PROGRAMMING FOR A NEW JUNEAU MARITIME CENTER

5/30/2012

City & Borough of Juneau - Docks & Harbors

Prepared by NorthWind Architects, LLC for CBJ Docks & Harbors ~ May 2012
# Programming for a New Juneau Maritime Center

## CITY & BOROUGH OF JUNEAU - DOCKS & HARBORS

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**NørthWind Architects, LLC**
INTRODUCTION

The objective of this project is to develop the programming and area requirements for a new Juneau Maritime Center. The building would include two floors of offices and a public first floor with meeting rooms, marine/maritime displays and public amenities. The building would support the adjacent park visitor activities. Docks & Harbors’ Port Director & Engineering offices would be one of the main tenants for this building, allowing them to relocate out of the existing office rental space and have a more permanent home.

Constructing a new facility would allow for CBJ Docks & Harbors to co-locate with other marine, harbor, or maritime enterprises in the community.

The proposed location for the building is at the east end of the Juneau-Douglas Bridge on a site being vacated by the CBJ Public Works department as they move into their new facility. Site criteria has been developed for the proposed site and includes issues of building visibility, prominence on the Juneau waterfront, efficient usage of CBJ land, parking and adjacencies to areas it oversees such as the Gastineau Channel docks and the downtown harbor facilities.

PROPOSED TENANTS

The following is a narrative for the conceptual design of a new Marine Services Building that would house three main functions.

- First Floor: Public Lobby, marine/maritime interpretative displays, meeting room, services.
- Second Floor: CBJ Docks & Harbors Port Office
- Third Floor: Proposed tenant/partner at this time is the Marine Exchange of Alaska.

The CBJ Docks & Harbors Port Office is currently occupying the 2nd floor of Goldbelt Corporation’s Seadrome building in downtown Juneau. The Port Office currently houses the Port Director’s office, Port Engineers and related staff. The office oversees all projects relating to the enhancement of the Borough’s docks and harbor facilities including both the cruise ship docks as well as the harbors for recreational boats, commercial fishing vessels and charter vessels.

The Marine Exchange of Alaska is currently located at the 100 Harbor Way building, 2nd floor, that is adjacent to and overlooking Harris Harbor. They are looking for a new building or long term lease location that is an upgrade from their current rental facility and that would give them a long term location with room for a moderate amount of expansion in their ability to provide the mix of services they offer. They would like to have a facility that displays an obvious connection to and character of the maritime environment. A main aspect of their operation is the 24-hour monitoring of the vessel tracking system throughout all of the Alaskan waters.
BUILDING PROGRAM REQUIREMENTS

Space needs were evaluated for the existing Port office, main public floor, mechanical & electrical infrastructure needs, and for the Marine Exchange operations. A list of the existing (E) and proposed (P) space needs was generated for each floor and tabulated on the following chart.

Level 1 includes an area for a large public or shared conference room, public lobby, maritime displays, public restrooms, restrooms for the park, and primary mechanical & electrical rooms. Level 2 & 3 are intended to be basic tenant lease spaces with some customization.
## Program Areas

<table>
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<tr>
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<th>Use</th>
<th>(E) Area</th>
<th>(P) Area</th>
<th>Comments</th>
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<td>Public</td>
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<tr>
<td>1.01</td>
<td>Entry, Displays, Maritime Exhibits</td>
<td>900</td>
<td></td>
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<td>1.02</td>
<td>Public Meeting Room and EOC</td>
<td>350</td>
<td>Includes area of kitchenette</td>
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<td>1.03</td>
<td>Meeting Storage</td>
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<td>1.04</td>
<td>Women’s restroom (interior)</td>
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<td>1.07</td>
<td>Janitor's closet</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.08</td>
<td>Emergency Generator, Mech</td>
<td>180</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.09</td>
<td>Boiler Room</td>
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<td></td>
</tr>
<tr>
<td>Circulation Space</td>
<td>300</td>
<td>10-15%</td>
<td></td>
<td></td>
</tr>
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<td>Subtotal</td>
<td></td>
<td>2270</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LVL 2</td>
<td>Port Director’s Office</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2.01</td>
<td>Reception/Admin</td>
<td></td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>2.02</td>
<td>Waiting</td>
<td></td>
<td>130</td>
<td></td>
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<td>Conference Rooms</td>
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<td>2.04</td>
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<td>96</td>
<td>125</td>
<td>Admin Office</td>
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<td>125</td>
<td>Flex Office</td>
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<td>File storage/layout</td>
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<td>425</td>
<td></td>
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<tr>
<td>2.10</td>
<td>Kitchen/Break Room</td>
<td>55</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>2.11</td>
<td>Restrooms</td>
<td>72</td>
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<td>Circulation Space</td>
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<td>Reception</td>
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<tr>
<td>3.02</td>
<td>Waiting</td>
<td></td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>3.03</td>
<td>Operations Center</td>
<td></td>
<td>350</td>
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<tr>
<td>3.04</td>
<td>Large conference room</td>
<td></td>
<td>250</td>
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<td>3.05</td>
<td>Small conference room</td>
<td>150</td>
<td>Includes area of kitchenette</td>
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<tr>
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<td>Private office</td>
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<td>180</td>
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<td>3.07</td>
<td>Open office space</td>
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<td>Adequate for 6 stations</td>
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<td>3.08</td>
<td>Printer and tech room</td>
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<td>225</td>
<td></td>
</tr>
<tr>
<td>3.09</td>
<td>Server and tech room</td>
<td></td>
<td>225</td>
<td></td>
</tr>
<tr>
<td>3.10</td>
<td>Restrooms</td>
<td></td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Circulation Space</td>
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<td>15-20%</td>
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<tr>
<td>Subtotal</td>
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<td>2352</td>
<td>2760</td>
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### Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Area (SF)</th>
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<tbody>
<tr>
<td>Net area (programmed)</td>
<td>7700</td>
</tr>
<tr>
<td>Stair / Elevator</td>
<td>1600</td>
</tr>
<tr>
<td>Overhang / Circ at Level 1</td>
<td>600</td>
</tr>
<tr>
<td><strong>Gross building area</strong></td>
<td><strong>9900</strong></td>
</tr>
</tbody>
</table>
CODE REVIEW

Building Occupancy:

The overall building would be a **Group B**, Office/Business occupancy.

The first floor occupancy type for assembly in exhibit halls or museums, or community halls would typically be classified as a Group A-3 for the proposed meeting room and museum display areas, is small enough that it becomes an accessory to the main Group B.

1st floor large conference room - per Section 303, Assembly Group A, exceptions: A room used for assembly with an occupant load of less than 50 persons and accessory to another occupancy shall be classified as a Group B occupancy.

Therefore, the first floor public meeting room can be set as accessory to the B-occupancy if it is less than 750.sf or 50 occupants. (If it is greater, then it is a Group A, and separations may be required unless the full building is combined into a single, non-separated B-occupancy.)

Allowable area:

For Group B occupancy, Table 503 for a Type V-B: Max. Allowable Height/Area is 40 feet high, 2-story; 9,000.sf per floor.

Area increase per Section 506, Eq. 5-1, 5-2.

>Assuming 75% frontage available.

>Assume full building sprinkler system

\[
A_a = \{A_t + [A_t \times I_f] + [A_t \times I_s]\} \quad \text{(Eq. 5-1)}
\]

\[
A_a = \{9000+\[9000\times0.50\]+\[9000\times2\]\}
\]

\[
=31,500.\text{sf per floor.}
\]

>Assume first floor meeting room and lobby/display areas are considered ‘Accessory’ to the Type B Occupancy on the upper floors.

Occupancy Load:

Per Table 1004.1.1 Max Floor Area Allowances per Occupant.

Accessory Mech Equipment rooms: 300 gross (~1.5 occ)

Assembly without fixed seats (1st floor meeting room, 900.sf)

Unconcentrated, tables & chairs. 15 net (~60 occ.)

Concentrated, Chairs only 7 net (~128 occ.)

(Both are greater than 50 occ.)

Business Areas, Offices 100 gross (33 per Floor)
(Assume 3300.sf gross area per floor)

(Occupant load per floor is 49 or less)

Lobby, Display Area (~1000.sf): 15 net (67 Occ in lobby)

Per Section 1015, Exit and Exit Access Doorways.

Table 1015.1 allows single means of egress in Occ. B, if max occupant load is 49 or less.

Per Section 1016, Exit Access Travel Distance.

Table 1016.1, Exit Access Travel Distance. for Occ. B, with sprinkler system, max distance to an exit is: 300 feet of travel.

The first floor will require more than one exit. The 2nd and 3rd floors appear to only require a single exit and single exit stair. Stair may need to be able to exit directly to exterior of building.

Restroom Requirements:

Per IBC 2006, Section 2902, Min. Plumbing Facilities.

Assembly occupancy for 1st floor for conference/meeting room and Lobby/Display areas. Assume Occ. Load of: 128+67 (max)=195 occ.; half Men & half Women.

M-WC 1 per 125 1-M + 1 urinal
W-WC 1 per 65 2-W
Lavs 1 per 200 1-each restroom
DF 1 per 500 1-hi/lo unit


M/W WC 1 per 25 1-M WC, 1-W WC per floor.
M/W Lavs 1 per 40 1 per each, assume 2-unisex rooms
DF 1 per 100 Assume 1-hi/lo unit per floor.

Service Sink 1 service sink. Assume 1 janitor closet.

PARKING

Site, Parking

Per CBJ Title 49, Section 49.40.210: Parking space requirements and dimensional standards for parking lots. For Banks & Offices:

1 parking space per 300 GSF

Proposed gross area for all levels, total = 9,900.sf. (9,900.sf/300)

Total parking required: 33 spaces.

Area required for 33 parking spaces = 9,776.sf; or ~64'x153'
**Accessible parking space requirements:** 2-each for lots required to have between 26-50 parking spaces. 1 of the spaces shall be designated and stripped for a Van Accessible space.

**Bus parking spaces:** Bus parking may be needed if tour groups are anticipated, but not required by code. Allowances should be made for busses to maneuver to and from the site, and to drop off with the right side of the bus against the curb. Bus parking alternatives would be reviewed and addressed with the various site layout options.

**MARITIME EXHIBITS**

The first floor displays may be anything from minimal exhibits in the lobby, to a more in-depth exhibit and interpretive center.

**Themes that may be included:**

- Reference to historic marine services in Southeast Alaska: Commercial fisheries, shipping & freight on historic sailing vessels, passenger ships for early gold miners, sailing & steam vessels, cruise & tour ships, and native water craft. The USFS has recently published a report on several of their historic motor vessels that have been used throughout southern Alaskan waters to visit logging sites, and for other related research activities, for the past 50-60 years.
- Reference to modern maritime operations in Alaska: Today’s commercial fisheries, cruise ships, tug and barge, cargo ships loading bulk cargoes, ferries, oil spill response vessels, oil tankers, offshore supply vessels, and the USCG. Also, Alaska’s vessel tracking system that utilizes AIS (Automatic Identification System) and Satellite transponders can provide a live display of where vessels are presently cruising in Alaskan waters.
- Display of ‘marine artifact’ visible in lobby from inside and outside. Other concepts for exhibits may be fixed & interactive graphic displays, electronic display of Marine Exchange services, slide shows, or mock-up of a ships bridge.
- Exterior art piece/structure representing a smaller fishing boat for open air, public exploration.
- Interpretive signage for adjacent docks and harbors, fisheries direct-sales market proposed at Harris Harbor, fishing fleet, local tides (bridge clearance), connection to sea walk, continuation of sea walk around to Harris & Aurora boat harbors.

**Examples of Public or Maritime Exhibits**

- Columbia River Maritime Museum (Astoria, OR) – this was noted as having interesting inside/outside display options, interior full size boats, other interpretive exhibits, and display cases.
- Port Townsend’s Northwest Maritime Center & Wooden Boat Foundation (Port Townsend, WA) is a marine building constructed in the style of a nearby historic Coast Guard buildings. A nautical character was interwoven into the design and construction of this building. Building has interpretative displays along interior walls and allows for viewing into high-bay boat building areas on first floor.
Sealaska Building lobby (Juneau, AK) has one large display area and several smaller displays enclosed in glass, each with interpretive signage, and a full-size, traditionally carved cedar canoe. It has recently expanded to include a small, summer retail area for regional native arts.

Ketchikan’s Southeast Alaska Discovery Center, (Ketchikan, AK) has a traditional commercial fishing boat maritime display as a part of its exhibits about the Tongass National Forest and its synergy with the regional fishing industry.

Museum Content

Maritime industries may provide materials for exhibits relative to interpretation of their respective industry. Historical content may receive assistance from the State, City or regional museums with loans of marine/maritime artifacts.

Museum Tours

The Maritime Museum may become a “destination” for tour groups. If so, the site is equipped to handle a potential bus drop off & circulation area. For a smaller tour bus, a pullout may be utilized for loading and unloading. For larger, high capacity passenger busses, more room would be needed for parking and maneuvering.

Funding

The planning level project cost estimate for the Juneau Maritime Center is approximately $4M. As the scope, scale, and schedule of the project become more defined the cost estimate will be refined. Currently there are no funds identified for the project but there may be a number of opportunities available for funding the project.

Located at the north terminus of the SeaWalk, some of the site development costs may be eligible for passenger fee participation. The maritime interpretive element may be eligible for private or corporate sponsorship to pay for the public portions of the proposed building. The incident command center/community room may be eligible for Homeland Security grants. Currently Docks and Harbors and the Marine Exchange pay annual rent for the spaces they occupy. These rent funds could offset a loan or bond to finance portions of the proposed building.

If the concept of the proposed Juneau Maritime Center is approved a funding strategy will be defined as part of the on-going planning of the facility.

KEY FEATURES

Building Features

Key features of the site that affect the planning, design and location of the building include the ever dominant Juneau Douglas Bridge, existing street grid terminating at the site, the water’s edge, the evolving Bridge Park design, and the site as a primary node along the along the seawalk. Views to and from the building and site are important as it is both a public building and a harbor building. It would be possible to situate the building to allow for views down the channel and to the cruise ship turning basin. It will also be visible as a public building, being surrounded by the park and set along the side the public seawalk pathway gives it an appropriate setting.
During the conceptual design and site analysis, a tower element was included in the design diagram. It would contain the vertical circulation and be topped with a glazed, enclosed viewing platform. The tower would serve to get the public up to an observation level overlooking the water and provide an identifying feature for the marine feel of a water related public building.

**Site Features**

The following site diagrams show several potential building, parking lot, and park area scenarios on this site. The building can be more or less prominent as it relates to the park, bridge, streets and waterfront.

Nodes along the seawalk tie the street grid into the park, and terminate the grid at the water. The building relates to these nodes, street grid, sidewalks, seawalk and park in several different fashions.

The diagrams look at different configurations of the roadway connecting under the Juneau Douglas Bridge between Harbor Way and West 9th Street. A through connection under the bridge in most schemes allows for the ability for visitors to the site to exit Egan Drive at the Harris Harbor turnoff, at West 9th Street, or at West 8th Street past the State offices parking lots.

Each building placement scenario allows for the proposed Bridge Park and Seawalk to be developed to various levels, balancing the use of the CBJ land between public park and public building site. Currently, this portion of the waterfront has been occupied by a more utilitarian Public Works vehicle maintenance facility in a series of deteriorated metal buildings, a snow disposal area, a gravel storage area, vehicle wash down, and a City vehicle fueling station. It has been fenced off in recent years and public access discouraged. All operations are slowly being moved to a new site & facility, and the buildings will be cleared and site cleaned up for redevelopment.

Current planning is ongoing for the extension of the Seawalk path along the water's edge, and outboard of Egan Drive. Numerous design iterations have been proposed for a new public park – Bridge Park – at this site through the CBJ Engineering Department and their consultants.

**Park Support**

The building and park should be considered together and be designed to form a cohesive node along the seawalk. This area would be a key site on the network of features and minor destinations along the waterfront. To reinforce the connection to the site, the building would have a public first floor area that would provide support to the park with public restrooms integrated into the building (as opposed to a separate unsupervised restroom shelter), an open view through the building to the public areas and maritime displays even after hours.

As one of the key built requirements of a public park, this would provide conditioned restroom spaces that could be utilize existing electrical, mechanical, heating and plumbing systems of the Maritime Center. They would operate much like other public CBJ restrooms as in the Municipal Building. A similar situation is that of the Tram Building which has large public restrooms accessed only from the exterior of the building, but still integrated into the main building systems.

**Site development options**

We have identified five site layout options using a basic building layout and footprint. The required parking lot layout is shown including spaces required for this building and the adjacent fish market or park use. Potential tour bus staging and parking scenarios are shown.
This option places the building parallel to the bridge and adjacent to the park edge. It provides for a strong image up the channel, good views to and from the site. It anchors the end of the street with the vertical tower element and engages the park and seawalk. A hardscape paved area in front of the building enhances the main entry, makes a connection to the dock node element terminating the street. The primary daylight access and view windows would be along the long east edge of the building.

The image of the building in this location is a strong symbol of the Port of Juneau. Its location is prominent when seen from the channel, boat harbors, proposed fish market dock, and the cruise ship basin. The tower would be seen as a marker when looking up the street from the highway.

Parking is off to the side and in the back of the building, tucked under the bridge, combining it with potential fish market parking on the Harris Harbor side. This freed up a larger portion of the site for the park area along the water’s edge, with the building as a backdrop to the southeast facing park along the seawalk.

Nodes are identified to tie the streets / urban fabric into the water’s edge, to terminate primary street axis, and serve as resting or pausing areas along the seawalk. The building then is the hub between the park to the east and the proposed fish marketing dock to the west, adjacent to Harris Harbor.

Roadways: In this scheme, Harbor Way continues through the site under the bridge, connecting Harris Harbor to the State of Alaska office parking areas along West 8th & West 9th streets. The larger, 30-space parking lot allows for incidental traffic to flow through but should not read as a primary street or traffic connection.
OPTION – B

This scenario pulled the building back away from the park side of the site, placing it adjacent to a smaller, 15-space parking lot, with the roadway running in front of the building to connect between Harris Harbor and the State parking lots.

This was the least preferred solution. After discussing this option, it was decided that having the roadway pass in front of the building – between the building and the park – caused some concern as it had less of a connection to the seawalk, park, waterfront, and channel. The roadway traffic presented more of an impediment or pedestrian hazard as people used the building services in conjunction with the park. While it opened up the park under the bridge, the building lost some of the importance it should have as a public building to differentiate it from the neighboring residential buildings. The building became more connected to the hotel/apartment house patterns in the area rather than a more distinctive, public, waterfront building.

This scheme placed more of the parking areas on the waterfront side. The park is more open, but less defined as an urban park; nodes, paths and patterns become less defined.

If the building is to monitor and serve the park with support spaces such as restrooms and exhibit, then having the defined roadway running between the two areas was not preferred.
This option set the building along the edge of the park, between parking and green spaces. The roadway of Option B is removed and incidental cross connecting traffic is routed through the parking lot. It fits well into the urban grid, with the tower circulation element visible from several directions. The building is perpendicular to the bridge, and set away from the bridge. The building has a direct connection to the park and is set along a walkway connecting the node of the seawalk and the node of the seafood direct marketing dock. With it pulled forward into the park and away from the housing buildings, it has a strong visual connect to the harbors to the west and cruise ship area to the east and views down the channel.

The primary parking area for the building is held back from the park area and on the north side of the building. Vehicle traffic is minimized directly adjacent to building. Building is in a position for direct access from either side into the central exhibit lobby. It has a direct connection to the park for restroom access. Monitoring of the park can be done readily from upper floor tenant spaces.

Building has a good visual connection to and from the water. It is prominent when viewed up the street and from the water. It is set on axis with the proposed seafood direct marketing float.

The park is longer and linear along the edge of the water and seawalk. An area is available under the bridge for park / play area installations if desired.
This option placed the building parallel to the bridge, with a larger vehicle parking area behind the building and main park area in front of the building. It lined the building up with the adjacent residential buildings on the street with the tower element sitting forward at one end. The placement kept the building out of the line of the street patterns and nodes at the edge of the water. The parallel placement of the building with the bridge tends to divide the site rather than have the building be a complete integrated piece of the park as with other schemes. (See Option – E)

The building is also not as prominent from numerous views as it sits in this location.

Regarding the site, bus drop off is located along the edge of the smaller parking lot to the east. The parking lot would have a drive through lane to connect it with the State of Alaska office parking.

In this scheme, Harbor Way was abandoned to have only pedestrian Seawalk traffic. Vehicle traffic would loop through the parking lot and back out on 9th Street.
OPTION E

This scheme places the building perpendicular to the bridge and on axis with West 9th Street, allowing for the street hardscape to essentially flow through the lobby area and connect with the terminating dock node on the water’s edge. This has the strongest connection to the park site; it has the best park to building integration. The public has access all around the building. It has a more formal walkway on the street side and more organic seawalk pathways on the water side.

Since it is perpendicular to the bridge, the majority of the exterior walls on the upper floors are open for views out. The lower level is visually open to the public; restroom services are available in the building. Monitoring of the park after hours can be done from the central building location. The stair tower becomes an integrated feature of park providing vertical access and a potential enclosed public viewing deck.

As it pulls away from the neighboring buildings, it has an excellent visual connection up and down the channel, and down to the park area.

- This was the preferred site & building arrangement option.
**Proposed Seafood Direct Marketing Float at Bridge Park:** It was proposed that the area adjacent to Bridge Park and Harris Harbor be used for the development of a new dock for use by fishing vessels to sell seafood directly off the boats – known as ‘direct marketing’. This area requires removal of the existing deteriorated airplane float, ramp and piling connection to the shore. A new dock node would be built on shore and a new ramp and larger float constructed on the water. A parking lot area would be created for persons coming to buy fish and other seafood off the boats.

The location of the ramp head would be coordinated with other nodes in the park. Pathways to & from the new dock would be connected into the seawalk path system. A series of signs and onshore features would be used to indicate the availability of fish on the dock if the boats are not directly visible to vehicles on Egan Drive, the main informal advertising avenue for current sales activities at the local harbors.

By having the direct marketing sales dock in this location, it provides a destination and additional purpose to the other activities at the park & seawalk trail system to draw people to the area.

**Bridge Park & Seawalk:** Preliminary planning is ongoing for the park area at this site and for the seawalk connecting this hub with the downtown waterfront walk.
BUILDING DIAGRAMS

The building plan diagrams are included to show a potential initial layout of each floor level. Level 1 has the main public services and main mechanical & electrical systems. Level 2 shows space layout of for the Port Director & Engineering offices of the Docks and Harbors Department. Level 3 shows the leased tenant space with the proposed Marine Exchange of Alaska office layout.

The main floor level would house public restrooms for pack use, public lobby with potential maritime exhibits, larger public meeting room that would also serve as the emergency operations center for maritime search & rescue operations and training exercises.

The second floor would be tenant office space for use by the CBJ Docks & Harbors, Port Director’s offices.
Both the 2nd and 3rd levels would be situated with the more enclosed, service areas toward the bridge end of the building, allowing for the building to open up on the south & east perimeter edges for public and office uses. This should be true with any of the orientations shown on the site plan options.

The third floor would be the rentable tenant space with the current proposed tenant/partner being the Marine Exchange of Alaska. This office floor would be similar to the 2nd level with darker, enclosed spaces to the north and offices oriented to the water and light edge on the south and east end of the building.

The circulation stair would allow for public access up to an upper level observation platform at the roof elevation – with views back toward the channel, cruise ship turning basin, across to Douglas & West Juneau, and possibly to the bridge and harbors beyond.

**SUMMARY**

This has been an analysis of the opportunities presented for a public office building at this site. From this review, we have determined that the site can readily accommodate a building with a footprint up to 3500 sf and that there is adequate room for parking requirements for a building of this size while still allowing for the majority of the site to be developed as a public park.

Constructing a building on this location would also serve the adjacent park and seawalk users during the day, offer a destination and attraction to visitors & locals alike, and provide monitoring of the grounds both day and night.
PARTICIPANTS

Participants in the planning process included the following:

- NorthWind Architects: Gerald Gotschall AIA, James Bibb AIA, Dave Hurley AIA.
- Alaska Marine Exchange: Captain Ed Page, USCG (Ret.)
- CBJ Docks & Harbors: Gary Gillette, Port Engineer
  Carl Uchytil, Port Director
  Erich Schaal, Deputy Port Engineer
Programming for a New Maritime Center