early in the process. We don't imagine the Engineering & Public Works Department is pleased about being asked to halt work at this point, and as residents, we would have much preferred engaging in early and meaningful planning conversations when we first talked with design engineers in September and then again in November when we submitted a more formal letter outlining our concerns rather than waiting until the spring to start the process.

What follows are suggestions about how to proceed with this specific **project** as well as overall observations of the **process**, where it might have broken-down, and suggestions for fixing it.

Like all of the written communications that we have shared, this is not meant to be a polemic; our intention has always been to open dialogue. No one person has all the answers, but by working together, we are confident that we can land on a better project and a better process.

We also want to acknowledge the impact that Covid-19 has had on every facet of life in our community. We understand that because DOT finished Egan Drive early, the City was able to take on the Calhoun rebuild sooner than expected. We can also imagine that some of the issues we raise below may have been caught earlier if the attention of the CBJ staff and leadership wasn't so (rightly) focused on dealing with a pandemic.

Thank you for that work, and please know that we offer these reflections, observations, and suggestions in a spirit of collaboration and continual improvement.

Sincerely,
Emily Ferry & Demian Schane
836 Calhoun Ave ~ (907) 723-6599/(907) 209-2632

The Project

We are unclear if the parameters of “a study” are already defined. Assuming they aren’t, here are some ideas about how to proceed in a timely manner.

Users to consider (in no particular order):

- **Young children:** Early Childhood Providers including Discovery Pre-School, Gold Creek Child Care Center, Juneau Co-Op Preschool, and in-home providers like Marcy Bellagh.
- **Students:** Schools including Harborview Elementary School, Yaakoosge Daakahidi High School, Montessori Borealis Public School, Juneau Community Charters School, and Juneau Douglas High School.
- **Older residents**: Residents of Fireweed Place and local, state, or national retirement associations.
- **People with disabilities**: Organizations like SAIL, REACH, and the CBJ ADA committee
- **People who work downtown**: State employees association, the Downtown Business Association, Legislators and their staffers.
- **Tourists**: The Tourism Best Management Practices guidance recommends against bus tours using Calhoun; however, trolleys and walking tours use the route, and with improved amenities at Cope Park, Overstreet Park (the whale statue), and new way-finding signs, it may be possible to project a small uptick in the future use of the corridor for self-guided and walking tours.
- **Bicyclists**: Juneau Rides/Juneau Freewheelers and the Juneau Mountain Bike Club, which just invested in building a pump track at Cope Park.
- **People who live downtown:** Including the Downtown Neighborhood Association, the Flats, Capitol Hill, Behrends/Highland area, and any other organized group from Norway Point to the Rock Dump.
- **Emergency services & public safety:** What do the Fire Department, EMTs, and other emergency services need to keep residents safe? How could a change in traffic patterns slow down response times? How could a change speed-up response times?
- **Delivery services:** Heating fuel delivery trucks and other services have no option but to stop on the Calhoun sidewalk & street to make deliveries to homes and apartment buildings. How can these needs be incorporated into the plans?

Data to consider:

- **Past plans**: The CBJ has at least 10 plans which speak to improving walkability and active transportation. We believe that the vision and policies outlined in these plans lay the foundation for the Calhoun corridor to be planned in a way that makes enhancing the experience of pedestrian and bike users the priority.
- **Crash data:** Raw crash data we obtained from the CBJ Police Department over the last 15 years indicate that there are approximately 2-3 motor vehicle collisions per year on Calhoun Avenue.
- **Emergency services plans:** Capital City Fire Rescue Staffing & Operations audit from Fitch & Associates, 2018.
- **Fitness app data**: Some cities have begun using apps like Strava to get a sense of pedestrian routes and user frequency.

- **Surveys**: A well-designed survey of residents which might include current use of the corridor (transportation method, frequency) and priorities for desired future conditions could give planners additional information to consider.
- **Observations:** These could be gathered by residents (we have tried to populate the record with a variety of use-cases from pre-school groups to trucks and other vehicles using the sidewalk/traffic lanes as loading zones), using a game cameras, or other techniques.
- **Well facilitated focus group(s) & community conversation(s):** To be clear, this has not happened yet. The one-official meeting hosted by the Engineering Department on December 22nd focused on telling residents about the Engineering Department's decisions and why no other options could be considered. The Planning Commission hearing which started its discussion on this topic at 9:42 pm on a Tuesday night and allowed residents to testify for 3 minutes also did not allow for a broad range of participation or meaningful collaboration.

Options & features to consider:

- Expanding the width of the sidewalk to 5' at a minimum.
- A one-way loop (with narrow lanes for vehicular traffic).
- Traffic calming measures including a stop-sign at 8th street and possibly speed-humps.
- Features associated with Bicycle Boulevards including "sharrows" and where possible, zones for cars to safely pass bicycles.
- Creating additional space in the narrow corridor by burying the utilities.
- Creating additional space by approaching property owners about expanding easements on their property to create wider pedestrian/sidewalk by-pass zones where appropriate.
- If indicated, signals and other design features that could ensure quick access for emergency services.
- Loading/delivery zones.

Additional capacity to consider:

- **CBJ staff**: Are there current CBJ staff members who could dedicate time to analyzing information that is currently available and fill in the gaps through observations, surveys, focus groups, and other strategies? The CBJ Engineering and Parks & Rec Departments recently teamed up to lead an inclusive process to redesign Capital Park. What lessons and expertise from that project could be drawn into this one?
- **Expertise on active transportation and traffic analysis**: Is there anyone on the CBJ staff who specializes in bike, pedestrian, and active transportation design? Do the consultants at ProHNS have expertise in this area and can their contract be expanded? If we do not currently have the expertise in the project team, how might that be brought into planning for this project? Could we lean on the Bicycle-Pedestrian Expertise at the Alaska Department of Transportation, work with Kittelson and Associates out of Anchorage, active transportation consultants Fehr and Peers out of Denver or others recommended by Smart Growth America, NACTO, or someone who has worked with the Oregon Department of Transportation and the Bicycle and Pedestrian Design Guide?
- **Managing the public process:** If the CBJ and current contractor do not have experience managing a public process, consultants that have led similar processes that

include surveys, focus groups, and community discussions including MRV Architects, Corvis Design, and others.

The Process

Recommendation: Engage residents and stakeholders in a meaningful way

<u>The Problem: Community members feel as if they have had to fight to be part of the process and their voices have not been heard.</u>

We have known that the City has been planning to rebuild our road for years. When neighbors have expressed concern about how dangerous the corridor is they have been told “don’t worry, we’ll address that when we rebuild the road.” Planning for this project and our area of town was not included in the Willoughby District plan, and the Blueprint Downtown also did not get to this level of detail. We assumed, perhaps wrongly, that we would have a chance to influence the design when it was time to focus on this project. Yet when we were first contacted by ProHNS in September of 2020 and listed off our myriad of concerns, they said that they were only looking at the pipes at that point.

Given that this project was billed as a “Complete Street” rebuild, we wondered when the engineers were going to solicit concerns about the street. After another month went by, we proactively sent a letter with our concerns and suggestions. We did not receive a response from the project manager for another month, at which point, he said there was going to be a meeting three days before Christmas. We asked if all options would still be on the table and were told they were, but when the meeting announcement letter arrived with less than a week before the meeting, the Engineers had dismissed a one-way option without much explanation or consideration of modifications. The meeting proceeded with a lot of detail about pipes and a lot of reasons why the engineers could not consider any of the suggestions made by the public. This was not the collaborative process we had anticipated. And while we appreciated that opportunity to testify before the Planning Commission, planning a project through formal hearings is also not likely to produce the best product. Indeed, if the concerns we and our neighbors had been raising were discussed and taken into consideration earlier in the process in the spirit of collaborative problem solving, we believe that the Planning Commission’s hearing would have been far less contentious.

<u>Proposed Solutions:</u>

- Solicit and record *all* observations and concerns about a project at the start of a project.
- Use the Community Development Department’s list of Neighborhood Association contacts to inform residents early on about a project. Strive to reach not just the people who live on the street but also those who regularly use it. In this case, Juneau Rides and the ADA committee are two of the organizations who could have been informed.
- Confirm receipt of emails and other communications. Governmental and non-governmental processes that recognize receipt of communications bolster feelings of involvement and minimize complaints that no one is listening. It can also help ensure that comments are received and recorded. As we noted during the Planning Commission

hearing, our initial letter from November 9th outlining our concerns was not included in the Planning Commission's packet.

- Make a list of people who have contacted the CBJ about the project and keep them informed as the project proceeds. These would include written comments and Zoom meeting attendees.
- Use surveys, focus groups, and facilitated conversations to create space where people can meaningfully inform the project and collaborate.
- Present design alternatives for consideration. The Capital Park Public Meeting that also took place on January 12th was a good example where the planners and engineers worked together to bring the public into the design and decision-making process.

Recommendation: Bridge the gap between the planning and project implementation

<u>The Problem: There is a disconnect between high-level planning documents and actual project implementation.</u>

There are at least ten plans calling for walkability and active transportation and at least four of them specifically name Calhoun Ave as a safety concern and a priority. The Non-Motorized Transportation Plan, Blueprint Downtown Area Plan, Safe Routes to School, and others note that routes connecting schools, businesses, homes and other key destinations should be given special attention. Calhoun Ave clearly fits this category; it is one of only three ways to move between the two main areas of downtown, and it is the most direct and pleasant route. Four plans dating back nearly 20 years identify Calhoun as a safety concern and priority for pedestrian access. Yet despite these high-level plans, this project has, up to this point, focused extensively on redesigning the water systems (a critical component but not the exclusive one for a project that is billed as a "Complete Street").

The proposal for the surface is simply to return the height of the sidewalk to normal standards and does not meaningfully consider any other improvements to enhance walkability and bikeability. Attendees of the Planning Commission hearing remarked that the Engineering Department seemed surprised that there would be such public interest in this issue, meanwhile members of the Blueprint Downtown Steering Committee were surprisingly unaware that reconstruction of Calhoun Ave was scheduled to occur this summer. During the Planning Commission's January 12th hearing, CDD staff noted that CBJ's planning documents are "aspirational" while one of the Planning Commission members remarked that, as long as we continue to allow a disconnect between our aspirational plans and actual projects, we will end up with lowest-common-denominator projects that never meet our established goals.

<u>Proposed Solutions:</u>

- Incorporate the CIP list and/or the projects that the CBJ anticipates doing at some point in the next 10 to 20 years into planning documents like Blueprint Downtown.
- At least once a year, the Engineering and Community Development Departments could review together current or proposed projects on the CIP list for opportunities to enhance non-motorized or active transportation or those which are of critical importance to our community design and flow so that planning processes can commence well before the

project is fully developed. In this case, it seems logical to look at the Capitol Ave and Calhoun Ave projects together.

- The CBJ could develop a more detailed map that overlays walkability/bikeability/active transportation priorities to help guide project managers. To some extent, this guidance already exists among the vision and policies articulated in existing plans as well as maps like the Juneau Rides bike map and the new CBJ wayfinding signs, but perhaps these routes need to be made more explicit so they get the attention they deserve from project engineers.
- Incorporate "complete street" expertise into the design and engineering processes. That could mean asking the engineers and designers to spend as much time addressing surface issues as was spent on sub-surface issues, or it might mean establishing a position with that expertise on the CBJ staff or choosing a contractor who can bring that expertise to the process.
- Evaluate CBJ policies to provide even stronger guidance. That could happen by more clearly defining what a "complete street" means for our community (giving equal or greaters priority to pedestrians and cyclists, burying utilities when given the opportunity, establishing a meaningful, public-designed process.)

Recommendation: Give CBJ projects the same level of scrutiny that private projects receive

<u>The Problem: Analysis of the Calhoun Ave rebuild was superficial and seemingly influenced by budget constraints.</u>

When it comes to addressing the merits of private projects, City staff are demanding in their attention to detail and standards. For example, one friend sought a variance to build an addition to her North Douglas home. On the City's recommendation, the Commission denied it because the addition would have extended four feet towards the dirt, dead-end road. In another situation, the city denied a friend's plans to build a home because she was not granted a one-foot variance. Finally, at the January 12th hearing, staff and the Commission consumed more than half of the time set aside for the evening discussing in extensive detail private proposals even though those issues were originally listed as part of the consent agenda.

By contrast, with respect to the Calhoun Ave project rebuild, the analysis was cursory. The City's presentation before the Planning Commission discussed our outdated, rough proposal concerning a possible one-way option for a portion of Calhoun Ave despite the fact that we had made at least four phone calls to CCD staff and project engineers trying to communicate and discuss revised concepts. What was perhaps most disconcerting is that, despite repeated requests for clarification, the planners and engineers did not seem to be interested in discussing options that could address CCFR's concerns that Calhoun Avenue serve as an alternate route when Egan Drive is closed or otherwise unavailable.

The current Calhoun Ave rebuild project also requires a waiver to permit the use of eight-foot traffic lanes, which is below AASHTO standards. At the hearing, when a Commissioner inquired whether CBJ could incur liability from granting such a waiver in a high-use area, CBJ's lawyer indicated that she was not prepared to discuss that matter. It therefore appeared that CBJ staff

did not have a complete and thorough understanding of that issue, yet they were still requesting the Planning Commission's approval. It is hard to imagine that they would recommend such approval if that same issue arose in the context of a private project.

Proposed Solution:

- CDD staff should partner with the Engineering Department throughout the process to help ensure alignment with community plans and goals and support meaningful public engagement and CDD should approach analysis of projects from CBJ applicants with the same rigor that they do to homeowners wishing to make improvements to their property.

836 Calhoun Ave
Juneau, AK 99801

March 1, 2021

Via Email

John Nelson
CBJ Project Manager
John.nelson@juneau.org

Re: Calhoun Avenue Reconstruction Project

Dear Mr. Nelson:

At the conclusion of the February 25, 2021 public hearing on the Calhoun Avenue reconstruction project, you requested any feedback by March 1st. We submit the following comments for your consideration as you refine the proposal to submit to the Planning Commission. These comments are divided into three categories: general comments, specific comments on the CBJ's matrix, and specific comments on project design that are not directly addressed in the matrix.

General Comments

First, the memorandum from City Manager Watt to Director Koester, CBJ Engineering, presents this project as containing a divide between the goals of CBJ and those of the neighborhood. I think that creates and/or perpetuates an inaccurate perception as it suggests the "neighborhood" view is mostly self-interested and narrow-minded. From talking with our neighbors and observing public comments before CBJ and the Planning Commission, I think it would be fair to characterize the principal goal of the "neighborhood" as safety. That is a shared goal with CBJ (though I think CBJ's memorandum should highlight that fact and not set forth its first goal as maintaining "two-way traffic" while putting safety last under its philosophical approach).

Second, one goal that is not on the list that we believe should be is the incorporation of concepts from the city's planning documents, including walkability and active transportation, which are the result of significant effort by CBJ staff and volunteers. These include the 2009 Non-Motorized Transportation Plan, Blueprint Downtown Area Plan, and Safe Routes to School. Otherwise, they continue to receive lip service only.

Third, as is common from ad hoc planning associated with the transformation of frontier towns into small cities over time, Calhoun Avenue is a substandard corridor even though it serves as the secondary access to downtown Juneau. The result is that, for decades, the road has strongly favored vehicular users over every other user. For perfectly good reasons (i.e., safety, climate change, personal health, etc.), CBJ ought to step back and look more holistically at the opportunities presented with the reconstruction of every road project that comes up, including

Calhoun Ave, Capital Avenue, and others. By making these roads and corridors safer and more accessible to all users, CBJ would more fairly rebalance existing access and promote greater safety, greater personal health, and less greenhouse gas emissions.

Fourth, to make informed choices, CBJ should publish the Average Daily Traffic (ADT) counts along Calhoun Avenue and conduct a Road Safety Audit. From our unofficial traffic estimates simply from observing traffic at different hours of the day, it appears that the ADT is around 1,200 vehicles. We do not believe it could be much over 2,000, even in the peak tourist season. The safety audit would provide valuable information on collisions and inform choices for minimizing them.

Finally, it would be helpful and serve this process better if, prior to the public's submission of comments to the Planning Commission, CBJ would share its proposal. That would mean that CBJ would share it by COB March 6th as we understand that comments to the Commission should be submitted by March 8th. While we do not think either date affords CBJ sufficient time to prepare its near-final design proposal or the public the opportunity to comment on it, we have no control over that timeline.

<u>Comments Specific to the Matrix (numbers match those contained in the matrix, so any gaps in numbering are intentional)</u>

1. We fully support "consistent and narrow traffic lanes" that would enable sidewalks up to 5 feet in width and advisory bike lanes.

2 and 3. We fully support sidewalks that are 6 inches high. We do not support the 9-inch curbs because we believe that that would likely create more problems than it solves. Importantly, regardless of the curb/gutter design you choose, bicycle use and safety should be a priority.

5. We fully support colored crosswalks. Additionally, edge lanes could also be designed with a similar color and material to contrast with the pavement.

8. We do not think that CBJ has given the 3-way stop sign at the intersection of West 8th and Calhoun adequate review. The Manual on Uniform Traffic Control Devices (MUTCD) provides that the installation should be "based on an engineering study," and the guidelines offer both reasons for why it should not be used here (e.g., traffic volume does not support it) and reasons why it should (e.g., locations "where a road user, after stopping, cannot see conflicting traffic"). Here, we are aware of no such engineering study.

Further, we think the problems of turning from West 8th Street far outweigh the concerns associated with a lack of volume on Calhoun Ave. In our experience, nearly every car making a left turn from West 8th onto Calhoun does not come to a stop until it is one-half to four-fifths of the way into the pedestrian crossing because the driver cannot see whether it is clear to turn before that point. And, even at the juncture, the sight distance is poor. CBJ's conclusion that the stop sign is unwarranted appears to be based more on the traffic volume of Calhoun Ave than on the problem of pedestrian and traffic safety due to the poor visibility of vehicle drivers trying to turn from West 8th onto Calhoun Avenue.

Lastly, CBJ's matrix either contains a mistake or needs some explanation because it indicates that the installation of the 3-way stop sign would cost in excess of $100,000.

9 and 10. We encourage the City to work with the homeowners to come to an agreeable solution to widening the corridor for pedestrians and bicycles. We currently permit the City to use 6 inches of our property (836 Calhoun Ave) for the sidewalk and would be willing to allow greater use if that would result in wider sidewalks and bike lanes. See also no. 15 below.

13. We think the sidewalk on the uphill side of Calhoun Ave could be narrower since it mostly serves as a landing for the uphill residents before they cross to the other side and there are fewer pedestrians who use this short stretch of sidewalk. With the addition of a rolling curb, it could also serve as a place for residents without designated parking and delivery vehicles to temporarily stop without diverting the majority of pedestrian traffic into the roadway.

14. We fully support the "bulb out" at West 8th and Calhoun. Traffic calming at the intersection of West 8th should include a sidewalk bulb-out to calm traffic and a 3-way stop sign which, as noted above, may be justified under MUTCD guidelines to improve safety at a dangerous intersection. These improvements, along with a change in striping for advisory lanes (i.e., removal of the centerlines), see nos. 18 and 22 below, could indicate to drivers that they are moving through a narrow corridor in a residential area with heavy pedestrian and bike use. The bulb-out should be designed with bicyclists in mind so as to not further limit space for bikes.

15. We fully support widening the sidewalks to at least 5 feet. The 2009 Non-Motorized Transportation Plan, which the 2013 Comprehensive Plan of the City & Borough of Juneau adopted, provides (at p. 41) that all sidewalks should be at least 5 feet. With that said, if a choice has to be made between wider sidewalks and advisory/dashed/edge lanes, we would suggest keeping the sidewalks the same width and implementing the colored edge lanes concept. That may be better than five-foot sidewalks because, even at that width, people walking with dogs, strollers and the like often need to enter the road to pass one another. The edge lane design could calm traffic, provide that space, and signal to drivers to expect that type of behavior.

Additionally, we believe the CBJ should consider a sidewalk by-pass/bench space. One location could be at our property. We plan to move the fence and driveway to the south their current location and would be amenable to widening the sidewalk that is directly in front of our house to allow people to pass (similar to how that works further south along street, past the Governor's House). This is not an amenity that we need as homeowners, but we believe it could enhance the experience of users along the corridor and would be willing to work with the CBJ and engineers to make that happen.

16. Traffic signage. We fully support additional traffic signage to make clear that the road is a multi-use road and to remind people of the speed limit.

17. Lighting. We fully support better lighting where needed. Lighting, sidewalks, paint, and design features should be consistent with the historical features and recent upgrades made to other areas of downtown.

18. Traffic painting for bicycle safety. We support making Calhoun Ave an edge lane road, at least on an interim or trial basis, and striping and coloring it accordingly. If that is rejected, than we would advocate for striping such as "Sharrows." See no. 22 below.

19. Uphill bike lane. The edge lane concept would include space for bikes along the entirety of Calhoun Avenue, including the uphill portion after Cope Park.

22. Advisory bike lanes or edge lane roads. We strongly support the installation of edge lane roads (or dashed or advisory lanes) and the removal of the centerlines from the intersection of West 8th to Cope Park (and ideally continuing along 12th Street to the intersection of Glacier Ave). This would effectively be designing and re-striping the road as it is currently used. There is insufficient space within the corridor for each user group to have its own dedicated space. Edge lane roads allow for all users to carefully share the overall space. Plus, it is has been shown to slow speeds by 5 to 7 mph in European cities where this design has been used for decades. We heard testimony from John Burden that edge lane roads have been successfully incorporated within Port Townsend, WA and we understand it has also been successfully implemented in other cities, including semi-rural (Hanover, NH) and urban (Minneapolis, MN) environments. At the very least, these examples indicate that edge lane roads should be implemented on a trial basis.

We recommend using contrasting materials for the edge lanes, such as a reddish lane similar to the crosswalks that currently exist further down the street. This also indicates to pedestrians that the edge lane is a space that they can use to pass each other when it is clear of cars and bikes (which pedestrians currently do now because the sidewalk is insufficiently wide for pandemic-necessitated physical distancing). According to the FHWA guide on Small Town and Rural Multimodal Networks, this treatment works well for network roads in constrained areas.

Additional Design Comments Not Covered by the Matrix

23. We do not believe CBJ has adequately explored an option to bury the power lines. Burying the power lines should be seriously considered given the aesthetics of this historic and increasingly popular walking route and the need to make the best use of limited space. A number of property owners (along Goldbelt Avenue) have already paid to have their power lines buried. The CBJ has buried power lines along other portions of Calhoun and similar stretches of road in the downtown area, including Basin Road. Given that CBJ is unlikely to dig up Calhoun Ave again for the next 2-4 decades, it is wise and cost-effective to bury them now.

24. The Commission on Sustainability has recommended that conduits for district heating be included in every road rebuild. Given that Calhoun is a corridor connecting two areas of town, it seems especially wise to include that in the design.

Thank you for the opportunity to comment.

Sincerely,

/s Demian Schane
/s Emily Ferry

cc: Rorie Watt
Katie Koester
John Bohan
Lucas Chambers
Ethan Roemeling

Emily Ferry Comment - Attachment Picture

From: Caitlin Stern <caitlin.stern@gmail.com>
Sent: Sunday, March 07, 2021 8:33 PM
To: PC_Comments
Subject: Comments on the Calhoun Ave project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Commissioners,

We are writing to urge you to prioritize public safety and walkability in the Calhoun Ave project. We walk our three-year-old twins to and from preschool every day, crossing Calhoun from Cope Park, and feel very unsafe crossing and walking along Calhoun due to the high speeds of motorized vehicles, extremely limited marked pedestrian crossings, and narrow sidewalks. Neighborhood walkability has a host of positive effects, from longer, healthier lifespans for residents who feel safe moving around under their own power to the economic benefits for downtown businesses of walk-in customer traffic. Fostering these positive effects is your responsibility as the Planning Commission.

As a former researcher for the sustainable transport NGO Sustrans, I know how important walkability is for the quality of life of residents, as well as the tragic consequences of prioritizing motorized vehicle traffic over public safety. Well-researched studies document the effectiveness of interventions such as traffic calming measures (e.g., speed bumps), raised pedestrian crossings, and signage reminding motorized vehicle drivers that roads are shared spaces that rightfully belong to cyclists and pedestrians as well. Traffic calming is especially important for the safety of children, who do not have the judgement and awareness that adults do. Children should be safe walking through our downtown neighborhoods and visiting Cope Park.

The Calhoun Ave project is an opportunity for CBJ to show its commitment to ensuring the public can enjoy downtown and visit local businesses without being driven away by dangerous motorized vehicle traffic. Please do your part to make downtown a welcoming place for pedestrians and cyclists, and especially children.

All the best,
Dr Caitlin Stern and Dr Jessie Barker

From: John Connolly <john.jclbak@gmail.com>
Sent: Monday, March 08, 2021 8:42 AM
To: PC_Comments
Subject: Calhoun Avenue Reconstruction

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To the Committee:

Calhoun Avenue Reconstruction

Thank you all for the many hours you have spent on this project as well as the panoply of others you oversee.

We appreciate the efforts made by the engineers and Public Works Department too. I think the quotation from Lucas is quite apt: "As a professional engineer the fundamental cannon of our code of ethics is; to hold paramount the safety, health, and welfare of the public."

Certainly the emphasis of the project has been on the water and sewer upgrades. We understand that Calhoun has not been rebuilt in 50 years. We think the goal of the reconstruction should be forward thinking-perhaps for the next 50 years.
In line with engineers credo (as above), we would hope the non-motorized aspects should be an equal priority. Sidewalk width and height, traffic calming measures, colored crosswalks, "bulb outs" at all corners all will enhance pedestrian and cyclist safety.

We all have seen the changes downtown with the Egan project which included bike lanes and street narrowing. As one travels through the downtown district it is quite obvious to observe the enhancements that have been made, including, but not limited to, elevated colored crosswalks, buried utilities, and improved signage. Why not incorporate these these into the Calhoun project?

Signs including speed limit, yield, curves, crosswalk warnings, will definitely add to the new decorative signs recently installed that encourage walkers. No doubt, a stop sign on West 8th street would play a role in making that intersection far better for those on foot and in vehicles.

A traffic study seems like a simple task-an abbreviated count was done on the less trafficked Capitol Avenue Is there a good reason this was not done on Calhoun?

We understand that omitting center striping has a traffic calming aspect, perhaps that is why none exists on 10th Street from the Federal Building up the hill. Lets try it on Calhoun.

Thank you.

John T Connolly, Jr
911 Calhoun Ave
Juneau, AK 99801

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John T Connolly,Jr
PO Box 21404
Juneau, AK 99802

From: Marilyn Holmes <holmesm@gci.net>
Sent: Monday, March 08, 2021 11:55 AM
To: PC_Comments
Subject: Calhoun Ave Project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To the members of the Planning Commission -

Please consider electronic signage at the intersection of Calhoun and Goldbelt when designing the safety features of this project. Because it involves the blind intersection of two steep streets, some form of warning in the form of electronic signage would be especially useful during the slippery, dark months.

Thank you,
Marilyn Holmes
969 Goldbelt Ave
Juneau, 99801

From: Richard D. Monkman <rdm@sonosky.net>
Sent: Monday, March 08, 2021 11:56 AM
To: PC_Comments
Subject: Calhoun St. Project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission:

We strongly support the rebuilding of Calhoun St. That said, the project needs to be focused on improving safety and repurposing Calhoun St. to reflect its character as a neighborhood street instead of a transportation corridor.

Calhoun St is heavily used by pedestrians, children, tourists, and bicyclists. There are single family homes and an apartment building along the street. People walk to work, children walk to school, people walk their dogs, people ride their bikes, and tourists amble along Calhoun St. It has become a neighborhood street, and traffic flow needs to be slowed, much as CBJ did with 12th St a few years ago.

With the recent and extensive improvements to Egan Drive, there simply is no need for Calhoun St to be used as a vehicular commuting route in and out of downtown. That use is incompatible with Calhoun St's character as a neighborhood street. We live in a densely populated downtown district. Slowing traffic, carefully studying safety issues, and a solid, bona fide commitment to traffic calming and pedestrian, bike, and traffic safety improvements are essential.

We fully concur in the thoughtful and detailed comments submitted by Demian Schane and Emily Ferry.

Thank you very much for your consideration of these points.

Richard D. Monkman
Tina Kobayashi
957 Goldbelt Ave
Juneau, AK 99801
907.586.3542