

Juniper Street

MIDTOWN ATLANTA



Juniper Street

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PRINCIPLES

- Make pedestrians and bikes safer, and contribute to street vibrancy.
- Engage stakeholders to shape the best solutions.
- Start from the premise that every street is different.
- Benefit from the experience of other places.

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CONCLUSIONS

- No changes are recommended to the Midtown Alliance preferred plan between 10th and 14th Streets.
- No changes are recommended to the Midtown Alliance preferred plan between Ponce and 3rd.
- Between 3rd and 10th, a two buffer street section is proposed, with parking buffering the east side and a protected bike lane buffering the west side of Juniper. This configuration is safer for all modes, achieves greater parking efficiency and revenues, and supports core business functions such as loading and delivery.

Background

ABOUT KJERSTI MONSON

- Kjersti is Principal and CEO of Duval Companies, where she directs the Civic Studio.
- Kjersti served as the Planning Director for the City of Minneapolis, a top 3 bike city, when the City's Complete Streets policy was adopted, and oversaw the creation of the award winning Downtown Public Realm Framework Plan, a plan for enhanced streets.
- Kjersti serves in multiple forums as an expert in the creation of healthy safe streets (Super Bowl LII, Meet Minneapolis Tourism Association, Center for Transportation Studies).

Background

3.2.1.4 SUPPORTIVE DEVELOPMENT

A strong sense of place and corridor identity will be shaped not only by enhancements in the public realm, but by supportive development. Supportive development may contribute to the character and quality of a Downtown Public Realm Framework corridor through compatible ground floor uses, design considerations, activation through density or programming, or by facilitating connectivity (especially in the case of a desired but missing link, as identified in section 3.4, Potential Linkages).

- » 3.2.1.4.1 Supportive development opportunities, including compatible ground floor uses, design considerations, activation through density or programming, and facilitating connectivity where potential linkages exist, should be considered in the review of all development applications for Downtown Public Realm Framework corridors.
- » 3.2.1.4.2 Compatible ground floor uses should be discerned based on corridor typology (see section 3.5). Downtown Public Realm Framework corridors establish a hierarchy that informs developers and plan reviewers about goals for pedestrian experience. For instance, retail storefronts make more sense in some places than others; and pedestrian-unfriendly conditions (like loading zones) are not appropriate on some corridors.

Complete Streets Policy.

3.2.2.1 ADHERENCE TO THE COMPLETE STREETS POLICY

The Downtown Public Realm Framework is consistent with, and supplements, the City's Complete Streets Policy.

Complete Streets Policy

The City of Minneapolis is committed to building a complete and integrated public right-of-way to ensure that everyone – pedestrians, bicyclists, transit users, and motorists – can travel safely and comfortably along and across a street. The Complete Streets policy will inform decision-making throughout all phases of transportation projects and initiatives. The overarching policy purpose is the establishment of a modal priority framework that prioritizes public right-of-way users in the following order: people who walk, people who bike or take transit, and people who drive motor vehicles.

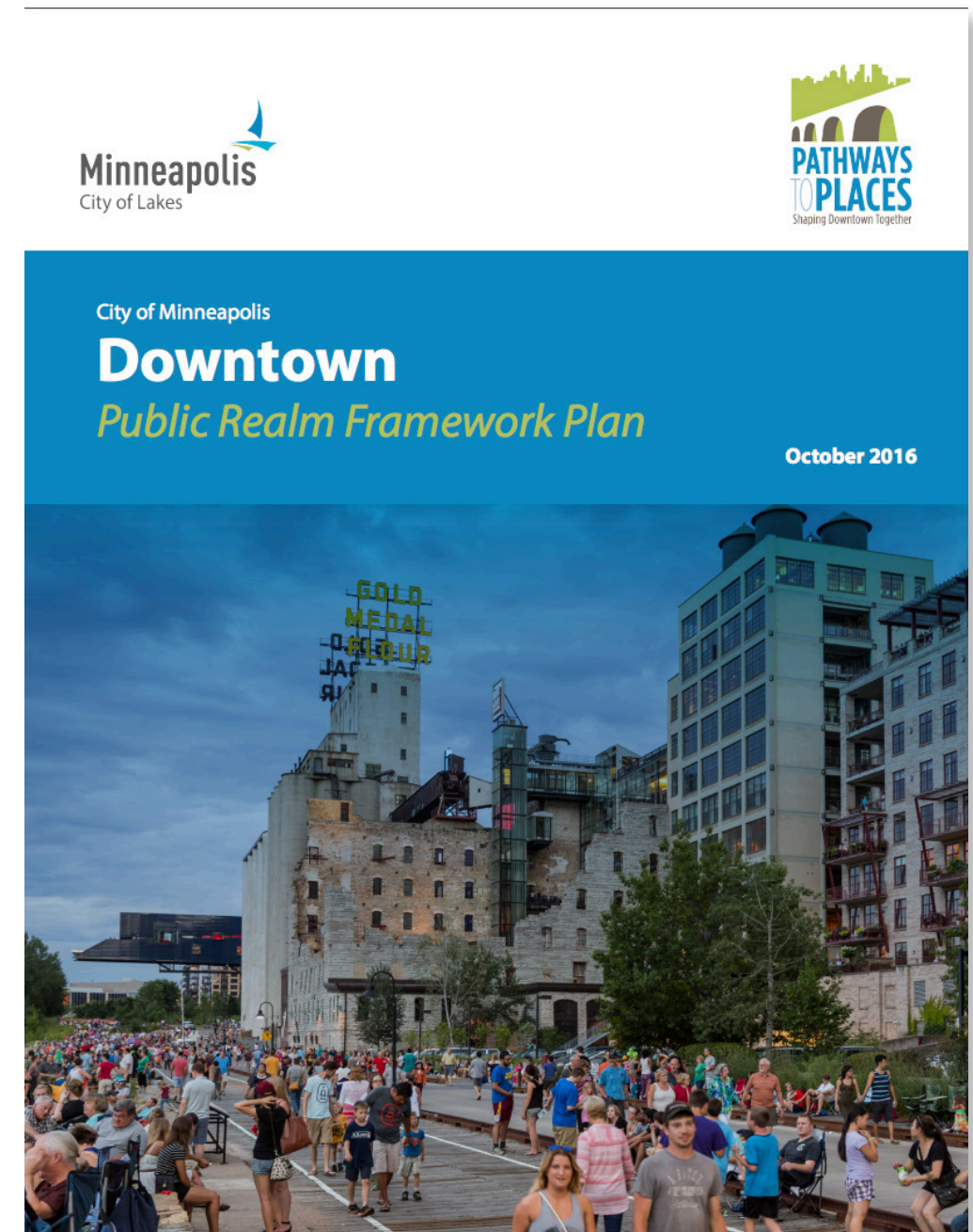




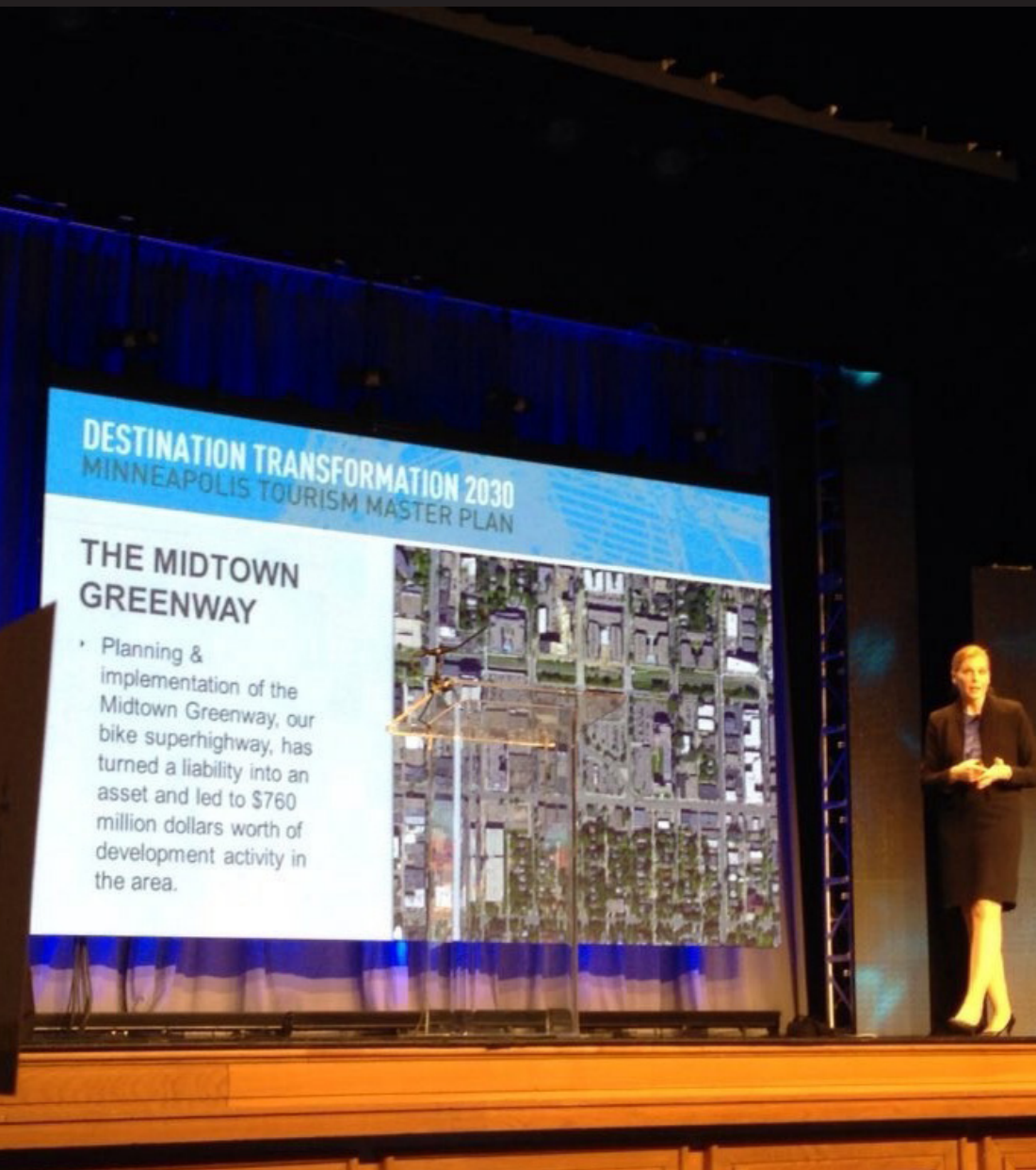
Figure 3.7 Destination Corridor diagram





DESTINATION TRANSFORMATION 2030 AIMS TO ENHANCE THE CITY OF MINNEAPOLIS AND ITS FUTURE AS A PREMIERE TOURIST DESTINATION

Goal 5 of the tourism master plan envisions a comprehensive placemaking plan to build & maintain a green, high-quality, & consistently-compelling walking experience along the sidewalks of downtown Minneapolis.



Background



CENTER FOR TRANSPORTATION STUDIES

- Research
- Events
- Education & Careers
- Publications
- Faculty & Staff
- About CTS

- News
- Programs
- Structure
 - Executive Committee**
 - Board of Advisors
 - Councils
- Awards
- Requests for proposals/information (RFP/RFI)
- Location & Contact Information

Executive Committee

The Executive Committee is the Center's main decision-making body. It has primary responsibility for providing strategic direction to staff and for overseeing the implementation of CTS programs. It governs the operations of the Center, consistent with University of Minnesota policies, based on input from the Board of Advisors, CTS Councils, and CTS staff.

Current Members



Chair: Jay Cowles
Co-Chair, Itasca Project Transportation Committee



Randy Maluchnik
County Commissioner, Carver County



Ardell Brede
Mayor of Rochester, Minnesota



Jim McDonough
County Commissioner, Ramsey County



Gina Buccellato
Technical Director, Transportation Safety Division, 3M



Kjersti Monson
Partner, Director of Civic Studio, Duval Companies



Scott Dibble
Senator, State of Minnesota



Sue Mulvihill
Deputy Commissioner and Chief Engineer, Minnesota Department of Transportation

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ANALYSIS & RECOMMENDATIONS

- We reviewed Midtown's plans & policies, including bike and transit facilities.
- To learn more about business characteristics and conditions, we conducted a block by block field survey
- We engaged stakeholders and assessed impacts
- The Midtown Alliance preferred alternative design was evaluated from a complete streets perspective.
- An alternative plan was developed, and is proposed.

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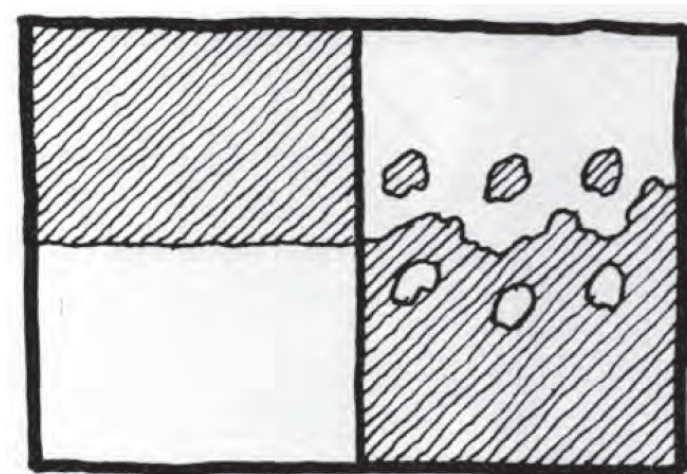
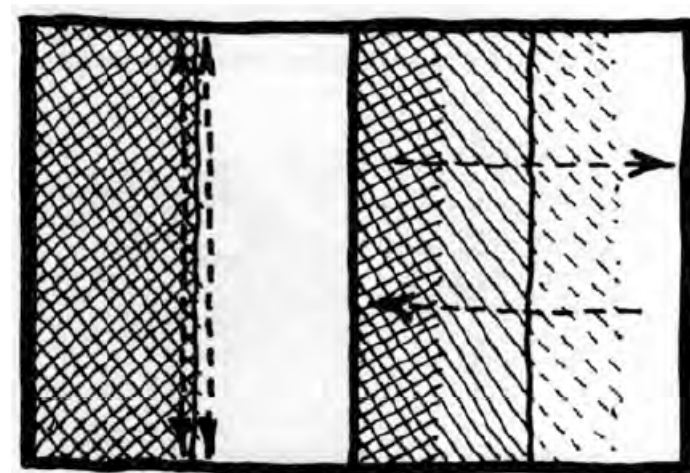
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SMALL BUSINESSES ARE KEY STAKEHOLDERS





RAINEY STREET - AUSTIN, TX

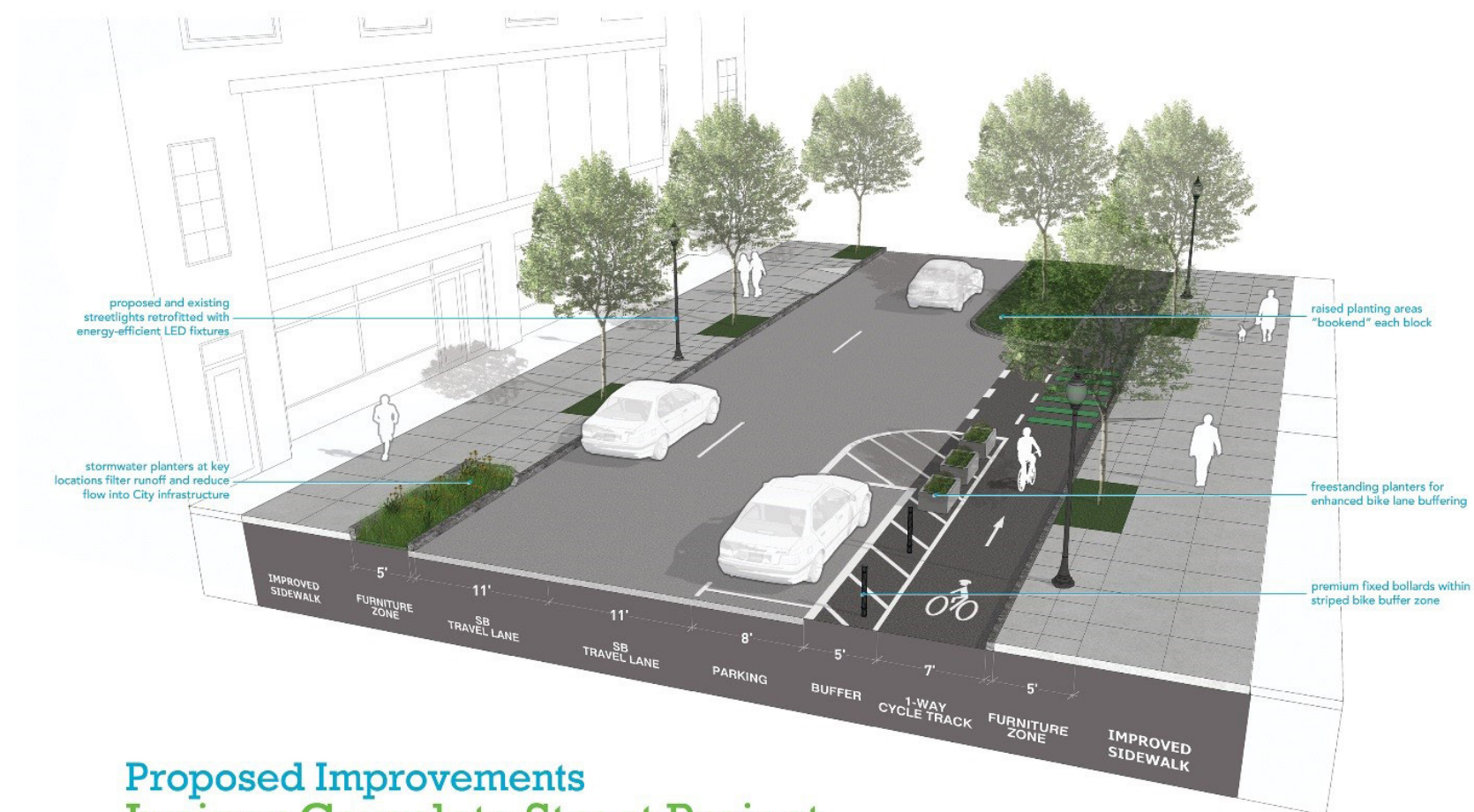


Eclectic
Diversity
Emergence
Littoral Zone
Hybridization

Juniper Street

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COMPLETE STREET PRINCIPLES



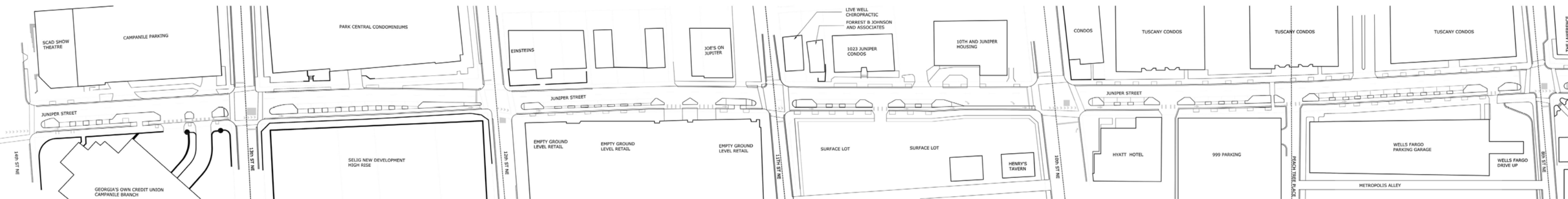
Proposed Improvements Juniper Complete Street Project

MIDTOWN Alliance • Graphic Updated 01.22.18



Juniper Street

Beyond the Street Wall



Business Impact
Future Conditions

CHRIS C.
DUVAL WEST SIDE

NOTES:
Block contains a new condo high rise and parking structure.
All businesses are part of this block wide development.

Juniper Street Field Survey													
Business Characteristics in the Corridor													
Business Name	Map Label	Type/Size of Business	Est. # Staff	Hours of Operation	Est. Peak Time(s)	What street does the service and delivery entrance face?	What street does the main customer entry and "storefront" face?	Street Parking	Public Structural Parking	Public Surface Lot	Dedicated Spaces - Structures - Surface	Dedicated Spaces - Surface	Notes
Ace Hardware	1	Hardware store	12	7a-7p	midday	Juniper mid block	Juniper + 7th	No	Yes	No	10	N/A	P1
Fix Chicopatz	2	Chiropractic	3	9-5	morning	"	Juniper	No	Yes	No	6	N/A	P2
Kale me crazy	3	Juice bar	3	7a-8p	even	"	6th St	Yes	Yes	No	None	N/A	P3
	4												P4
	5												P5



David H. Dockett Bordeaux, DDS, MAGD

101 Juniper Street NE
Atlanta, GA 30308
404.249.1710
404.400.2400

February 5, 2018

To Whom It May Concern:

I am a dentist affiliated with Dentistry for Midtown at 855 Juniper Street NE and the owner of DHD Properties which is landlord for the properties at 855 and 860 Juniper Street. These businesses are situated on the east side of Juniper Street in the middle of the block bounded by 6th and 7th Streets at ground level in The Dakota condominium building.

The dental practice's patient list is about 30% seniors and 5% disabled persons for whom the closest handicap parking is in The Dakota's garage located a block away on 7th St. I have practiced in this office since 2002. About a dozen years ago, the introduction of curbside parking on Juniper St. brought cheers from hundreds of our patients who previously had to unload in dangerous traffic or traverse a very long distance. I myself transported many by wheelchair because of the poor access. Moving parking to the west side of the street as proposed will be a giant step backwards. It once again places these seniors and disabled persons at risk—first, as passengers exiting into bicycle traffic and, second, as pedestrians having to travel an extra block to use the nearest crossing light. I doubt few other businesses on Juniper Street are as directly and adversely affected by this plan as is Dentistry for Midtown.

As a property owner of the space occupied by three businesses that rely on face-to-face contact with their clientele, there is no question that the value of my units and the rents they command are diminished by the loss of curbside parking. These spaces are used by our customers continuously through the day. Our neighbors across the street rely more on foot traffic and have the advantage of garage parking with Juniper Street access immediately adjacent to their businesses. The Dakota on the other hand has a very limited number of spaces in their garage for visitors, and these must be accessed from 7th Street, a side street. Our customers must walk halfway around the block to reach us from there. Additionally, all deliveries are made to Juniper Street entrances. Drivers cannot park in the garage so I suspect the trucks will stand in a traffic lane on Juniper Street.

When the Juniper Street renovation was first presented to me more than five years ago, I included parking on the east side of the street. Since then, I have never been contacted by any official about this plan to eliminate our parking or asked to give input. This may be my last chance to have a voice. Please prioritize parking on the EAST side of Juniper Street for our clients who need it so badly.

Sincerely,
David H. Dockett Bordeaux
David H. Dockett Bordeaux, DDS, MAGD

PalmerHouse Properties

February 6, 2018

RE: Juniper Street Improvement Project

To Whom It May Concern:

PalmerHouse Properties has owned and operated a real estate brokerage firm at 905 Juniper Street, Suite 130, Atlanta, GA 30309 since May 2017.

PalmerHouse Properties is an Atlanta-based, residential and commercial real estate brokerage. Founded in 2006, PalmerHouse has grown to over 1,500 Real Estate Professionals with offices throughout Metro-Atlanta, with our two main corporate offices in Buckhead and Midtown.

Currently, there is parking in front of our office building (East side) with the exception of very limited period where parking is prohibited. We are very concerned that moving the parking to the West side of Juniper will create both a hazard for our clients and agents but also creates a very unpleasant experience given that traffic will be spending by the buildings only inches from our clients and agents walking the sidewalk. Additionally, the current proposal not only moves the parking across the street it also reduces the number of parking spaces that are shared by multiple customer-based offices in our building.

While there is current and proposed development along Juniper Street on the West side, most if not all of that development is by large projects that, in most cases, will have substantial parking access in garages incorporated into the structures. If you review the businesses along the East side of Juniper, you will see that the vast majority are small business owners, who are not in a position to build/develop massive parking structures. The Juniper improvement project as currently proposed will negatively impact the small business owners, which is completely inconsistent with the message from our Atlanta elected officials.

I must strongly recommend that the City of Atlanta revise the project keeping the street parking on the East side providing a much-needed buffer / barrier for those residents using the sidewalks and maintain the bike lane on the West side, while creating sufficient barriers to protect the cyclists.

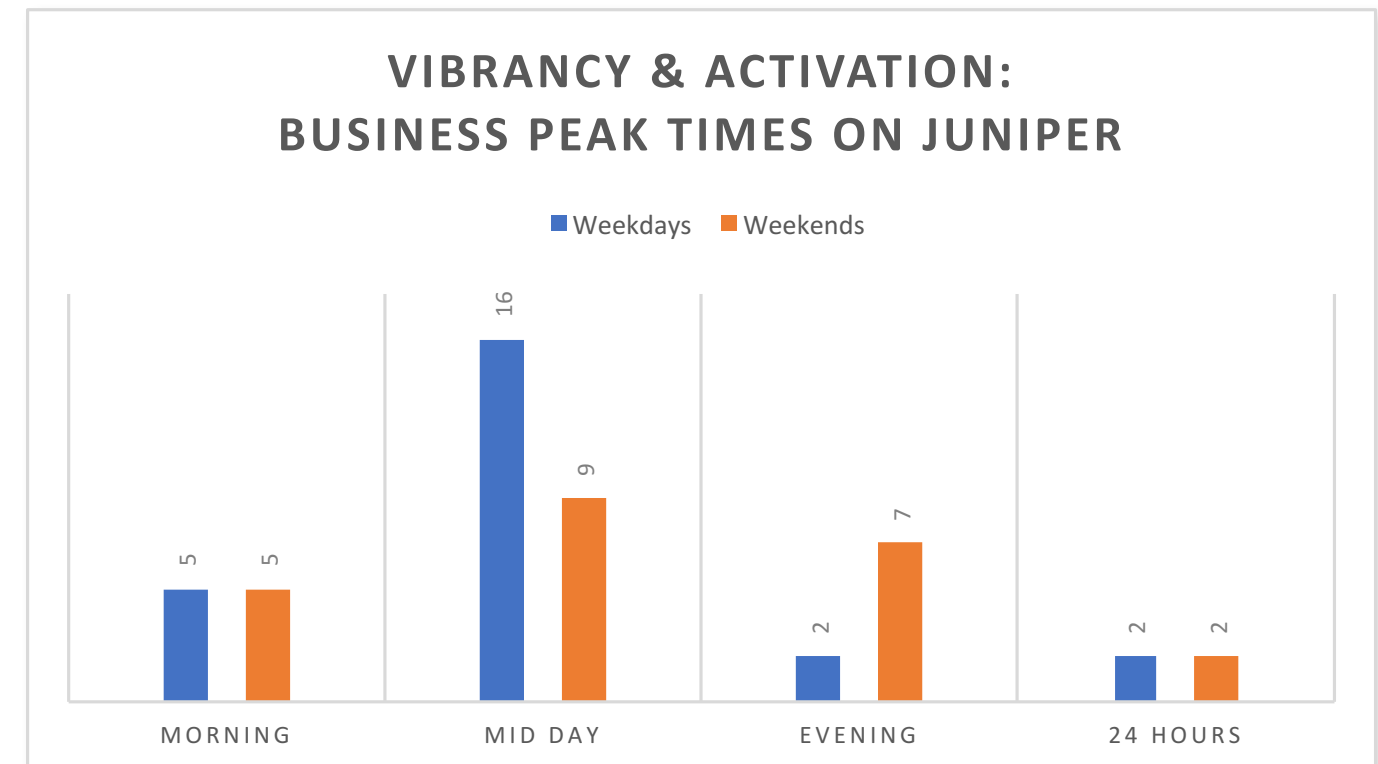
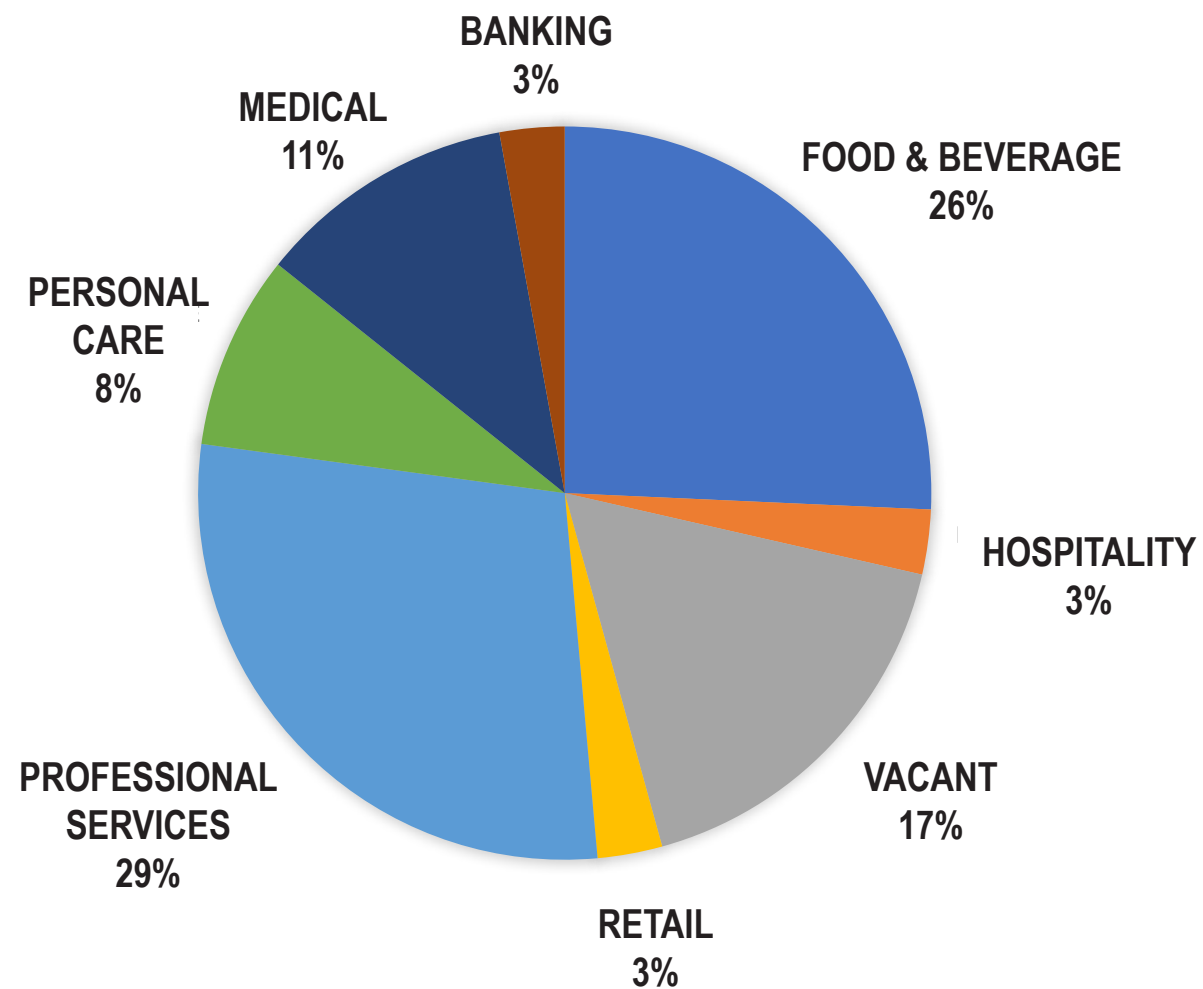
Sincerely,
Kevin Palmer
Kevin Palmer
Founder / CEO
PalmerHouse Properties

9 2911 Piedmont Rd. NE, Atlanta, GA 30305 | www.palmerhouseproperties.com | 404.876.4901

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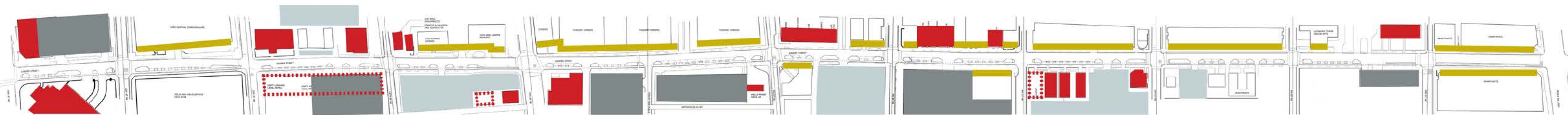
BUSINESS CHARACTERISTICS



Source: Field Survey and stakeholder interviews.

Juniper Street

↳ Beyond the Street Wall



STREET WALL & GROUND FLOOR USES

- The east side of the street is comprised of a continuous street wall of storefronts and medium density residential.
- The west side of the street also has storefronts and residential, but it's interspersed with podium & surface parking, a drive-through bank, and a large hotel.



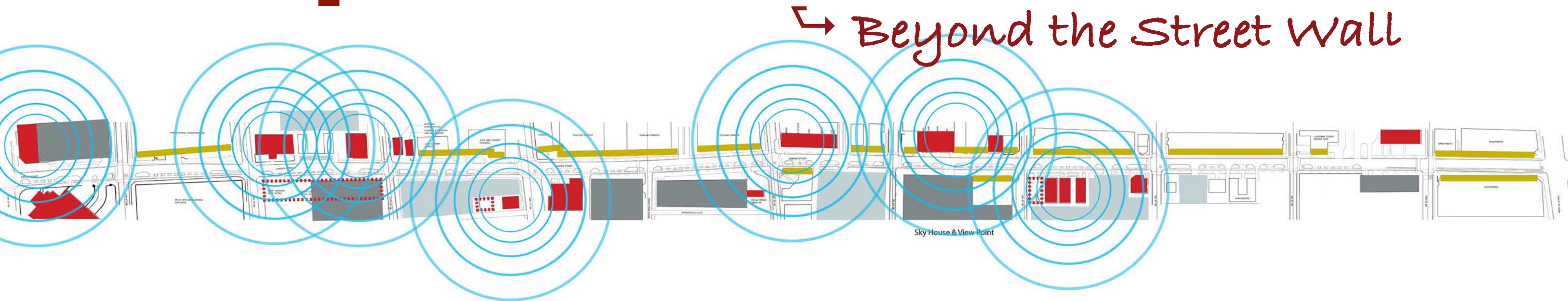
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ALL MODES + BUSINESSES
BENEFIT FROM TWO BUFFERS



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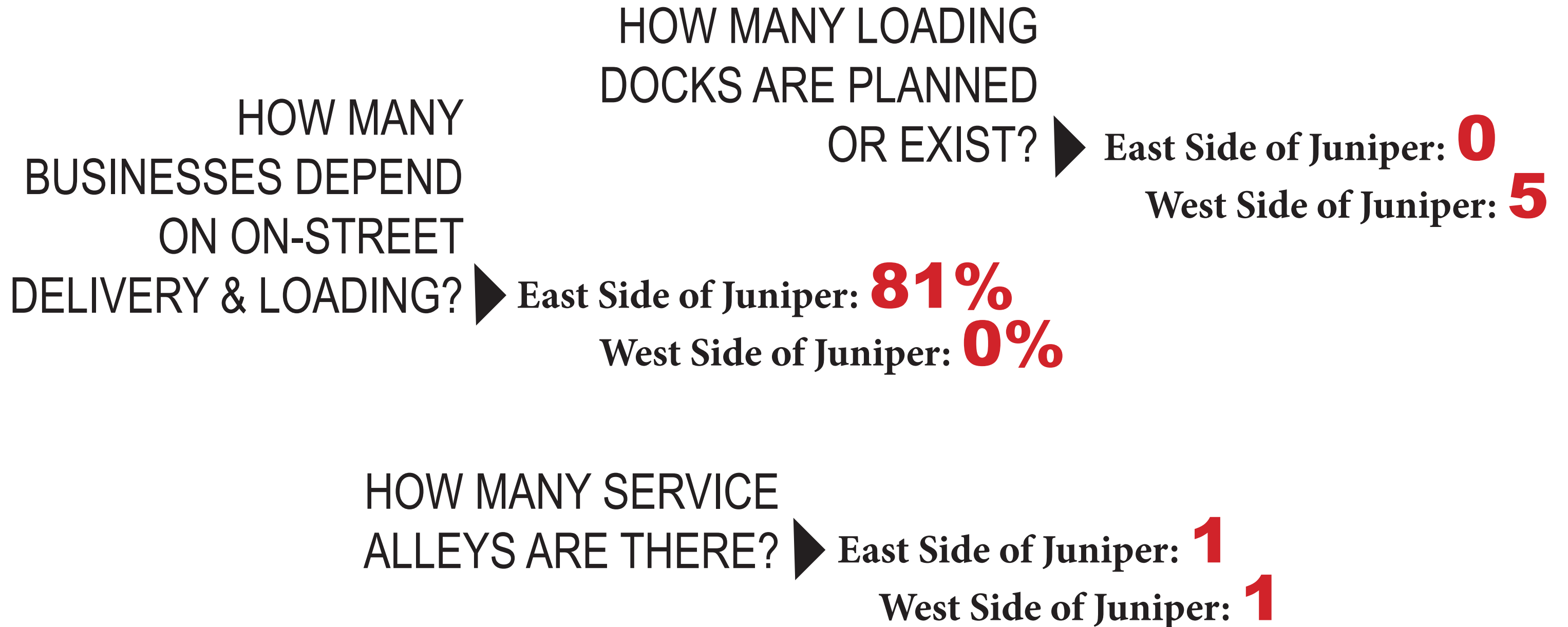


WHAT GIVES JUNIPER STREET ITS IDENTITY?

- Juniper Street, like Rainey Street, feels authentic because local owner-entrepreneur businesses create vibrancy. The businesses that are attracted to an eclectic-adaptive context like Juniper, and the ambience they create, are the core driver of street identity and value.
- Complete streets should be vibrant streets. Because infrastructure decisions will be in place for decades once built, it's important to identify & resolve issues that could impact street vibrancy now, in design.

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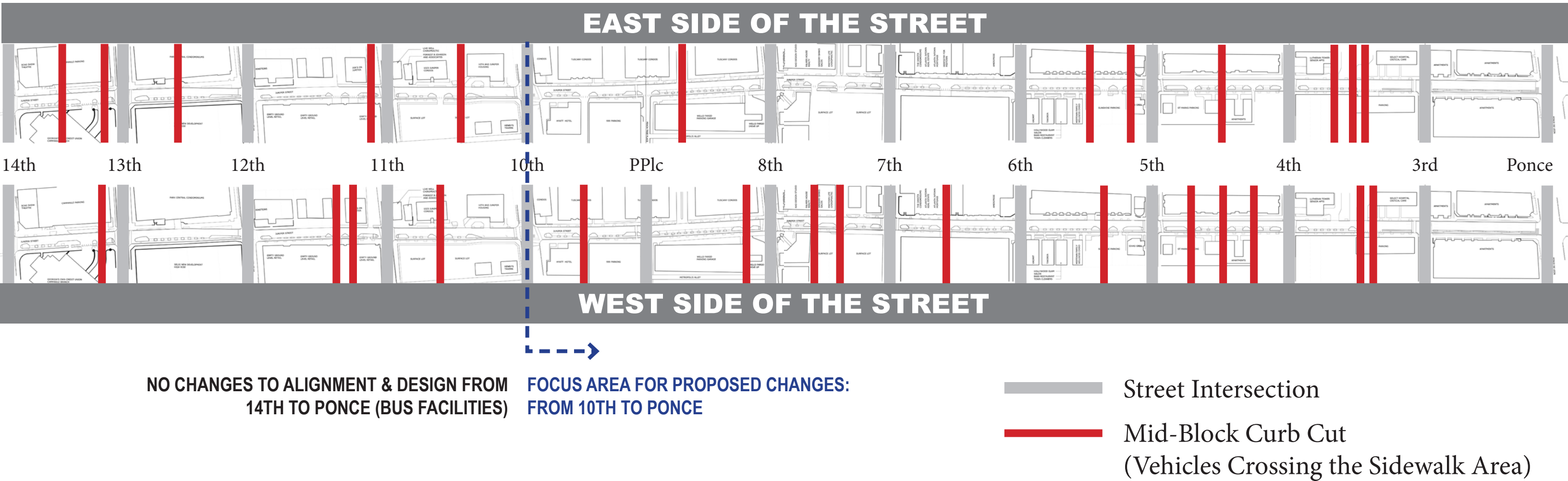
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FREQUENCY OF CURB CUTS & DRIVE WAYS



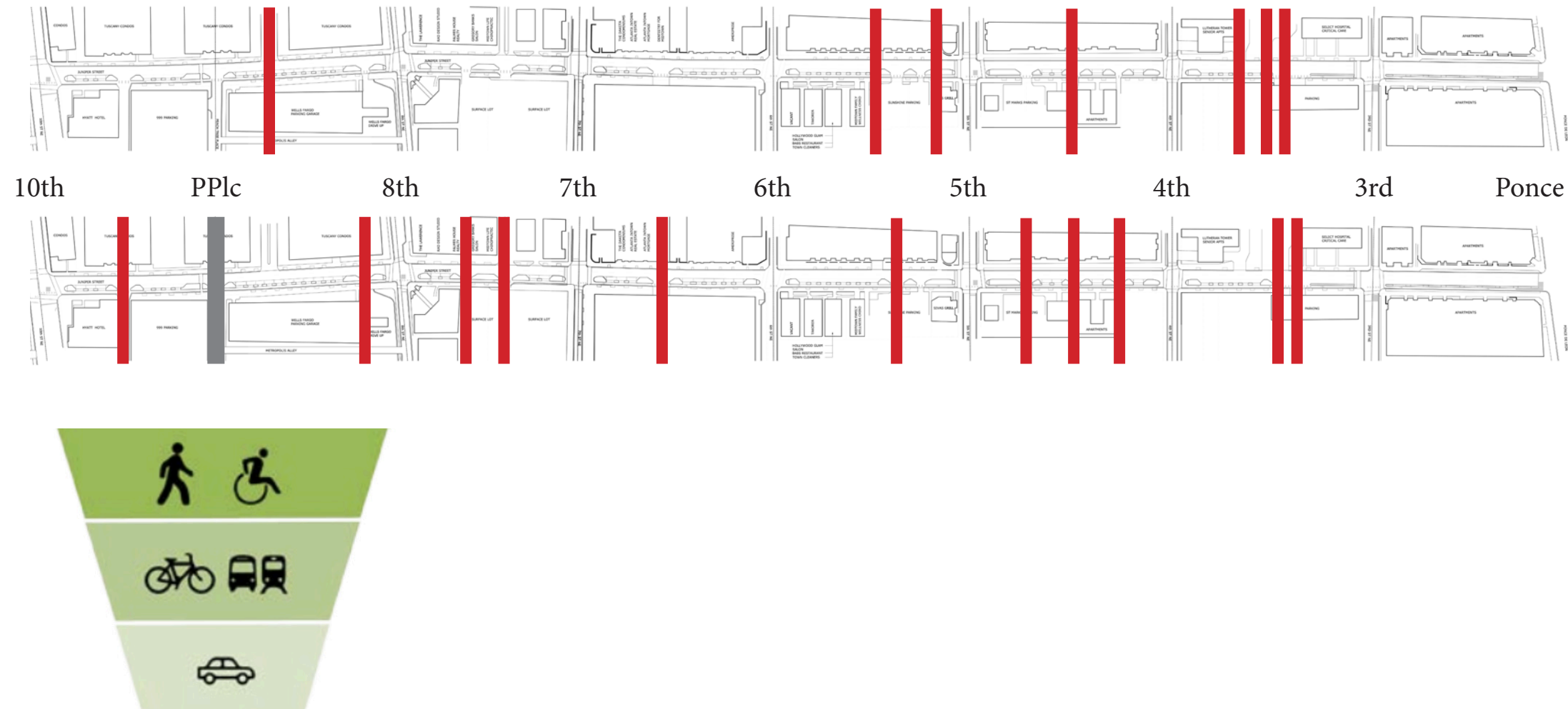
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THERE ARE **MORE MID-BLOCK CURB CUTS ON THE WEST SIDE** OF JUNIPER BETWEEN 10TH & PONCE THAN THE EAST. *WHY DO PEDESTRIAN ORIENTED STREETS LIMIT OR PROHIBIT MID-BLOCK CURB CUTS?*

1 Less curb cuts indicates a commitment to the pedestrian as the primary mode on a street, consistent with complete streets policies. Complete streets place the pedestrian on top of the hierarchy of modes.

2 For visually impaired and disabled people, every break in the sidewalk between intersections is a unique hazard. Navigating numerous mid-block driveways can be stressful and dangerous.



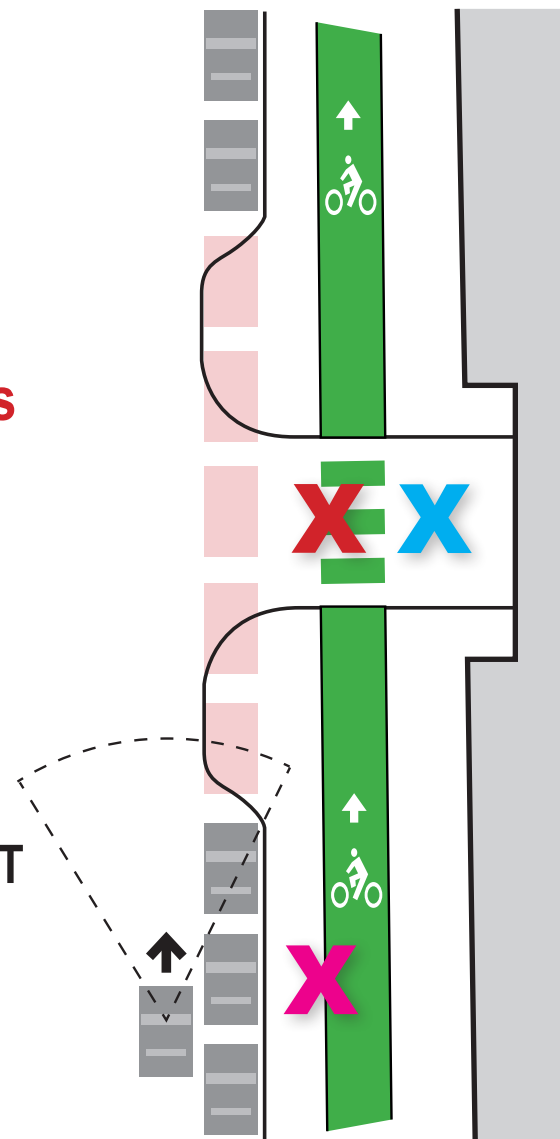
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PROTECTED BIKE LANES ARE SOMETHING EVERYONE WANTS - SO WHY DOESN'T A PARKING PROTECTED STYLE OF BUFFER MAKE SENSE ON THE WEST SIDE OF JUNIPER?

- 1** **Parking efficiency & parking revenues will suffer** on the west side of Juniper due to large number of mid-block driveways, because sight lines need to be preserved for turning vehicles.
- 2** **There will be a greater number of dangerous conflicts** between vehicles and bikes, vehicles and pedestrians, and pedestrians and bikes.

- LOST PARKING SPACES
- VEHICLE/PEDESTRIAN CONFLICT
- VEHICLE/BIKE CONFLICT
- BIKE/PEDESTRIAN CONFLICT



“...when considering parking protected and offsetting the parking from the curb, **one huge factor to consider is the number of intersections and curb cuts along the corridor.** The more there are, the less effective this becomes and you lose parking spaces in order to achieve necessary sight lines for safety.”

Jeni Hager

*Director of Transportation Planning
City of Minneapolis (A Top 3 Bike City)*

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PARKING EFFICIENCY & REVENUES

MA Preferred Alternative: **75** Business Preferred Alternative: **87**

ON-STREET	OFF-STREET	TOTAL PARKING
1,705 803 metered 902 'free'	63,090 11,289 in lots 51,801 in decks	64,795 Total Spaces

2014 ON-STREET PARKING OCCUPANCY STUDY		
WEEKDAY MIDDAY 11AM-1PM	WEEKDAY EVENING 7-9PM	WEEKEND EVENING 8-10PM
47% 797 of 1,705 spaces occupied	57% 964 of 1,705 spaces occupied	65% 777 of 1,192* spaces occupied

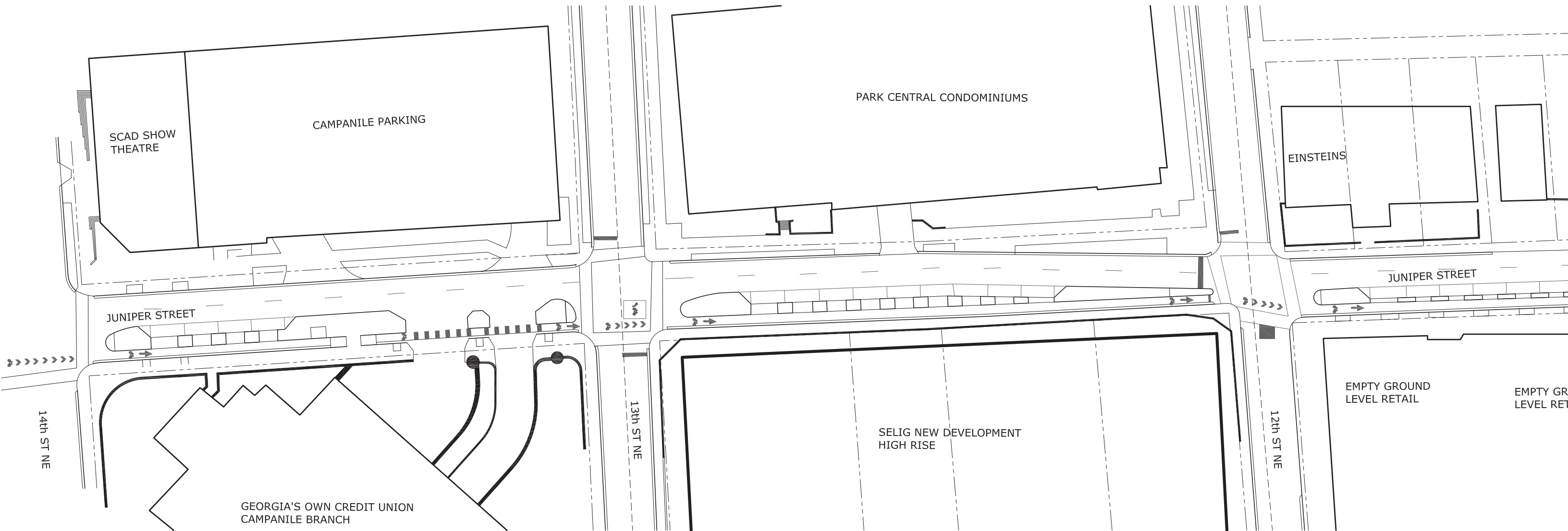
Placing parking on the east side of Juniper Street creates 16% more spaces and the additional revenue they generate.

Estimated Annual Value of 12 Metered Spaces in an Entertainment/Restaurant/Hospital Zone
(Meters enforced in this zone M-Sa 7am to 10pm)

	TOTAL METERED HOURS	UTILIZATIO N	NET PAID HOURS	HOURLY RATE (\$)	REVENUE PER SPACE PER DAY	TOTAL ADDITIONAL PARKING SPACES	TOTAL ADDED REVENUE PER DAY	TOTAL ADDED REVENUE PER YEAR
Weekday Mid Day (11-1)	2	47%	0.94	\$2	\$1.88	12	\$22.56	\$1,308.48
Weekday Evening (7-9)	2	57%	1.14	\$2	\$2.28	12	\$27.36	\$1,586.88
Weekend Evening (8-10)	2	65%	1.3	\$2	\$2.60	12	\$31.20	\$1,809.60
All Other Zoned Weekday Times	11	50%	5.5	\$2	\$11.00	12	\$132.00	\$7,656.00
All Other Zoned Weekend Times	13	65%	8.45	\$2	\$16.90	12	\$202.80	\$11,762.40
					\$34.66		\$415.92	\$24,123.36

Juniper Street

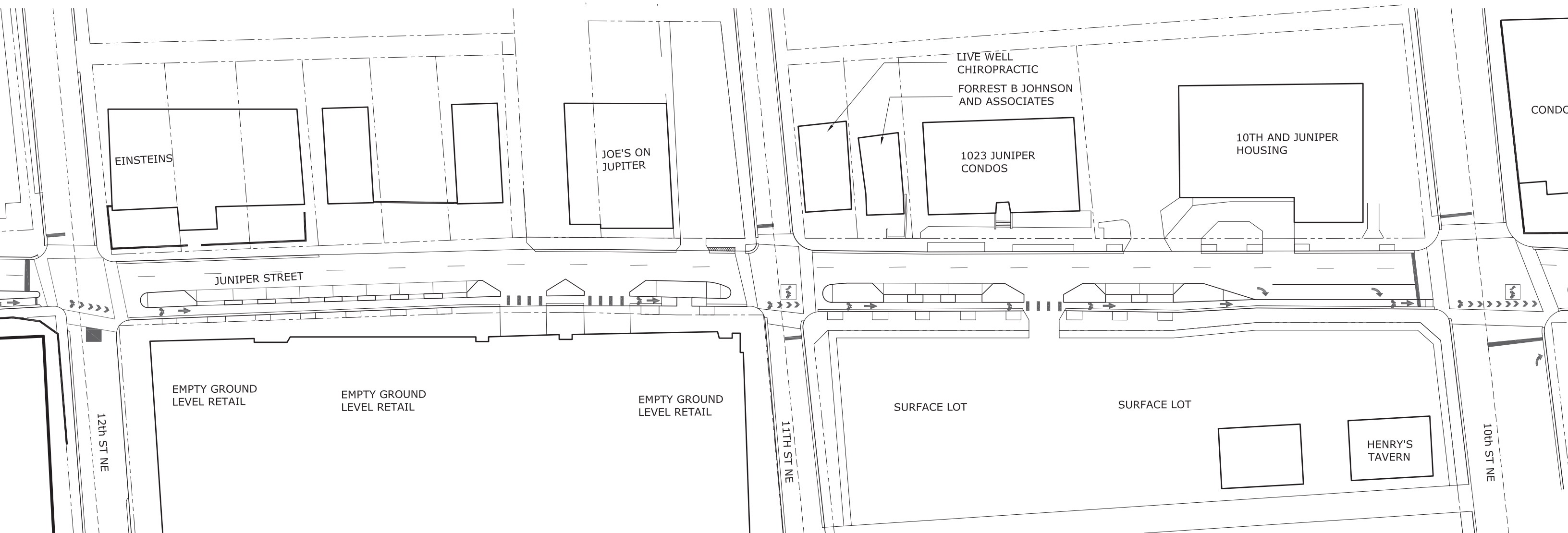
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BUSINESS PREFERRED ALTERNATIVE | *12th to 14th (no changes)*

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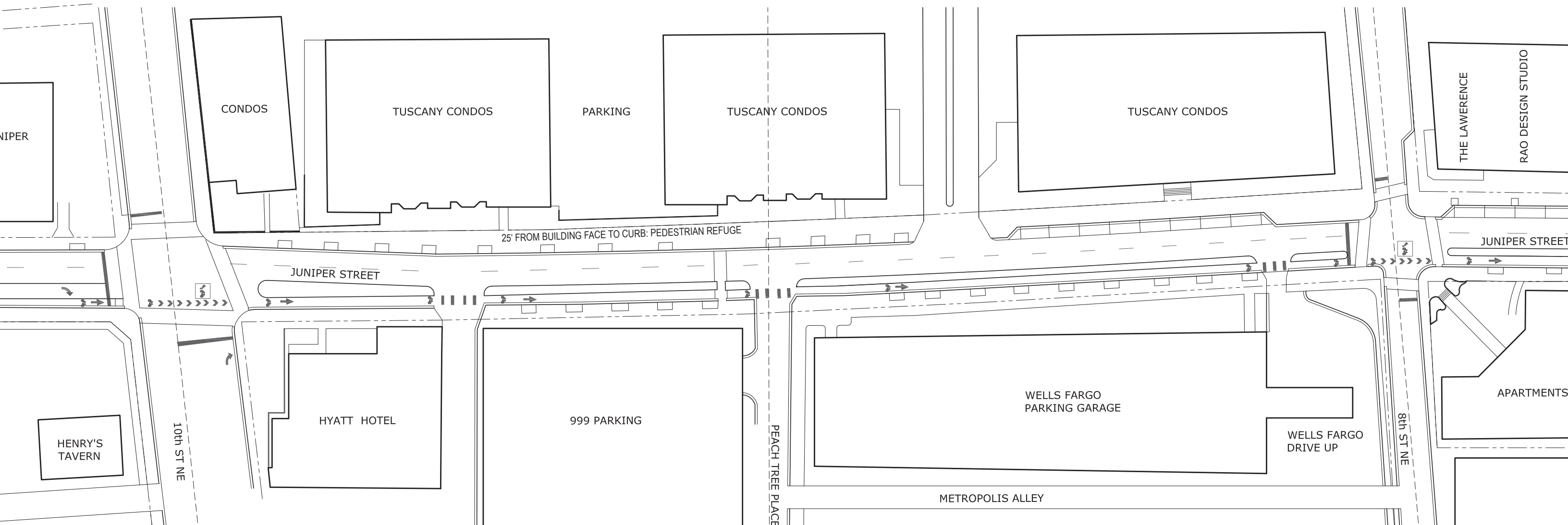
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BUSINESS PREFERRED ALTERNATIVE | *10th to 12th (no changes)*

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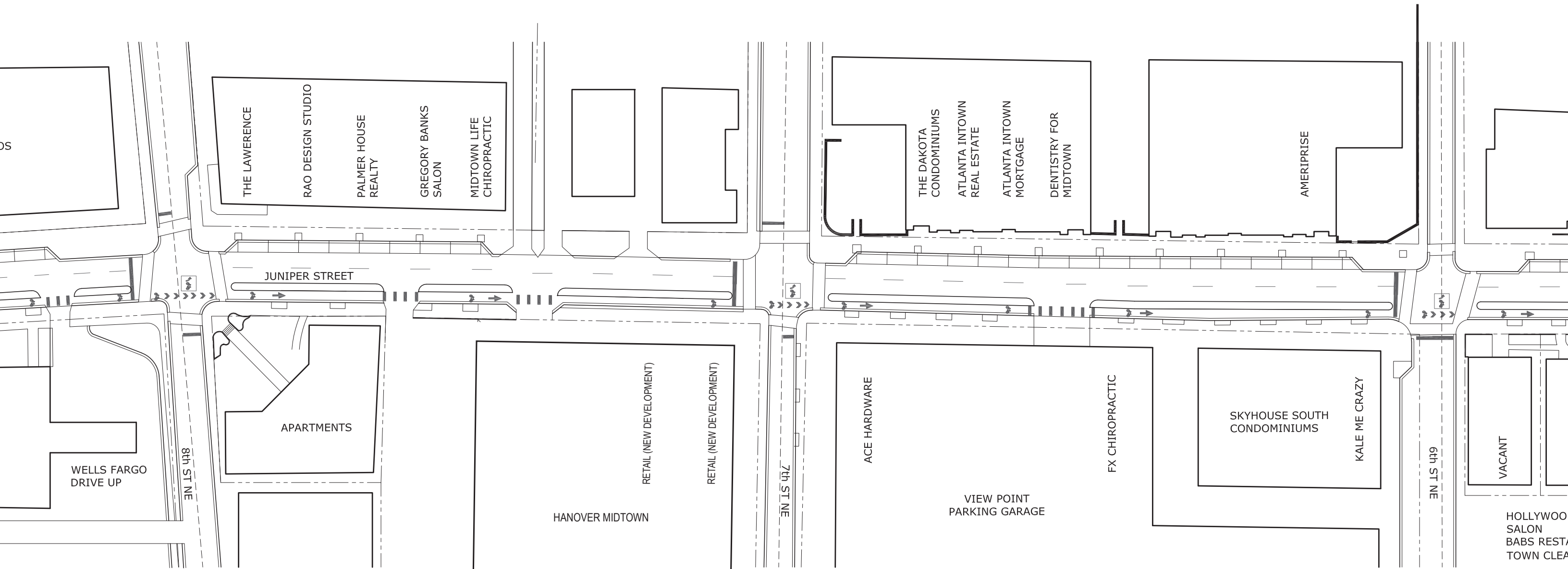
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BUSINESS PREFERRED ALTERNATIVE | *8th to 10th*

Juniper Street

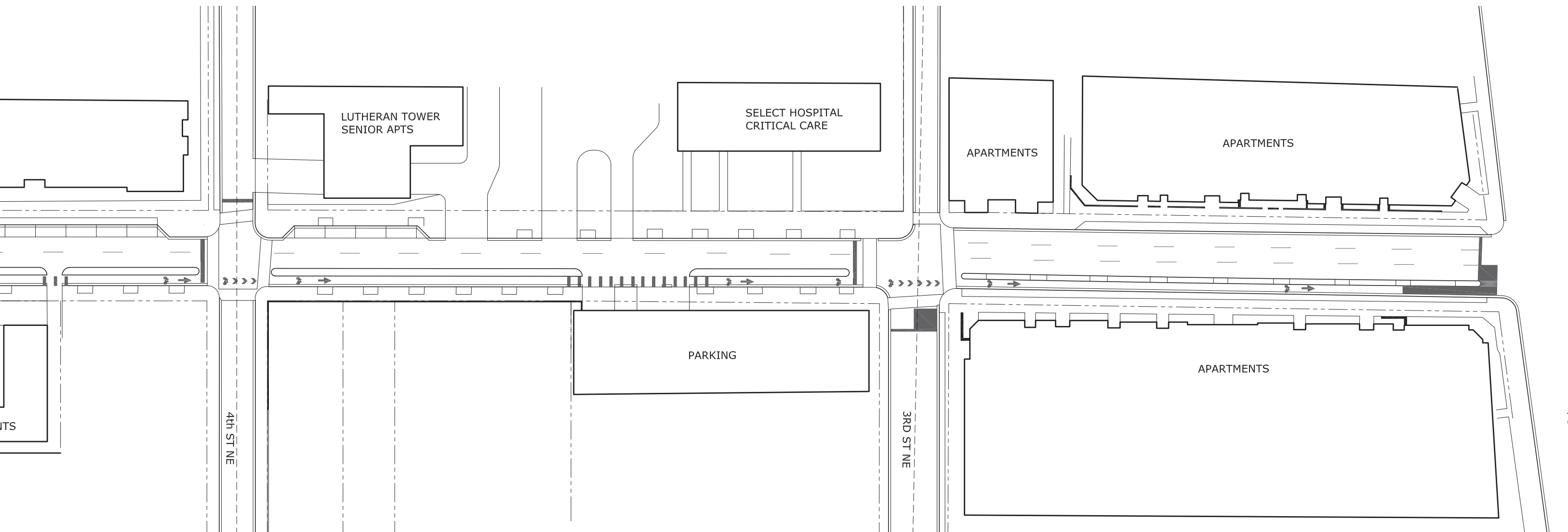
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BUSINESS PREFERRED ALTERNATIVE | *6th to 8th*

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BUSINESS PREFERRED ALTERNATIVE | *Ponce to 4th*

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The revised plan is safer for pedestrians.

- Pedestrians on both sides of the street benefit when both sides are buffered - one with parking, and one with the bike lane.
- By shifting parking to the east side, away from the bike lane, we reclaim the ability to include intersection bumpouts ensuring shorter pedestrian crossing times.
- By buffering the sidewalk with less frequent and less busy curb cuts, the plan creates a safer path for the visually impaired and disabled.

With fewer conflicts between cars, bikes, & pedestrians, it's safer for other modes too.

- The revised plan will result in less conflicts between cars entering mid-block driveways & pedestrians/bikes crossing those driveways. There is not only more curb cuts on the west side, but more traffic volume in and out of them to present potential conflicts as they cross the sidewalk, bike lane, and a parking lane.
- It will also avoid the necessity for pedestrians to cross the bike lane from their parked car to get to the sidewalk, which could result in pedestrian/bike conflicts.
- In the revised plan proposal, no drivers will their door into traffic.

SMALL BUSINESS PREFERRED ALTERNATIVE | *FIVE BENEFITS OF THE PLAN*

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The revised plan supports the needs of the small local businesses that give the corridor its identity.

- The plan doesn't impact businesses dependent on on-street loading
- The plan protects outdoor seating areas. It keeps the parking buffer (and therefore does not introduce moving traffic near their patrons).

It also provides more parking spaces overall, which is good for businesses as well as the City's bottom line.

- More parking spaces fit on the east side of the street.
- Parking on Juniper will be metered. More spaces means more revenue annually.

The plan offers a unique opportunity for a pedestrian amenity.

- The revised plan introduces a 25-foot sidewalk between 8th and 10th Streets on Juniper, which could be a site for a pedestrian enhancement such as a plaza, seating, or art.

SMALL BUSINESS PREFERRED ALTERNATIVE | *FIVE BENEFITS OF THE PLAN*

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BUSINESS PREFERRED ALTERNATIVE PROJECT CONTACTS

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