APPEAL HEARING: APPEAL #2023-AA01 KARLA HART, VS. CBJ PLANNING COMMISSION & HUNA TOTEM CORP, AGENDA

January 24, 2024 at 2:00 PM

Zoom Only

This is an appeal of the July 20, 2023 Planning Commission decision for USE2023-0003 Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

This matter has been referred to the State of Alaska Administrative Hearing Office and has been assigned to an Administrative Law Judge.

As this is a quasi-judicial matter, only the parties on appeal and the Administrative Law Judge will be speaking during this hearing but members of the public are able to attend and listen in.

If you are interested in attending the Zoom only hearing as a member of the public, please contact the City Clerk's office at 907-586-5278 or via email at City.Clerk@juneau.gov for instruction and to obtain the Zoom information.

Also as this is a quasi-judicial matter, Assemblymembers and Planning Commissioners cannot engage in any communications about this issue outside the official appeal proceedings.

A. NOTICE OF HEARING PROCEDURES

The following order of presentation and time limits will govern the hearing in this case, which is scheduled to occur by Zoom on Wednesday, January 24, 2024, at 2:00 p.m.:

1. Preliminary matters (if any)
2. Oral Argument of Appellant (Karla Hart) – 30 minutes
3. Oral Argument of Appellee (City and Borough of Juneau Planning Commission) – 30 minutes
4. Oral Argument of Intervenor (Huna Totem Corporation) – 30 minutes
5. Questions from Administrative Law Judge

DATED: January 19, 2024.
Lisa M. Toussaint
Administrative Law Judge

B. BRIEFS, FILINGS AND MOTIONS, AND ORDERS

1. BRIEFS

2023-11-30 APL 2023-AA01 Appellant Hart Brief

2023-12-27 APL 2023-AA01 Appellee CBJ Planning Commission Opposition Brief

2024-01-02 APL2023-AA01 Intervenor Huna Totem Corp. Brief

2. **FILINGS AND MOTIONS**

2023-08-04 Notice of Appeal USE-2023-0003 Karla Hart v Planning Commission re Huna Totem Dock

2023-08-25 APL2023-AA01 Schlemlein Letter for Huna Totem Corp Intervention

2023-09-22 APL2023-AA01 Appellant Hart Motion to Recuse Hearing Officer

2023-10-05 APL2023-AA01 Appellant Hart Motion for Hearing Officer Disqualification

2023-10-16 APL2023-AA01 Intervenor HTC Response to Motion for Hearing Officer Disqualification

2023-10-23 APL2023_AA01 Appellant Hart Reply to Intervenors Response for Hearing Officer Disqualification

2023-11-06 APL2023_AA01 Hart Motion to Supplement the Record

2023-11-09 APL2023-AA01 Intervenor HTC Motion to Supplement the Record

2023-11-13 APL 2023-AA01 Appellee CBJ Partial Opposition to Hart Motion to Supplement the Record

3. **ORDERS**

2024-01-19 Appeal 2023-AA01 OAH Notice of Hearing Procedures

2023-11-30 Order re Motion to Supplement APL 2023-AA01

2023-10-25 Appeal 2023-AA01 Hart v PC Order re Disqualification of Hearing Officer

2023-09-25 Prehearing Order APL2023-AA01

2023-09-25 Order Denying Request for Voluntary Withdrawal of Hearing Officer APL2023-AA01

2023-09-06 Order Scheduling Prehearing Conference

C. RECORD ON APPEAL

1. Record on Appeal: Appeal 2023-AA01 Hart v. CBJ Planning Commission and Huna Totem Corp. (Please note, this is a large document 1661 pages in total)

D. ADJOURNMENT

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE

CITY AND BOROUGH OF JUNEAU

KARLA HART

Appellant,

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION

Appellee

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

APPELLANT BRIEF

While Appellant raised many issues of concern in her Notice of Appeal, she is narrowing it to two key related issues for the hearing officer to consider. These are both contained within Ordinance 2022-12(am), Amendment to the Long Range Waterfront Plan found on pages 279-285 of the Record on Appeal #2023-AA01:

1) 49.05.200, promote health and the general welfare;[1] and

2) Visitor Industry Task Force recommendation 6, shore power is required.[2]

Neither health impacts nor the availability of shore power were flagged as key issues for the Planning Commissioners and public in the Planning Commission Staff Report for Conditional Use Permit USE 2023 0003, Hearing Date July 11, 2023.[3]

[1] Black's Law Dictionary defines welfare as "resources and conditions needed for healthy and comfortable living." Being free from air pollution seems inherent in welfare.

[2] Record pp77,78,79

[3] Record p53

The Assembly passed Ordinance 2022-12(am) in response to Norwegian Cruise Line proposing to build a cruise ship dock and upland facilities at what is locally known as the Subport. Then City Manager Watt explained at the March 14, 2022 meeting, "the logic that [staff] proposed some time ago for handling this project request, which takes layers of approval and consent, the recommendation to the Assembly was to amend the LRWP to allow a dock so that the the Planning Commission could do the work of vetting a proposal through the filter of Title 49 and the adopted plans."[4]

49.05.200, Promote Health and the General Welfare

During the PC hearing, Fred Paraday of Huna Totem stated, without providing any data or analysis, the project does not endanger health or safety.[5] The project entails diesel-burning cruise ships of varying ages and sizes at a dock without shore power, with prevailing winds pushing pollution towards the State Museum, offices, shops, hotels, housing, including Parkshore Condominiums and Mountainview Apartments where many elderly live, and schools for a season that spans over 220 days in 2024.

"Exposure to air pollution associated with emissions from ocean going vessels and other diesel engines at ports (including particulate matter, nitrogen oxides, ozone, and air toxics) can contribute to significant health problems—including premature mortality, increased hospital admissions for heart and lung disease, increased cancer risk, and increased respiratory

[4] March 14, 2022 Assembly meeting minutes, p9 (Exhibit A)

[5] Record p1536

symptoms– especially for children, the elderly, outdoor workers, and other sensitive populations."[6]

There is no analysis of wind transport of airborne pollution in the Record. There is no mention of diesel, nor any of the components of diesel in the Record. There is no look at recent science findings that current air pollution limits are not adequate to protect public health.[7]

There is a backhanded acknowledgement of harm to health in the Staff Report with this statement, "Health: Shore power would improve heath [sic] through reduction of combustion byproducts."[8]

But, under the Findings section relating to health, staff concluded that no further analysis was needed and, "With appropriate conditions, the requested use, in MU2 and Waterfront Commercial zoning districts, will not materially endanger the public health or safety."[9] There is nothing added to explain or condition the appropriate conditions. A promise of shore power at some indeterminant time in the distant future is not protective of health.

$8.2 million is an estimated monetary value of future costs from one year of of air emissions from a large cruise ship at dock daily for 16 hours for the length of the cruise season.[10]

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[6] CBJ Dock Electrification Fact Sheet by Juneau Commission on Sustainability, January 2, 2019 (Exhibit B)

[7] One of many examples possible - "Long-term exposure to permissible concentrations of air pollution linked with increased mortality risk," Harvard School of Public Health, October 7, 2021. (Exhibit C)

[8] Record p70, following the quoted, CDD notes there are no current plans for shore power.

[9] Record p77

[10] Emissions calculated using the EPA Shore Power Calculator, https://www.epa.gov/ports-initiative/shore-power-technology-assessment-us-ports, applying damage costs from the US DOT Guidance for grants https://www.transportation.gov/sites/dot.gov/files/2023-01/Benefit Cost Analysis Guidance 2023 Update.pdf. Note the DOT guidance was used by Docks and Harbors in preparing shore power grant applications for the 16b city docks.

This does not include pollution while the ship is underway and maneuvering to/from dock. 18 AAC 50.070, Marine Visible Emission Standards, allows for opacities of up to 100 percent for defined periods of time, meaning a massive ship can be spewing jet black emissions for up to nine minutes on arrival and again on departure, without violating state law. Just because it is legal, does not mean that it is not harmful to public health.

Monetized costs are realized by people as deaths, disabilities, emergency room visits, asthma attacks, and other harms. The exact amount or assumptions could be debated; the point is that there are peer-reviewed federal government tools readily available to provide some assessment of how much this proposed dock would materially endanger the public health, safety, or welfare. There is also a growing body of research that shows diesel air pollution at even low levels or short durations of exposure has significant health risks. Diesel air pollution has been associated with respiratory, cardiovascular, and neurodegenerative disease (such as Parkinson's and Alzheimers), as well as cancer. Prenatal exposure is also of concern. Juneau residents should be able to rely upon CDD professionals to gather information and make protective assessments on health risks associated with development proposals, or contract with professionals who can do so, at the expense of the applicant.[11]

In response to a Planning Commissioner question about phasing during the PC hearing, Assistant Municipal Attorney Sherri Layne characterized health and welfare as "the little stuff, right, that's going to affect the community and the health and welfare of everyone."[12]

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[11] Appellant is not an medical research expert; however, she has read extensively enough on literature relating to health risks of diesel exposure to know that it is of serious concern, there is a lot of new research coming out showing their is growing reason for concern at even lower levels of pollution and exposure.

[12] Record p1536

Responding to another Planning Commissioner question about housing (there were no questions or discussion about health), CDD Director Jill McLean explained, the Conditional Use Permit process and that an applicant had to come before the Commission to get a permit that is conditioned to ensure that it is caring for health, safety, and public welfare.[13]

And yet, for this large scale project with significant pollution generated by large cruise ships already a known issue in Juneau, there was no analysis. Health was not flagged as a key issue, and minutes do not reflect a single Planning Commissioner asking any question relating to health or pollution. The primary condition that could reduce harm to public health from cruise ship air emissions - shore power - was not required in the foreseeable future.

Shore Power

In a June 7, 2023 email, the Tourism Director told CDD, "I think we should remove the shore power condition. They just need to be honest that they aren't providing shore power and let the assembly decide whether to grant a lease given the complexity."[14]

At the July 11, 2023 PC meeting, in his introductory remarks on the project, Fred Paraday, of Huna Totem, stated the project "accommodates shoreside power … and conforms with the Long Range Waterfront Plan (LRWP)."

Accommodating shoreside power, whatever that means, does not conform with the LRWP. The LRWP was amended specifically to allow the consideration of a CUP for a cruise ship dock at the Subport location in response to Norwegian Cruise Line's plans, but not to

[13] Record p1595

[14] Record p1155

guarantee a CUP.[15] Any application for development needs to be evaluated consistent with six VITF recommendations, including that the dock is electrified. To be clear that shore power is a requirement, not a recommendation, there follow, two criteria which are noted as strong recommendations. And, the requirement for shore power is reiterated in the LRWP amendments, "Environmental impacts, including consideration of shore power to mitigate potential air pollution. Criteria for development, evaluated through Conditional Use Permit process. Shore power is included in the VITF criteria above."

The PC awarded a CUP in violation of the LRWP, as the CUP does not require shore power before the proposed dock is put into service.

On November 1, 2021 the Assembly heard from engineers and consultants that Juneau had enough hydropower available to allow ships to plug into shore power at the two city-owned cruise docks just 25% of the time. The same Assembly members adopted the March 14, 2022 LRWP amendment that included the requirement that a cruise dock at the Subport dock have shore power. Assembly members did not provide any qualifications about power supply availability in the LRWP amendment, despite knowing that enough power is not available. In reviewing the CUP application, CDD and the Planning Commission appear to have chosen to consider the shore power requirement as optional, rather than denying the application because it does not comply with the LRWP and shore power is integral to protecting health and welfare (49.05.200)

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[15] "Subport Development - Assembly Consideration Process, Discussion & Draft Approach" Rorie Watt dated January 20, 2021 (Exhibit D). Note that Norwegian first proposed the dock project, and promised shore power with it in a series of public meetings, and then transferred the property and project to Huna Totem, who made considerable changes.

As noted in the Staff Review, shore power is also mandated by the 2011 Juneau Climate Action and Implementation Plan and the 2018 Juneau Renewable Energy Strategy.[16] Including cable trays and other infrastructure for some day when there is a power line and power availability does not comply with adopted plans, nor is it protective of public health and welfare.

There were a few questions from Planning Commissioners regarding shore power availability and timing; however, the responses draw attention to transformer availability (as in delays) and transmission lines (not planned anytime on the horizon), and do not go to the heart of the issue, that there is not enough power generating capacity with the available hydropower and existing demands.[17] The Juneau Commission on Sustainability Dock Electrification Fact Sheet, January 2, 2019 is attached as Exhibit B, and provides more details.

Much more depth on shore power availability, costs, challenges, and the option for firm power is provided in the documents linked from the 2022 - Juneau Cruise Ship Dock Electrification Study at CBJ Docks and Harbors website. These documents are too voluminous to attach as appendixes, but provide a solid foundation for understanding local shore power issues from experts, and seeing some acknowledgement by local government of the health costs of cruise ship pollution in Juneau.[18]

CONCLUSION

The health of Juneau residents will be harmed if the dock is allowed to be built without shore power. Awarding a CUP that does not require shore power to be installed, operational, and used from the opening of the dock does not comply with the Long Range Waterfront Plan 2022

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[16] Record p79

[17] Meeting transcript at Record pp1544-1547

[18] https://juneau.org/harbors/project-archive/entry/69827

Amendments or Title 49 protection of health and welfare.

The power supply does not exist to serve the cruise ships at the existing Franklin dock all of the time. The city has prioritized, through appropriation of matching funds and grant applications, installing shore power at the two city-owned cruise docks, even though there will be power for only 25% of ship calls at them. There is a forth existing cruise ship dock that is not yet connected to shore power. It is unlikely that shore power is a real option to reduce the health harm of cruise ship pollution in the foreseeable future, unless Huna Totem decides to apply for firm power and bump Green's Creek or another interruptible customer and/or create greater expense for all residents in serving firm power.

If it is left to the applicant, CDD, and the Planning Commission to set aside the shore power provision of the LRWP 2022 Amendments, then all provisions of the LRWP 2022 Amendments should return to the table, including whether or not a cruise ship dock should be allowed at the proposed location. The 2003 Long Range Waterfront Plan "shows that at the time of adoption, unsupported initiatives included majority opposition against one or two cruise ships at the Subport."[19] Why can't a strong decision for no cruise ship development ,made 20 years ago, be as durable and enduring as a massive dock construction, from which there is no going back?

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[19] Rorie Watt memo to Assembly, dated January 21, 2021 (Exhibit D) https://juneau.org/wp-content/uploads/2023/05/2021.02.11.pdf

Appellant requests that you Revoke Conditional Use Permit USE 2023 0003 for noncompliance. The Planning Commission's role is to verify regulatory and plan compliance before issuing a Conditional Use Permit. They failed to do their job in denying a permit that cannot meet plan requirement imposed specifically a cruise dock at their location. And they failed to take measures to protect public health and welfare, an overriding element of Title 49, from cruise ship exhaust.

Dated November 30, 2023

___s/Karla Hart___

Karla Hart, Appellant

BEFORE THE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

In the Matter of KARLA HART, Appellant, vs. CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION, Appellee, and HUNA TOTEM CORPORATION, Intervenor Appellee.	Notice of Decision July 20, 2023 Appeal Case No. 2023-AA01

OPPOSITION BRIEF OF THE PLANNING COMMISSION REQUESTING THE ASSEMBLY AFFIRM THE PLANNING COMMISSION'S DECISION

This is an administrative appeal of a final decision by the City and Borough of Juneau ("CBJ") Planning Commission's ("Commission") issuance of a conditional use permit, CUP USE2023-003, for a floating dock. As discussed below, the Appellant has not met its burden under CBJC 0l.50.070. The Planning Commission's approval of the dock project specified in CUP USE2023-003 should therefore be affirmed.

Statement of Facts and Procedural History

The CBJ's process for considering a fifth dock in Juneau was outlined in January 2022 and included (1) an update to the Long Range Waterfront Plan ("LRWP"), which was accomplished with Assembly Ordinance 2022-12;[1] (2) application for and approval for a Conditional Use Permit

1 R 279

("CUP"), which would go through the Planning Commission process; and (3) an application for a Tidelands Lease from the CBJ Division of Lands and Resources heard by the Assembly.[2] Assembly Ordinance 2022-12 amended the LRWP "to allow for creation of a dock facility capable of accommodating one large cruise ship."[3] While the property at the heart of this appeal was originally owned by Norwegian Cruise Line ("NCL") who planned to build a fifth dock, in late 2022, NCL transferred the property to Huna Totem Corporation ("HTC").[4] HTC then submitted its CUP Application in January 2023 and revised and updated it on May 18, 2023.[5] The Commission held a public hearing on July 11, 2023, and issued a Notice of Decision ("NOD") on July 20, 2023.[6] Appellant timely appealed the decision on August 4, 2023 and it was accepted by the Assembly on August 21, 2023. HTC moved to intervene on August 25, 2023. While Appellant's original notice of appeal listed a variety of potential issues, Appellant, in its brief dated November 30, 2023, has narrowed its issues to only: 1) promoting health and the general welfare, under CBJC 49.05.200; and 2) the recommendation by the Visitor Industry Task Force (through the amended LRWP) that shore power is required.

Authority and Process

The Assembly has jurisdiction over the properly raised substantive issues within the scope of the administrative appeal pursuant to CBJC 49.20.120 and CBJC 01.50.020. The conditional use process provides a forum for an applicant to present its project proposal to the Commission for public comment and for the Commission's consideration of the comments and concerns. Land use decisions by the Commission are entitled to "considerable deference."[7] The decision whether to

2 R 55
3 R 279
4 R 58.
5 R 1-52, R 87, R 86.
6 R 362-364
7 *S. Anchorage Concerned Coal., Inc. v. Coffey,* 862 P.2d 168, 173 n. 12 (Alaska 1993)

grant the CUP is within the Commission's area of expertise and within the establishment of their powers.[8]

> CBJC 01.50.070 - Standard of review and burden of proof.
>
> (a) The appeal agency or the hearing officer may set aside the decision being appealed only if:
>
> (1) The appellant establishes that the decision is not supported by substantial evidence in light of the whole record, as supplemented at the hearing;
>
> (2) The decision is not supported by adequate written findings or the findings fail to inform the appeal agency or the hearing officer of the basis upon which the decision appealed from was made; or
>
> (3) The appeal agency or the hearing officer failed to follow its own procedures or otherwise denied procedural due process to one or more of the parties.
>
> (b) The burden of proof is on the appellant.

Appellants must show more than simply a disagreement with the Commission's decision; as the code states, it must establish at least one of the following from above: (1) the decision is not supported by substantial evidence in light of the whole record, as supplemented at the hearing;[9] (2) the decision is not supported by adequate written findings;[10] and/or (3) the agency failed to follow its own procedures or a due process violation against one or more parties occurred. "On review we will not reweigh conflicting evidence, determine witness credibility, or evaluate competing inferences from testimony because those functions are reserved to the board."[11] In applying the substantial evidence standard "even when conflicting evidence exists, we uphold the Board's decision if substantial evidence supports it."[12]

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8 CBJ 49.110.70(e), Land use actions.

9 CBJC 0l.50.070(a)(l); *Griswold v. City of Homer,* 55 P.3d 64, 67-68 (Alaska 2002) (defining substantial evidence as "what a reasonable mind might accept as adequate to support a conclusion.")

10 CBJC 0l.50.070(a)(2); *Luper v. City of Wasilla,* 215 P.3d 342, 346 (Alaska 2009) (describing when a Planning Commission decision is supported by adequate findings).

11 *Lindhag* v. *State, Dept. of Natural Resources,* 123 P.3d 948, 952 (Alaska 2005); *Griswold 2002*, 55 P.3d at 67-68

12 *Lindhag*, 123 P.3d at 952; *Commercial Fisheries Entry Comm'n, State of Alaska v. Baxter*, 806 P.2d 1373, 1375 (Alaska 1991) ("It is well settled that substantial evidence to support an administrative agency's finding of fact may take the form of circumstantial evidence or indirect proof.").

"We have held that, although a planning commission is not required to make specific findings supporting its decisions, it must articulate reasons for its decisions sufficient to assist the parties preparing for review and to restrain agencies within the bounds of their jurisdiction."[13]

CBJC 49.15.330(e)(1) Review of director's determinations.

(1) At the hearing on the conditional use permit, the planning commission shall review the director's report to consider:

(A) Whether the proposed use is appropriate according to the table of permissible uses;

(B) Whether the application is complete; and

(C) Whether the development as proposed will comply with the other requirements of this title.

(2) The commission shall adopt the director's determination on each item set forth in paragraph (1) of this subsection (e) 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.

Discussion

Appellant has not specifically argued any issues that meet its burden on appeal under CBJC 01. 50.070. Appellant's main argument, addressed in both of its issues, appears to be that shore power is required prior to a CUP for a fifth dock and that the Commission granted a CUP in "violation" of the LRWP.[14] As explained below, Appellant mischaracterizes the shore power requirements under the LRWP for a CUP as mandatory and has not met its burden on any appealable issue.

A. The Commission's Decision is Supported by Substantial Evidence in Light of the Whole Record.

The amended LRWP explains "…the Assembly's intent of this ordinance is to change the Long Range Waterfront Plan to allow a fifth cruise ship dock in the Subport area if the fifth dock:

13 *South Anchorage Concerned Coalition* v. Coffey **(**862 P.2d 168 (Alaska 1993) (Commissioner comments constituted adequate findings).
14 Appellant Brief, page 3-6.

provides infrastructure to prevent hot-berthing at the existing docks, especially at the AJ dock; provides infrastructure that prevents a large cruise ship from anchoring-out or using dynamic positioning technology to stay in Gastineau Channel for tourism purposes; minimizes congestion of pedestrians and tourism related vehicles east of Seward Street; and other purposes to balance the needs of the community…" [15]

The Community Development Department ("CDD") staff report, presented to the Commission, detailed the process and considerations, specifically referencing the amended LRWP.[16] As part of the required analysis under CBJC 49.15.330, the CDD Director looked at the entire project and provided information in the report on health (including a section on shore power), safety, welfare, property values, the Americans with Disabilities Act requirements, sanitation, traffic, noise, and lighting, and then conditioned the project as needed pursuant to Title 49.[17] The staff report specifically addressed the dock and all the dock-related issues, including, the matters of sidewalks and walkways from the dock, bus traffic from the dock, passenger fees to offset impacts, the percentage of Juneau residents employed by the tourism industry, and support that shore power improves health.[18] After an analysis of the entire project, including the health and welfare of the entire population of Juneau, the Director noted that the project would not "materially endanger public health or safety." [19] The Director's recommendation and conditions conform with the amended LRWP and the comprehensive plan, and the issue of shore power for the dock was flagged in the staff report for the Commission.[20] The Director recommended the Commission approve HTC's full application

15 Ordinance 2022-12, R 279.
16 R 64.
17 R 70, R 70-82.
18 R 70-74.
19 R 80. "Materially" defined, Cambridge dictionary: *substantially*; *to a great extent.*
20 R 70-79.

for three phases with nine (9) conditions, including a condition regarding the requirement of shore power by HTC; a navigability study; limiting the use of the dock to one large cruise ship every 24 hours; and no hot berthing.[21] The Appellant's argument that the analysis for the use (a floating dock) was not sufficient is not supported by the record.[22]

"Substantial evidence means such relevant evidence as a reasonable mind might accept as adequate to support a conclusion."[23] The record is over 1600 pages long, including a 100-page transcript and hundreds of relevant documents considered by the Director prior to recommending approval for one floating dock. The staff report for the Commission referenced precisely what Appellant raises as a basis for its issues, the LRWP, the comprehensive plan, the VITF, and Title 49, among others.[24] The Commission then reviewed a 30-page staff report prior to the meeting and, as the record indicates, was prepared with many questions for the applicant and staff, including questions about shore power and traffic.

The Commission held its public hearing on July 11, 2023, and reviewed each portion of the proposed project in detail. HTC gave a presentation explaining its plan and was available for lengthy questioning by the Commission.[25] The Commission devoted time to reviewing issues related to all phases, with specific relevance to bus traffic, parking, and Appellant's briefed issue – shore power.[26] HTC indicated it was "plumbed and ready for shore power as part of this design."[27] Commissioners Cole and Bell and Chair Levine all specifically asked about shore power, the equipment, and the timeline.[28] HTC indicated that it was "investing in the infrastructure

21 R 81-82.
22 Appellant Brief page 3, line 10-15.
23 CBJ Code 01.50.010; *see also Griswold v. City of Homer,* 55 P.3d 64 (2002).
24 R 53-79.
25 R 1535-61, 1570-84.
26 R 1545, 1552-26, 1563.
27 R 1542.
28 R 1544-47.

as part of the initial plan" and "ready for shore power" as soon as it is available through the power company and/or CBJ.[29] The Commission also heard from HTC about the routing of buses and traffic from the proposed dock to ease congestion in the downtown core.[30]

After a prolonged discussion and deliberation, the Commission voted to adopt the Director's analysis and findings with respect to the floating dock and approved the CUP. The Board memorialized its decision with a written NOD dated July 20, 2023, that also included nine (9) conditions. One essential condition included is that HTC must, at its own expense, "provide shore power within 24 months after an appropriately sized power line is within 25 feet of the property line."[31] Additionally, consistent with the amended LRWP, the Commission added, "the dock is limited to one (1) large cruise ship . . . each 24 hour period beginning at midnight, the dock will not accommodate hot berthing, and the dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity."[32] The LRWP amendment states that it "supports" the VITF criteria, however, Appellant, who has the burden, has failed to show that the VITF criteria, including shore power, are mandatory requirements prior to the Commission granting a CUP.

Further evidence of the Commission carefully evaluating the project is supported by the fact that it did not approve the entire CUP application at the July 11, 2023 hearing, but rather only the dock portion of the application. The Commission did exactly what it is required to do under its analysis of a CUP application; it held a public hearing, gave community members a chance to comment, had rigorous discussion about the application and project, discussed Title 49 and its

29 R 23-24.
30 R 51, 53-55.
31 R 363.
32 R 362-364.

implications, voted, and imposed a list of conditions on the dock approval.[33] Commissioner Cole succinctly stated "… the Planning Commission has enough information and analysis to issue a CUP for the dock…"[34] Despite what Appellant implies, the Commission did not issue a blanket approval; it questioned, discussed, and analyzed each part of the project. There is substantial evidence, in light of the whole record and supplemented at the hearing, showing the approval of this CUP was appropriate and the Commission's interpretation and decision must be given "considerable deference."[35] The Appellant has not met its burden.

B. The Commission Issued Adequate Written Findings

Commission decisions are given great deference: "review of zoning board decisions is narrow, and board decisions are accorded a presumption of validity."[36] "We have held that, although a planning commission is not required to make specific findings supporting its decisions, it must articulate reasons for its decisions sufficient to assist the parties preparing for review and to restrain agencies within the bounds of their jurisdiction."[37] The Commission's NOD adopts the staff report, findings, and conditions for the dock (but does not adopt the information related to the uplands portion of the project).[38] As explained above, the staff report was an adequate analysis under Title 49, CBJC 49.15.330 and the Commission's adoption of relevant portions of it was appropriate. The Commission not only issued specific written findings, but also provided lengthy commentary about the dock in its motions and discussion leading up to the final vote.

33 NOD, R 279.
34 R 1604.
35 *South Anchorage Concerned Coalition, Inc., v. Coffey,* 862 P.2d 168 (1993), *Griswold v. City of Homer,* 55 P.3d 64 (2002).
36 *Griswold v. City of Homer,* 55 P.3d 64 (2002).
37 *South Anchorage Concerned Coalition, Inc., v. Coffey,* 862 P.2d 168 (1993) (Commissioner comments constituted adequate findings).
38 R 362-63

As stated in the section above, shore power to the dock was discussed at length during the hearing and HTC indicated that the dock would be electrified as soon as possible, but that the timeline for such dock electrification was dependent on other factors such as the local electric company. R 1553-1555. The written findings also address the topic of shore power. The Appellant has not met its burden.

C. The Commission and CBJ procedures were followed.

The extensive 1600-plus record supports the fact that the processes spelled out in CBJC 49.15.330 and 49.15.230 were followed and have not been raised as an issue by the Appellant.

Conclusion

Appellant does not agree that a fifth dock should be allowed at all unless there is an immediate required connection to shore power – but that is not what the LRWP or VITF require. Shore power is a consideration when evaluating a project; it is not mandatory before the issuance of a CUP. The record demonstrates the Commission's decision to grant the conditional use permit is supported by substantial evidence. The Commission did its job and reviewed the project, asked relevant questions, and ultimately granted only partial approval with many conditions attached, including the requirement for shore power. The Commission produced adequate written findings and followed all its own procedures. Appellant has not met the burden to show anything more than a disagreement with the Commission's decision to grant the CUP for the dock. Appellant's overarching issue is shore power, but Appellant has not shown evidence that the allowance of a reasonable timeframe for future dock electrification (shore power), as indicated throughout the record, is prohibited by the LRWP, the Comprehensive Plan, or the VITF criteria or recommendations. The Commission is not arguing that shore power should not be included as a condition of the CUP (*see*, NOD), but there is not a requirement that it must be available *prior* to

the issuance of a CUP for a dock. Therefore, the Commission requests a denial of Appellants' appeal and affirmation of its decision granting the CUP for the dock.

RESPECTFULLY SUBMITTED this 27th day of December, 2023.

By: Sherri Layne
Sherri Layne
Attorney for CBJ Planning Commission
Alaska Bar No. 1306042

CERTIFICATE OF SERVICE

I hereby certify that on this 27th day of December, 2023, the document to which this certificate is attached was served upon the following via the method indicated:

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BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART, Appellant, v. CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION, Appellee.	Appeal Case No. APL 2023-AA01

INTERVENOR'S RESPONSE IN OPPOSITION TO APPELLANT'S APPEAL BRIEF

Intervenor Huna Totem Corporation ("HTC") hereby responds to Appellant Karla Hart's Appeal Brief. Ms. Hart is appealing the decision made by the City and Borough of Juneau's Planning Commission on July 11, 2023, concerning the approval of Conditional Use Permit USE2023-0003, HTC's floating dock project (the "Project"). The Planning Commission's decision to approve the CUP was supported by substantial evidence as outlined in its Notice of Decision ("NOD") dated July 20, 2023, and the CUP is compliant with applicable regulations including the Long Range Waterfront Plan and the 2022 amendment thereto. Appellant has failed to identify, let alone establish, any permissible grounds to set the decision aside. The Planning Commission's approval of CUP USE2023-0003 should therefore be confirmed.

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I. STATEMENT OF FACTS

A. The Planning Process for a Fifth Dock has been Ongoing Since at Least 2019.

The Project is a floating dock slated to be built in the Juneau Subport in part on City and Borough of Juneau ("CBJ") and Alaska state-owned tidelands. Record ("R") 58, 61, 114.[1] Norwegian Cruise Lines ("NCL") purchased the associated uplands property in 2019. R 57. During its ownership, NCL explored the possibility of developing the tidelands property with a floating cruise ship dock. R 58. These efforts included three online community meetings held during 2020 and 2021 as well as outreach at the Southeast Conference – Mid-Session Summit[2] in Juneau. R 75. HTC participated in NCL's public outreach. R 1581 at lines 23-25.[3]

CBJ established a three-step "process for bringing this project through CBJ review," requiring (1) an update to the Long Range Waterfront Plan ("LRWP"); (2) application for and receipt of a Conditional Use Permit, through which the Planning Commission would verify regulatory and plan compliance; and (3) application for a Tidelands Lease from the CBJ Division of Lands and Resources. R 55. Step one was completed on March 14, 2022, when the Assembly passed Ordinance 2022-12, An Ordinance Amending the Comprehensive Plan Related to the Long Range Waterfront Plan. R 779-82. The Ordinance amends the LRWP (codified at CBJ 49.05.200(b)(1)(C)) "to allow for creation of a dock facility capable of accommodating one large cruise ship". R 279. Appendix B is the framework for development in the Subport area. *See* R 55, 58. The Appendix includes criteria for future development established by the Visitor Industry

[1] The Planning Commission Staff Report explains that the uplands portion of the development is on property owned by HTC and that the remainder extends across CBJ-held tidelands and DNR-held tidelands. R 61.

[2] The Southeast Conference is the "state and federally designated regional economic development organization for Southeast Alaska." Mission Statement - Southeast Conference (seconference.org)

[3] *See also* R 1583 ("the NCL meetings were via Zoom during the pandemic and were very well attended, and we [HTC] went to those as well. So there was a lot of feedback that came from those. The major amenities that were shown in that – in those meetings have not fundamentally changed"). Appellant asserts without support that HTC made "considerable changes" to NCL's plans for a fifth dock. Appellant Brief at p. 6, n.15. The only issue relevant here is that HTC's application specifies the dock will be built to accommodate shore power. R 119.

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Task Force ("VITF"), which concluded CBJ should focus on "better tourism management." R 282-83. In late 2022, following the LRWP amendment, NCL conveyed the property to HTC. R 58.

This appeal concerns step two of the three-step process, HTC's application for and receipt of a CUP. HTC submitted a Development Permit Application and an Allowable / Conditional Use Permit Application on January 25, 2023, which was revised and updated on May 18, 2023. R 1-52, R 86. The subject property is at 0 Egan Drive and is legally described as Juneau Subport Lot C1. R 90. HTC's application describes its planned development, dubbed Aak'w Landing, as follows:

> The project proposes a phased development of mixed use, including retail, food and beverage, community park, docking and associated parking. Phase 1 includes a total of 24,800 square feet of retail and food and beverage operations, and approximately 60,000 square feet of City park area.
>
> External lighting is to be developed.
>
> The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. . . . The pier portion of the project will utilize a proven steel float solution that will be built with a deck up to 70 feet wide and 500 feet long, allowing for the best facility layout and passenger handling solution.

R 120. The application states the dock will include "cable trays and structure for integrating future shore power connections once the municipal feed is available." R 119.

Agency review of the application occurred between May 30 and June 26, 2023. R 74. Planning Commission staff produced a report on the application dated June 29, 2023. R 53-82 (plus attachments). The Staff Report recommended the Planning Commission approve HTC's application with nine (9) conditions in keeping with the LRWP amendment, including provision of shore power by HTC and at its expense; a navigability study; limiting the use of the dock to one large cruise ship every 24 hours; and no hot berthing. R 81-82 (conditions 5-8).

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The Planning Commission hearing on the application was held as scheduled on July 11, 2023[4]. After a presentation from HTC, public comment and substantial discussion, the Planning Commission adopted the analysis and findings of the Staff Report with regard to the floating dock only. A Notice of Decision ("NOD") was issued on July 20, 2023, stating in pertinent part:

> The Commission approved a Conditional Use Permit for a floating steel dock up to 70 feet wide and 500 feet long. The project is to be conducted as described in the project description and project drawings submitted with the application, . . . with the following conditions: . . . (5) The dock owner will, at their own expense, provide shore power within 24 months after an appropriately-sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.

R 362-63.

The Commission "did not adopt the analysis and findings that relate to the uplands portion of the application" at the July 11 meeting. R 363. This was accomplished on August 8, 2023, under a separate Conditional Use Permit (CUP USE2023 0010). The related NOD was issued on August 9, 2023. CUP USE2023-0010 has not been appealed.

B. Procedural History.

Appellant filed her Notice of Appeal on August 4, 2023, alleging four bases of appeal. Notice of Appeal at 2. The requested relief includes revocation of CUP USE2023-0003 and CUP USE2023-0010 (the uplands portion of the Project), despite the lack of any appeal of CUP USE2023-0010. The Assembly accepted Ms. Hart's appeal at the Regular Assembly meeting on Monday, August 21, 2023. HTC moved to intervene in this appeal by letter dated August 25, 2023.

Appellant's brief substantially narrows the issues on appeal, which she now describes as: "49.05.200, promote health and the general welfare; and . . . Visitor Industry Task Force

[4] The hearing transcript is included in the Record beginning at R 1523.

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recommendation 6, shore power is required." Appellant Brief at 1. Appellant has not briefed any additional issues and so has waived all other matters referenced in her Notice of Appeal. *Martinez v. GEICO*, 473 P.3d 316, 326 (Alaska 2020).

II. AUTHORITY & ARGUMENT

A. Appellant's Burden of Proof on Appeal.

Appellant has a heavy burden of proof in this appeal.

The hearing officer may set aside the decision being appealed **only if**:

> (1) The appellant establishes that the decision is not supported by substantial evidence in light of the whole record, as supplemented at the hearing;
> (2) The decision is not supported by adequate written findings or the findings fail to inform the . . . hearing officer of the basis upon which the decision . . . was made; or
> (3) The appeal agency or the hearing officer failed to follow its own procedures or otherwise denied procedural due process to one or more of the parties.

CBJ Code 1.050.070(a) (emphasis added). "The burden of proof is on the appellant." CBJ Code 1.050.070(b).

Appellant has not invoked any of the grounds listed in .070(a) in her brief. The thrust of her argument appears to be that the Planning Commission did not adequately consider air pollution related to cruise ships and that CBJ should impose a moratorium on cruise ship-related development. A CUP appeal is not, however, a vehicle for wholesale reassessment of CBJ policy regarding tourism in general or cruise ships in particular. Rather, the scope of the appeal is limited as set forth above.

B. The Planning Commission's Decision is Supported by Substantial Evidence in Light of the Whole Record.

There is substantial evidence in the record that (1) the LRWP amendment embodies CBJ's policy to regulate cruise ship tourism in a manner intended to safeguard the health, safety and well-being of the Juneau community; and (2) that CUP USE2023-0003 fully complies with the LRWP

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amendment. Appellant's concerns regarding air pollution ignore that mitigation of this issue and other public health and welfare-related concerns is baked into the LRWP. Electrification of the dock, which is a condition of the CUP, is part of these mitigation efforts.

"Substantial evidence means such relevant evidence as a reasonable mind might accept as adequate to support a conclusion." CBJ Code 01.50.010; *see also Griswold v. City of Homer,* 55 P.3d 64 (2002). The Record in this case spans more than 1600 pages, including a 29-page staff report with 275 pages of attachments. The Record includes documents tracing CBJ's lengthy, thorough, and public consideration of a fifth dock and related impacts on the community. *See, e.g.,* R 765-71; 779-82. For example, Attachment D to the Staff Report is a January 21, 2020, memo from Robert Palmer, Municipal Attorney, entitled Preliminary Legal Issues with Managing Tourism (R 289-90). The memo specifically suggested a fifth dock in the Subport as a means of limiting cruise ship tourism:

> **Infrastructure and Geographical Limitations.** The size of ships, the location of docks, and the geographical features of Gastineau Channel can indirectly limit cruise ship tourism. Further consultation with the USCG could result in a regulatory scheme that prohibits "anchoring out" if a new dock was constructed, which would indirectly cap cruise ships.

R 290 (emphasis in original).

Prior to approving the LRWP amendment, the Assembly heard public comment concerning the impact of a potential fifth dock on health and welfare issues including climate change. R 779-80. The results of CBJ's process, including the work of the VITF, are as set forth in the 2022 amendment to the LWRP and (Ordinance 2022-12(am)), R 279-85, which is intended as a "framework to better manage cruise ship tourism". R 279. The Ordinance includes the language used in Palmer's memo (quoted above), i.e., that a fifth dock would prevent cruise ships from hot-berthing at existing docks and/or "anchoring out or use of dynamic positioning technology to stay in Gastineau Channel" and minimize tourism related vehicular traffic. *Id.*

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The subject Project was evaluated according to the criteria specified in the LRWP amendment (*see* R 56, 74,76-77). Appellant nevertheless frets that the Commission failed to consider public health, safety and welfare. The Staff Report demonstrates otherwise. *See, e.g.,* R 70-72. Under "Health," for example, the Staff Report discusses shore power as a means of reducing combustion byproducts. R 70-71. The "Safety" section focuses on pedestrian safety and ambulance access. R 71. "Welfare" notes that per-passenger fees remitted by cruise lines go toward tourism related improvements to offset impacts. *Id.*

In addition, of course, the Project, including the conditions imposed thereon by the Planning Commission, fully complies with the LRWP. The condition that HTC must "provide shore power within 24 months after an appropriately sized power line is within 25 feet of the property line" (R 363, Condition 5) is intended to benefit the environment and reduce the overall tourism-related impacts on CBJ. R 73. Other conditions included in the CUP also address this goal:

> **Condition**: The dock is limited to one (1) large cruise ship . . . each 24 hour period beginning at midnight.
> **Condition**: The dock will not accommodate hot berthing.
> **Condition**: the dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity.

R 74. These conditions are all specified in the LRWP. R 283.

Appellant has not made any showing that CUP USE2023-0003 would negatively impact air pollution in CBJ. The evidence in the record is to the contrary. For example, the allowance for small ship loading on the back side of the proposed dock allows for tour operators to load customers directly from the dock; "they just walk across off the ship and onto a small tour boat and this alleviates traffic throughout town and that's part of the plan." R 1542. Moreover, "the plan doesn't increase the number of ships coming into the market. All we're doing is shuffling

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ships that would – might go" to other docks. R 1577.

Appellant has also failed to show that the VITF criteria (such as shore power) are outright requirements, rather than considerations. The LRWP amendment states that it "supports" the VITF criteria and applications for development "need[] to be *evaluated consistent with*" the criteria. R 283. This is not mandatory language.[5]

> If a statute is mandatory, strict compliance is required; if it is directory, substantial compliance is acceptable absent significant prejudice to the other party. A statute is considered directory if (1) its wording is affirmative rather than prohibitive; (2) the legislative intent was to create "guidelines for the orderly conduct of public business"; and (3) "serious, practical consequences" would result if it were considered mandatory.

S. Anchorage Concerned Coal., Inc. v. Municipality of Anchorage Bd. of Adjustment, 172 P.3d 768, 772 (Alaska 2007). The first element of this test is met because the language of the LRWP amendment is affirmative (development "needs to be evaluated"). As for the second element, the legislative intent as set forth in the LRWP amendment is to provide "a framework to better manage cruise ship tourism," a near constant topic of the public business in Juneau. The third element of the test is also satisfied, because serious practical consequences could ensue if the VITF criteria were considered mandatory. Here, for example, the record is clear that HTC *cannot* immediately electrify the dock, and no other developer could do so either. R 1544-47. If the VITF criteria were mandatory and thus dictated the denial of this CUP, the development of a fifth dock would be delayed indefinitely. But CBJ policy is in favor of a fifth dock as a means of limiting hot-berthing and anchoring-out, and these benefits would also be indefinitely delayed, to the community's detriment. Both the clear language of the LRWP amendment and the test set forth in *South Anchorage* dictate a finding that the LRWP is not mandatory.

[5] Appellant's assertion that criteria 1-6 are mandatory, while criteria 7 and 8 are set apart as mere recommendations is not correct. Criteria 7 and 8 are "related to uplands development," while the first six items are "criteria for constructing a cruise ship dock at the Subport." R 283.

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The Staff Report and the Planning Commission's decision approving HTC's CUP adhere to the LRWP, and impose conditions as specified therein. R 362-63. The allowance of an acceptable timeframe for electrification is not prohibited by the LRWP and is an appropriate exercise of the Planning Commission's discretion under CBJ Code 49.15.330(g). "When a planning agency . . . provides its interpretation of an ordinance within its area of expertise," the interpretation must be given 'considerable deference.'" *South Anchorage Concerned Coalition, Inc., v. Coffey,* 862 P.2d 168 (1993).

The merits of allowing cruise ships to dock in the Subport area – including but not limited to any health aspects that may be associated with this use -- were not before the Planning Commission in its consideration of CUP USE 2023-0003. CBJ's policy with regard to the cruise ship industry had already been considered and codified in the LRWP amendment. The Planning Commission's role was to "verify regulatory and plan compliance." R 55; *see also* CBJ Code 49.15.330. The Commission appropriately and thoroughly considered the criteria included in the LRWP – itself specifically intended to regulate the level of cruise ship tourism -- and imposed several conditions in keeping therewith, including that the dock be electrified as soon as reasonably possible. There is substantial evidence in the record supporting this decision.

C. The Written Findings are Adequate.

The written findings are more than adequate to support the Planning Commission's decision and to inform the hearing officer as to its basis. The NOD incorporates the staff report and analysis and findings therein (but does not adopt the analysis and findings related to the uplands portion of the project). R 362-63. The threshold requirements set forth in CBJ Code 49.15.330(e)(1) (that the proposed use is appropriate, the application is complete, and the development complies with Code requirements) are set forth in the staff report at R 80-81. Contrary to Appellant's contention that "health impacts" and shore power were not "flagged as key issues"

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in the staff report, there is a section entitled "Public Health, Safety and Welfare" beginning at page 70. This section applies specifically to the Project (as opposed to the Aak'w Landing project as a whole), and states that shore power will reduce combustion byproducts. The section also addresses the likely costs of electrification as well as pedestrian safety and comfort, vehicle congestion, ambulance access, and the impact of fees remitted by cruise lines for use of CBJ infrastructure on the welfare of CBJ's residents. R 70-72.

Shore power was also discussed extensively during the hearing, where HTC repeatedly assured the Planning Commission that the dock would be electrified as soon as possible, but that the timeline was largely out of HTC's control. R 1541-42; 1544-47. *Id.* In addition, the Staff Report includes the LRWP amendment as attachment C thereto. R 279-85.

D. Applicable Procedures were Followed to the Letter.

The required procedure for consideration of a CUP application is set forth at CBJ Code 49.15.33(d). After receipt of an application, the Director of Community Development must schedule the application for a hearing and give notice to the public as described in CBJ Code 49.15.230; forward the application to the commission along with a report recommending whether to approve or disapprove the CUP and any suggested conditions; transmit the report to interested agencies and invite comments therefrom. The Director did each of these things, and this is amply supported by the record. As to scheduling a hearing, for example, *see* R 950-51, 960. Regarding public notice of the hearing date, *see* R 75,1160, 1378-84 (public notice at site); 1366, 1489-90 (placing advertisement with Sound Publishing, publisher of the Juneau Empire); R 1600 at lines 1-4 (radio and social media). A public comment period was held, and written comments were provided to the members of the Planning Commission and included in the record. R 75, 353-54. The application was initially forwarded to interested agencies on February 2, 2023, (R 657, 736,

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739) and again after it was revised (*see* R 960, 1081-82, 1158). Agency comments are included in the resulting staff report. *See, e.g.,* R 74. The report contains the Director's recommendation that CUP USE2023-0003 be approved with conditions. R 53, 81. The Planning Commission did not rubber stamp the Staff Report and recommendations, but rather exercised discretion consistent with CBJ Code 49.15.330(f)(3) and withheld approval of the uplands portion of HTC's project pending the submission of additional information. R 363, 371-73.

E. The Uplands Portion of the Project (CUP USE2023-0010) was not Appealed.

No one has appealed the Planning Commission's approval of CUP USE2023-0010, which is the uplands portion of HTC's Aak'w Landing project. The hearing officer should not consider any written or oral argument with regard to that CUP. CBJ Code 01.50.030(c) ("no person shall be entitled to an appellate review of a decision who fails to file a proper notice of appeal").

IV. CONCLUSION

The subject Project is a floating dock. More than a year before CUP USE2023-0003 came before the Planning Commission, CBJ Assembly considered whether a fifth dock is permissible in the Subport. Its determinations in that regard are set forth in the LRWP. It was not necessary or appropriate for the Planning Commission to revisit that basic premise in conjunction with this CUP. The "Planning Commission's role is to verify regulatory and plan compliance," while the Assembly may impose qualitative policy standards at such time as it considers the tidelands lease – step 3 of the regulatory process. R 55. The Project was appropriately approved and there is substantial evidence in the record supporting the Planning Commission's decision. Appellant seeks reinstatement of the 2003 LRWP, which contained (in Appellant's words) "a strong decision for no cruise ship development." Appellant Brief at 8. That ship has sailed. This appeal is not an appropriate means of repealing the 2022 LRWP amendment. The Planning Commission's decision should be confirmed.

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DATED this 2nd day of January, 2024.

SCHLEMLEIN FICK & FRANKLIN PLLC

s/ Garth A. Schlemlein

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CERTIFICATE OF SERVICE

I hereby certify that on this 2nd day of January, 2024, the document to which this certificate is attached was served upon the following via the method indicated:

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s/ Lacey Georgeson
Lacey Georgeson, Legal Assistant

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Assigned Assembly Appeal #2023-AA01

Notice of Appeal

This appeal is governed by CBJ 01-50, the Municipal Appellate Code. This code establishes the standards and procedures for appeals.[1] Anyone who files an appeal should be familiar with the appellate code. The clerk can give you a copy of the code.

Attach a copy of the decision being appealed. Do not attach any other documents, exhibits, or additional pages to this form, except for any pages needed to continue the answers to the requested information below. The clerk will accept this form only if the appropriate filing fee is attached. The fee to file an appeal to the assembly is $500.00. To be timely, an appeal must be filed within 20 days of the date the decision being appealed is filed with the clerk.

Action Being Appealed

Board decisions are appealable: board recommendations and most staff decisions are not.

☒ Agency Appealed From: Planning Commission

☒ Description and Date of Decision: USE 20230003 Phase of Floating Dock July 11, 2023 hearing, July 20, 2023 Notice Filed

Concerned Parties

Identify the people who have an interest in the action being appealed: yourself and others.

	Party Filing Appeal	Mailing Address	Telephone	Fax	Email
☒	KARLA HART	4950 WREN DRIVE JUNEAU AK 99801	9079576723	☒	karlajhart@gmail.com

	Parties Who Won the Decision Appealed	Mailing Address	Telephone	Fax	Email
☒	Huna Totem Corporation	9301 Glacier Highway Ste 200 Juneau, Alaska 99801	9077898504	~~unknown~~	fparady@hunatotem.com

1 01.50.070 STANDARD OF REVIEW AND BURDEN OF PROOF. (a) The appeal agency may set aside the decision being appealed only if:
(1) The appellant establishes that the decision is not supported by substantial evidence in light of the whole record, as supplemented at the hearing;
(2) The decision is not supported by adequate written findings or the findings fail to inform the appeal agency of the basis upon which the decision appealed from was made; or
(3) The agency failed to follow its own procedures or otherwise denied procedural due process to one or more of the parties.
(b) The burden of proof is on the appellant. (Serial No. 92-36 ☐ 2 (part), 1992).

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Issues on Appeal[2]

Concisely describe the legal and factual errors that form the basis for your appeal. Do not argue them: argument will be heard later.

Inadequate outreach for a project of this magnitude and know controversy.

Sloppy review by steff, including lack of data and analyses on many items, including health and welfare, Demonstrated biases in information presented, and no detailed info on Dock Plan or use.

Phasing the Project approval

Conditions that are in conflict with city policy (VITF).

Issues are continued on 5 pages of typed for reasons of space and legibility!

Relief Requested

What should the Assembly do with the action being appealed: send it back, modify it, or something else?

1) Appoint an independent hearing office.
2) Revoke this CUP
3) Since this approval was phased and uplands split out to USE 2023 0010 and that suffers the same lack of data and analyses, require the entire project be rejoined and returned to Community Development for complete review, data, analysis and then robust outreach to ensure outreach reflects the project magnitude and scope of impacts.

Kara Hess 8/4/23

Signature **Date**

If you are representing any group, or a person other than yourself, you must sign a notarized statement that you are authorized to represent them.

---

2 01.50.030(b)(5) COMMENCEMENT OF ACTION.
The notice of appeal shall include a concise statement of the legal and factual errors in the decision that form the basis of the appeal.

-over-

Hart appeal of USE 2023 0003 Issues on Appeal, continued from Appeal form August 4,

Directions are to "Concisely describe the legal and factual errors that form the basis for your appeal. Do not argue them, argument will be heard later."

Note that I have no model of what is meant by "concisely describe the legal and factual errors" and am not an attorney, I am an active and involved citizen is approaching this as the same. I don't want to be excluded from raising issues because I thought they were part of the argument and the hearing officer chooses to interpret as legal and factual errors. This detail is attached to my ever-so brief summary of legal and factual errors handwritten on the form.

Unless stated otherwise, page numbers refer to the June 29, 2023 staff report from Irene Gallion to Michael LeVine.

Outreach, including the description of a mixed use development that "includes a floating dock," with a street address of 0 Egan Drive was inadequate for a project of this known level of controversy and community-wide impact, as well as for the timing during the summer when locals are traveling, working seasonal jobs, and otherwise not proactively looking at meeting agendas.

CDD appears to confound the past and present property owner's outreach and consider private events (Rotary, Chamber, Southeast Conference) and bar and basketball venues as public meetings. The Hanger Ballroom, closest to a meaningful public meeting, was on January 30, the same day the Assembly had a public hearing on "Resolution 3011 A Resolution Adopting Cruise Ship Tourism Policy Objectives from the Visitor Industry Task Force Final Report."

The Community Development Director was in error with respect to appropriate public outreach.

Despite a notedly (by the commission, relating to Phase 3, by this appeal, far more) incomplete application, concerns expressed about approving the project in phases, the observation of public involvement lacking, and without any substantive discussion of the dock and related impacts, or the details of the proposed staff conditions relating to the dock, the Commission chose to separate approval of that out from the rest of the project and approve a CUP for the dock **PHASE**.

The **project review was sloppy and reads more as an advocacy document** by selection of information to include, and to bury or exclude, and by wording than a thorough and objective review expected of planning staff. A lack of page numbers on the 300+ page packet hinders review.

Page 3 in background information states that "the original application was for the uplands. The Applicant added the dock to this application rather than apply for a separate one. Revisions have resulted in some redundancies in the submission." The public notice to abutters, printed June 2, 2023, includes the dock. Yet, throughout the document the dock project is neither integrated full for consideration, nor pulled out as a standalone with complete evaluation.

Examples from Gallion to Levine, June 29,2023
"The proposal moves reception of over 100 thousand passengers out of the congested downtown dock area." (page 1)
"A dock will allow larger ships …. , increasing Juneau's cruise ship visitor capacity by 25 percent." (page 21)

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"Applicant is limited to one large cruise ship unless they subsequently modify the Conditional Use Permit with Planning Commission approval." (page 1)
Pages 25 and 26 note the limit of five large ships as a CBJ management issue, yet suggest the possibility of approval for a dock for a second large ship in the future.

"Two additional moorages for smaller vessels could be provided under the current vehicle regime…" (page 1) These statement leaves a gaping opportunity by ambiguity.

"The dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet or accommodates more than 950 passengers." (page 22) Page 25 Waterfront Plan info: "No berthing or lightening outside of the area encompassed by the plan." "Summary, CBJ manages current lightening facilities and would deny access to a sixth ship at anchor, or anchored outside of the managed area. A proposed condition prohibits lighting from the proposed facility." NCL, when the property owner, was very clear and vocal that building the dock would physically preclude and cruise ships anchoring out and touted the environmental and safety costs of having ships at anchor.

CBJ Docks and Harbors asked for a **navigation study**. (page 23 of 30) Rather than requiring that before approval, staff/the Commission chose to make that a condition of the CUP, approving the use without knowing how the dock (and associated use) will impact harbor navigation. They also asked for clarity regarding dock fingers in the renderings. "(Attachment A2, page 12)" is referenced. I found no corresponding page. The proponent is big on renderings of their shoreside facilities but extremely vague on the dock details.

The dock is dependent upon CBJ l**easing tidelands** to Huna Totem. The public has been repeatedly assured that will be a meaningful opportunity for input on whether or not this project goes forward. That the lease is not a done deal. Yet, page 3 "The lease provides the vehicle for the Assembly to attach qualitative policy standards to the project, based on their assessment of community interest and well-being." Bias noted.

"Once the **full details of the proposal are known, should the Assembly lease land** for the development of a cruise ship dock at the Subport?" from Watt, Jan 20, 2021 to Assembly, yet in passing a CUP without the uplands and without evaluating many other aspects, including details on the dock design and complete intended use, the Assembly will not have complete information for a lease or no lease decision.

From Watt, Jan. 20, 2021 memo to the Assembly: "Docks & Harbors is currently working on the "Small Cruise Ship Berthing Plan." That plan has preliminarily identified a preferred development option that is adjacent to and coordinates with the proposed NCL development." I note no mention of any coordination or even how this dock relates to the city dock in the staff packet.

With the exception of the condition regarding the navigation study (which should predate approval, not be an add-on condition), **Docks and Harbors had questions which appear unaddressed** by the applicant, CDD, and the Commissioners.

1. Docks & Harbors requests a navigability study be conducted to ensure the alignment of the proposed HTC dock does not impede access to the AS/CT Docks or to the USCG/NOAA Docks. The

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study should also evaluate any unreasonable impact to larger vessels (i.e. fuel/material barges) transiting Gastineau Channel under the bridge. **The AJT Dock (former Standard Oil Dock) also should be addressed as the proposed HTC appears to block reasonable access to this derelict pier which is legally on patented private tidelands**.

4. Docks & Harbors recommends the CUP address dock electrification and expected commitment from HTC to achieve shore power (**conceptual planning document**, by date certain, **anticipated financial investment**, etc.).

5. Docks & Harbors requests the applicant provide clarity to the **finger floats** shown in the renderings. What size of slips are proposed and how will these slips be utilized in the off-season.

6. Docks & Harbors requests to know if HTC will be providing navigation safety measures such as real time current monitoring and/or meteorological sensors.

7. Given a that very large cruise ships will be moored perpendicular to shore and in close proximity to the bride, r**equest a hydraulic study** be conducted to determine whether disruptions to the tidal flushing under the bridge or if siltation issues will be anticipated. Additionally, **evaluate safety concerns to very large cruise ships mooring with current abeam** in the proposed dock alignment.

8. An evaluation to view-shed impacts should be considered/addressed for both the dock (with vessel) as well as the proposed upland building.

Docks and Harbors asked for **view-shed** impacts as well. The applicant provides nothing re view sheds and Juneau residents Page 25, table re Long Range Waterfront Plan, also has "new docks should address impacts to view planes." the summary response is inadequate. Ships now are up to 14 floors tall, well over 1,000 feet long, and 200 feet wide. The few dock-related illustrations provided do not address resident/off-site view sheds at all.

Page 18. "**Noise** is anticipated to be in character with Mixed Use 2 and Waterfront Commercial activities…, this project does not change or mitigate those concerns." Isn't noise supposed to be below 65 db at the property boundary in daytime? Has this been measured? The ships are coming now. A professional could/should do real noise measurements that include at different elevations as noise carries at heights and across water. "Anticipated to be" is not an analysis or data.

Page 18. Habitat. Completely blows past the fact that tidelands will be impacted and intertidal areas. Zero acknowledgment. Zero analysis.

Page 20. Under **Welfare** is a gratuitous biasing statement relating to estimates of electric rates and Greens Creek Mine and Princess interruptible power that is irrelevant to the application since shore power will not be available for years. Similarly the statements re economic indicators and the visitor survey, without also acknowledging the conflicts, stress, overtourism, discontent, objects that exist.

The condition re shore power "an appropriately sized power line is within 25 feet of the property line" indicates that there is no real analysis or work done to specify what that might be, and the "at their own expense" part only starts within 25 feet of the power line, apparently it is okay with all if the general ratepayers of Juneau cover the expenses of getting the line there.

The section on property value or neighborhood harmony just blows off any analysis with a "it is challenging due to ship size increases and the ability to enforce limitations." Completely unacceptable. No real analysis was even attempted and the impacts go community-wide.

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The City Attorney memo is referenced was Attachment D. Challenges of limiting the number of passengers. One undebatable legal option Juneau has for limits is not allowing another dock for large cruise ships.

CBJ revenue bonds for the city cruise docks do not allow the city to do things that might threaten revenues and the ability to pay back the bonds. There is no analysis of how having another dock might impact use or ability to charge prices at the city docks.

Page 25, "New docks should address **environmental impacts**, including shore power to mitigate air pollution." Summary, "The proposed dock includes cable trays.... However, a line capable of providing power needed is not currently proximate to the project." The document and application do not provide any meaningful environmental analysis. Not air pollution. Not water pollution. The bit about shore power is a red herring as there is no power to offer. Further, DEC has done modeling on the water discharges from cruise ships in the Juneau harbor and the modeling found water quality issues. CBJ should understand the discharge of any scrubber wastewater in Gastineau Channel. There is nothing in the application that addresses sewer discharge to Juneau treatment plants, sewer lines, costs, sewer system capacity and related either.

Page 28. Is the application for the requested Conditional Use Permit complete? "No further analysis needed." I've detailed missing analyses, there are likely others.

Page 28. "Will the proposed development **materially endanger public health**, safety, or welfare?" "No further analysis needed." NONE was done. The 2022 CBJ application for a grant for shore power, April 12, 2022 submitted by CBJ Carl Uchytil, clearly documents air pollution from cruise ships in Juneau and that there is inadequate electricity to provide shore power for one dock all of the time, much less for the city docks which are also seeking to electrify. A timeline for getting additional power online is years. Therefore, a full analysis of the health impacts of cruise ship emissions moved closer to that part of town and shore is needed. The finding is that "with appropriate conditions." Extensive modeling of winds along with analysis and weighing of health impacts of this pollution burden is needed. There is new evidence emerging in health scientific literature that demonstrates even lower levels of air pollution than once thought has adverse impacts on a wide range of health conditions. None of that is included. Even if on shore power once docked, ships tend to belch especially dirty smoke when maneuvering and this dock will require them to be doing tricky maneuvering, sometimes against winds and currents. That is not analyzed. So even in the best case, air pollution will be in close proximity. And where are the air intakes on the federal building, the SLAM, others?

At the July 11 Planning Commission meeting, Mr. LeVine stated that members had received a **letter from Alexandra Pierce, Tourism Manager,** but that they could not accept letters handed to them outside of the packet unless the sender were in person in the Assembly chambers at the time. She was not, she was on Zoom. Her proposed amendments to the proposed conditions for the dock put them in alignment with the VITF. **That the CDD staff did not take the content of the CBJ Tourism Manager commenting in her official capacity to clarify conditions to meet a guiding document for Juneau cruise tourism and put them forth themselves resulted in conditions that are not in compliance with adopted city policies**.

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The July 20, 2023 Planning Commission Notice of Decision states "The Project is to be conducted as described in the project description and project drawings submitted with the application… THERE are essentially no details in any project description. No information as to a depth of dredging needing (and environmental impacts of that), the details on the dock that Docks and Harbors requested, whether there are sewer connections and how that is done, no harbor traffic study to know what will be needed), no information on size, volume, other of ships (and corresponding passengers, traffic, and other community impacts. How does CBJ enforce this? Or the public monitor?

There is no acknowledgement in the CUP that there is yet the step of the Assembly considering whether or not to lease the land. This permit should be clear that the applicant has the further step of consideration of whether or not to lease the land rather than "… until the tidelands lease is recorded." There is no THE lease. They do not have a lease yet. And no guarantees of a lease.

4. "The Applicant will maintain and operate paths, parks, … for year-round use." Is it the intention of the Commission that this be for year-round PUBLIC use or simply that the property owner uses it?

5. re shore power, "large ships" has a meaning in Juneau. So again there is the implication that ships under 950 feet might also be using the dock and not be required to use shore power. Is this what is intended? How does this protect the health of Juneau residents, as a 949 passenger ship is still quite large and emitting significant pollution?

6. All of this should have been done before issuing a permit and the results may influence how the project is built and you have not enough project description and project drawings to hold Huna Totem accountable.

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Planning Commission
(907) 586-0715
PC_Comments@juneau.org
www.juneau.org/community-development/planning-commission
155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION
NOTICE OF DECISION

Date: July 20, 2023
Case No.: USE2023 0003

Huna Totem Corporation
9301 Glacier Hwy, Ste. 200
Juneau, AK 99801

Proposal:	Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.
Property Address:	0 Egan Drive
Legal Description:	Juneau Subport Lot C1
Parcel Code No.:	1C060K010031
Hearing Date:	July 11, 2023

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 29, 2023 as they pertain to the floating dock. The Commission approved a Conditional Use Permit for a floating steel dock up to 70 feet wide and 500 feet long. The project is to be conducted as described in the project description and project drawings submitted with the application, and with the following conditions:

1. A Temporary Certificate of Occupancy will not be issued for the dock until the tidelands lease is recorded.
2. The minimum width of the Applicant – constructed seawalk on the south side of the lot will be 16 feet wide. The minimum width of the Applicant-constructed seawalk on the west side of the lot will be 20 feet.
3. Before Temporary Certificate of Occupancy for any phase or element of the project, the Applicant will record an easement for CBJ maintenance and management of the seawalk. The easement will be at least 16 feet wide on the south side of the lit, and 20 feet wide on the west side of the

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lot. The easement will be comparable to such easements in place for other dock owners.

4. The Applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use.
5. The dock owner will, at their own expense, provide shore power within 24 months after an appropriately-sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.
6. Prior to issuance of a building permit, the Applicant must provide a navigability study that includes explicit consideration of access impacts to:
   - Alaska Steam Dock.
   - Cruise Ship Terminal.
   - USCG/NOAA docks.
   - Large traffic, such as material or fuel barges, transiting Gastineau Channel under the bridge.
   - The AJT Mining Properties, Inc. dock.
   - Aircraft using the area for landing and taxiing to the float plane docks.
7. The dock is limited to one (1) large cruise ship (750 feet or more in length OR 950 or more passengers) each 24 hour period beginning at midnight.
8. The dock will not accommodate hot berthing.
9. The dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity.

The Commission (Commission) did not adopt the analysis and findings that relate to the uplands portion of the application. The Commission found that the uplands portion of the application did not contain sufficiently specific information, particularly about the portion designated Phase 3, to support a conclusion that the project as a whole would comport with Title 49, including the MU2 land use designation.

Attachments: June 29, 2023 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding USE2023 0003.

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, July 11, 2023.

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Expiration Date: The permit will expire 18 months after the effective date, or January 11, 2025, 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

July 19, 2023
Date

Fil[redacted]

July 20, 2032
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.

TRUE NORTH
FEDERAL CREDIT UNION

P.O. Box 34157
Juneau, AK 99803
1-907-523-4700

NCUA

CO-OP SHARED BRANCH

Check No 56387

08/04/2023

PAY *** FIVE HUNDRED DOLLARS AND 00 CENTS ***

EXACTLY 500 Dollars 00 Cents

$500.00

VOID AFTER 180 DAYS

PAY TO THE ORDER OF City and Borough of Juneau

MEMO Appeal

CHIEF FINANCIAL OFFICER
AUTHORIZED SIGNATURE

⑈56387⑈ ⑆325272270⑆ 81180613⑈

CITY AND BOROUGH OF JUNEAU
Treasury Division
155 South Seward
Juneau, AK 99801
(907) 586-5218

086217
RECEIPT NUMBER

DATE 8/4/2023

REC'VD FROM: NAME Karla Hart

ADDRESS 4950 Wren Drive

CITY Juneau,

STATE AK ZIP 99801

DESCRIPTION

ARS ☐ BUS TAX ☐ REA TAX ☐ POLICE CIT ☐ SALES TAX ☐ HBR ☐ UTL ☐ G/L ☐

OTHER PAC 1·110030101·4420.0009

CODE	AMOUNT
Appeal filing fee	500 00
C.U.P. use 2023-0003	
Parcel #	
1C060K010031	
Check # 56387	

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AMOUNT $ 500 00

CREDIT CARD ☐ CASH ☐ CHECK ☒

REC'VD BY: Beth McEwen

TREA CASH 10/88

GARTH A. SCHLEMLEIN
JAMES G. FICK
JESSE O. FRANKLIN IV
CHARLES A. LYMAN

GARTH A. SCHLEMLEIN
EMAIL: GAS@SOSLAW.COM
DIRECT: 206-268-2516
ALSO ADMITTED IN ALASKA AND IDAHO

SCHLEMLEIN FICK & FRANKLIN
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COLLEEN A. LOVEJOY
BRIAN C. NADLER
DAVID W. SCHIFFRIN
MICHAEL P. SCRUGGS
WILLIAM A. YOUNG

August 25, 2023

VIA FACSIMILE
(907) 586-4552

Beth McEwen, MMC
CBJ Municipal Clerk/Election Official
City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

Dear Ms. McEwen:

Please consider this formal notice that Huna Totem Corporation hereby submits this letter as Motion to Intervene as the real party of interest regarding Notice of Appeal #2023-AA01 filed by Karla Hart. The appeal was received by your office on August 4, 2023. The Assembly accepted this appeal at the Regular Assembly meeting on Monday, August 21, 2023.

The issues on appeal pertain to decisions made by the Planning Commission on July 11, 2023, concerning Huna Totem's Floating Dock Project under Conditional Use Permit USE2023-0003. ("CPU USE2023-0003") The Planning Commission's decision to approve permitting was supported by substantial evidence as outlined in its Notice of Decision dated July 20, 2023. The Planning Committee approved issuing the Conditional Use Permit for a 50,000 square foot space of retail and related uses, underground bus staging and vehicle parking, and a park, in addition to a floating steel dock up to 70 feet wide and 500 feet long. On August 8, 2023, the Planning Commission approved additional aspects of the CPU USE2023-0003 proposal.

Now that the underlying appeal has been accepted, this Motion to Intervene is ripe; Huna Totem is the real party of interest behind the development of CPU USE2023-0003. As the City Attorney defends the Planning Commission's approval of CPU USE2023-0003, we intend to supplement the record and advocate on behalf of Huna Totem Corporation.

We appreciate the efforts of your office to administer this process expeditiously. All future communications regarding this matter may be directed to my attention.

GARTH A. SCHLEMLEIN 2023 RECOGNIZED BY Best Lawyers
OFFICES IN WASHINGTON AND IDAHO

SCHLEMLEIN FICK & FRANKLIN
ATTORNEYS AT LAW

We look forward to working through and resolving this appeal.

Very truly yours,

SCHLEMLEIN FICK & FRANKLIN, PLLC

Garth A. Schlemlein

cc: Russell A. Dick, President & CEO, HTC
Dan Bruce, Attorney at Law, Baxter Bruce & Sullivan P.C.
Fred Parady, Executive Vice President
Sherri Layne, Assistant Municipal Attorney, CBJ Law Department

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE

CITY AND BOROUGH OF JUNEAU

KARLA HART

Plaintiffs,

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION

Defendants.

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

MOTION FOR HEARING OFFICER TO RECUSE

Application for Relief. Plaintiff Karla Hart requests that Hearing Officer Scott Brandt-Erichsen, of Keene & Currall, P.P.C. at 540 Water Street, Suite 302, Ketchikan, Alaska 99901, recuse himself from Appeal Case No. APL 2023-AA01 based upon a reasonable, good faith belief that a conflict of interest exists where the Hearing Officer's fairness might reasonably be questioned.

Relief Sought. Plaintiff Karla Hart requests that an independent hearing officer with no association with the cruise industry, nor with Huna Totem Corporation in any capacity, be appointed. This may require hiring a hearing officer from outside of Southeast Alaska.

Accompanying Document. An affidavit from Plaintiff Karla Hart, dated September 22, 2023, accompanies this Motion.

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE

CITY AND BOROUGH OF JUNEAU

KARLA HART

Plaintiffs,

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION

Defendants.

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

AFFIDAVIT OF KARLA HART
REGARDING MOTION FOR HEARING OFFICER TO RECUSE

I, Karla Hart, state upon oath or affirmation that the following facts are true to the best of my knowledge:

1. The hearing officer appointed to Appeal Case No. APL 2023-AA01, Scott Brandt-Erichsen works in a small law office, Keene & Curral, 540 Water Street, Suite 302, Ketchikan, Alaska 99901.

2. From the web site keencurrallaw.com, accessed August 31, 2023, the law office presently appears to have two attorneys, of which the hearing officer is one and Henry C. Keene is the other. The contact information under maps and directions states "email: clay.keene@keenecurrall.com"

3. The State of Alaska Corporations Database records accessed on August 31, 2023, show Keene & Currall, A Professional Corporation, Entity #50770D, to be 100% owned by H. Clay Keene in a 2022 Biennial Report filing, filed on December 21, 2021 and the most recent filing available in the licensing records.

4. State of Alaska Business License #1066439, issued on 02/02/2018, with an expiration date of 12/31/2023, for business name Keene & Currall, A Partnership of Professional Companies, shows an active status on September 21, 2023, and lists the owners as H. Clay Keene and Scott A Brandt-Erichsen.

5. On the Municipal Law page of Keene & Currall, https://www.keenecurrallaw.com/practice-areas/municipal-law/, accessed September 21, 2023, it states: "Too often, economic development which would benefit an overwhelming majority is hindered by a small, non-representative group. Red tape on the state or federal level can also stymie progress. When a city ordinance, practice or development stirs up conflict with state and federal agencies, community groups or individual residents, we provide robust representation to protect the interests of the city in service of the people it represents."

6. On the Municipal Law page of Keene & Currall, https://www.keenecurrallaw.com/practice-areas/administrative-law/, accessed September 21, 2023, it states: "GUARDING AGAINST UNCHECKED POWER While agency regulations carry the force of law, elected representatives of the people do not vote to enact them. Rather, appointed officeholders create "regs" under basic guidelines in the federal Administrative Procedure Act or a state equivalent. Moreover, federal and state agencies have the power to adjudicate, so citizens in dispute with an agency may have their cases heard by a central office of administrative hearings or before the very department with which they are in conflict. In a system where an agency functions as the executive, legislative and judiciary all rolled together, you need a strong advocate at Keene & Currall, P.P.C. on your side."

5. The State of Alaska Business Licensing records accessed on August 31, 2023, show Keene & Curral to be the active registered agent for Alaska Alliance for Cruise Travel, Inc., entity #126529, and to have been the registered agent since Articles of Incorporation were first filed on December 11, 2009.

6. Alaska Alliance for Cruise Travel, Inc.'s website (alaskaact.com), accessed August 31, 2023, states: "Alaska Alliance for Cruise Travel (AlaskaACT) is a statewide, non-profit, membership-funded organization made up of businesses and individuals benefiting [sic] from cruise travel. Through AlaskaACT, these stakeholders will work together to promote accurate information and support responsible development and growth of Alaska tourism and the cruise industry."

7. On August 31, 2023, there are 18 steering committee members listed at alaskaact.com/steering-committee. The include: Russell Dick, Huna Totem Corporation, Juneau; Tyler Hickman, Icy Strait Point, Hoonah (a Huna Totem subsidiary); and Dennis McDonnell, Alaska Coach Tours, Anchorage (a Huna Totem subsidiary that operates in Juneau).

8. Accessed at https://khns.org/wp-content/uploads/2019/11/Brad-Ryan-11.8.19.pdf on September 21, 2023 is a letter dated November 8, 2019 from H. Clay Keene to the Skagway City Manager, on letterhead that lists Scott A. Brandt-Erichsen, advocating for the City to renew a Tideland lease related to a cruise dock.

9. Accessed at sinews.us/FrontPage/K4PE/k4pe.html, an undated ad, supporting revenue bonding for Ketchikan port improvement project, stating "Tourism related spending is a large part of our economy and we can't afford to lose the revenue." (Appears 2006 election) This ad is signed with the law firm of Keene & Curall listed after the names of Clay Keene, Jeff Curial, and Henry Keene.

Given the long and ongoing history of Mr. Brandt-Erichsen's firm representing cruise industry clients, boostering port development, and the tone of his firm's website (see 5 and 6 above), in good faith and without questioning his integrity, I am concerned about his ability to serve in the role of hearing officer impartially, and without underlying, and perhaps unconscious, bias towards cruise development.

Karla Hart, Signature

Subscribed and sworn to or affirmed before me at Juneau, Alaska on 9-22-2023.
Date

Notary Public
DENISE DENBOW
State of Alaska
My Commission Expires 12/09/2026

Notary Public or other person authorized to administer oaths.
My commission expires on: 12/09/2026

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE

CITY AND BOROUGH OF JUNEAU

KARLA HART

Appellant

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION

Appellee

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

MOTION FOR HEARING OFFICER DISQUALIFICATION

Application for Relief. Appellant Karla Hart requests the City and Borough of Juneau Assembly disqualify Scott Brandt-Erichsen, of Keene & Curial, P.P.C. at 540 Water Street, Suite 302, Ketchikan, Alaska 99901 from the role of Hearing Officer for Appeal Case No.APL 2023-AA01 based on a reasonable, good faith belief that Mr. Brandt-Erichsen's objectivity and fairness might be subject to underlying bias based on the facts outlined in the accompanying affidavit.

Relief Sought. Appellant Karla Hart requests than an independent hearing officer from outside of Southeast Alaska, and with no association with the cruise industry, nor with Huna Totem Corporation, nor Norwegian Cruise Lines, be appointed.

Accompanying Document. An affidavit from Plaintiff Karla Hart, dated October 5, 2023, accompanies this motion.

Karla Hart, October 5, 2023

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE

CITY AND BOROUGH OF JUNEAU

KARLA HART

Appellant

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION

Appellee

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

AFFIDAVIT OF KARLA HART
REGARDING MOTION FOR THE CITY AND BOROUGH OF JUNEAU
ASSEMBLY TO DISQUALIFY THE HEARING OFFICER

I, Karla Hart (Appellant), state upon oath or affirmation that the following facts are true to the best of my knowledge:

1. Scott Brandt-Erichsen (Hearing Officer), owns the law office Keene & Currall, PPC, located in Ketchikan, in partnership with H. Clay Keene.[1]

2. State of Alaska Business Licensing records accessed on August 31, 2023, show Keene & Currall, a Professional Corporation, to be the active registered agent for Alaska Alliance for Cruise Travel, Inc., entity #126529.[2]

3. "Alaska Alliance for Cruise Travel (AlaskaACT) is a statewide, non-profit, membership-funded organization made up of businesses and individuals benefiting [sic] from cruise travel. Through AlaskaACT, these stakeholders will work together to promote accurate information and support responsible development and growth of Alaska tourism and the cruise industry."[3]

4. Russell Dick, Huna Totem Corporation, Juneau; Tyler Hickman, Icy Strait Point, Hoonah (a Huna Totem subsidiary); and Dennis McDonnell, Alaska Coach Tours, Anchorage (a Huna Totem subsidiary that operates in Juneau) are on the steering committee of AlaskaACT.[4]

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[1] In footnote 1 of the attached Order Denying Request for Voluntary Withdrawal of Hearing Officer, Dated, September 25, 2023 (Attachment A), Mr. Brandt-Erichsen states that "Keene & Curall, PPC, is a partnership of professional corporations, Brandt-Erichsen LLC, solely owned by Scott Brandt-Erichsen, and Keene & Currall a professional corporation, solely owned by H. Clay Keene."

"Whether two or more lawyers constitute a firm within paragraph (c) can depend on the specific facts. For example, two practitioners who share office space and occasionally consult or assist each other ordinarily would not be regarded as constituting a firm. However, if they present themselves to the public in a way that suggests that they are a firm or conduct themselves as a firm, they should be regarded as a firm for purposes of the Rules. The terms of any formal agreement between associated lawyers are relevant in determining whether they are a firm, as is the fact that they have mutual access to information concerning the clients they serve. Furthermore, it is relevant in doubtful cases to consider the underlying purpose of the Rule that is involved. A group of lawyers could be regarded as a firm for purposes of the Rule that the same lawyer should not represent opposing parties in litigation, while it might not be so regarded for purposes of the Rule that information acquired by one lawyer is attributed to another." From the Alaska Rules of Court, Alaska Rules of Professional Conduct, https://courts.alaska.gov/rules/docs/prof.pdf page 69, accessed October 3, 2023.

[2] Attachment B,

[3] Attachment C, Alaska Alliance for Cruise Travel, Inc.'s website (alaskaact.com), accessed August 31, 2023.

[4] Attachment D, Steering Committee list from alaskaact.com, accessed August 31, 2023.

5. The Hearing Officer's response to Appellant's Request for Voluntary Withdrawal of Hearing Officer[5] acknowledges Appellant submitted an affidavit on line 5, page 2, and then characterizes the supporting documents Appellant provided with no further acknowledgement or reference to the affidavit, including the link from Huna Totem (Intervenor in this appeal) as steering committee members of Alaska Alliance for Cruise Travel, Inc. to the Hearing Officer's law firm or the case presented that the name Keene and Currall is inherently linked with cruise industry boosterism and representation. To Appellant, the way this information was filtered by the Hearing Officer, and the link to Huna Totem was ignored, is a red-flag of bias.

6. The Hearing Officer states that "the Keene and Currall firm does not represent any party to the case, and has not previously represented the parties in other matters. … With no present or former clients of either attorney or firm involved in this matter, serving as a hearing officer in this matter does not implicate Alaska Rules of professional Conduct 1.9, duties to former clients, or 1.10, Imputation of Conflicts of Interest. There are no conflict of interest rules which would preclude service as the hearing officer in this matter."

7. "The hearing officer is not aware of any reason why he cannot be a fair and impartial hearing officer in this matter. … the hearing officer has relevant experience with the subject matter, but is not pre-disposed either for or against any party or the subject matter."[6]

8. The hearing officer does not define what he sees to be the "subject matter."[7] Appellant sees the subject matter to include the cruise industry, because approval of a dock for cruise ships is inherently linked with the cruise industry, and the cruise industry is a web of

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[5] Attachment A, page 2, lines 5 to 20.

[6] Attachment A, page 2, line 21 to page 3, line 2.

[7] Black's Law Dictionary, "The thing in controversy, or the matter spoken or written about."

business and geographical connections within Alaska. A new cruise dock constructed, or not, in Juneau has regional and business impacts in Ketchikan. Given the significant cruise industry presence (encompassing not just cruise ships and passengers, but also the businesses reliant upon) has on Ketchikan, and that the hearing officer is effectively a partner in a firm[8] that is the registered agent for a non-profit whose stated purpose is to "support responsible development and growth of Alaska tourism and the cruise industry,"[9] and whose president is Robert (Bob) Berto.

9. Understanding connections relating to the cruise industry in Alaska requires digging into corporate records, present and past, but is relevant in Appellant expressing concerns about hearing officer bias with respect to this appeal that is about a dock in Juneau; however, has implications and connections far beyond the dock. Nesting legal entities fog the picture. Robert Berto, of Ketchikan, is a prominent figure and has direct ties to Huna Totem. One example is "Cruise Line Agencies of Alaska [CLAA] has offices in: Ketchikan, Anchorage, Dutch Harbor, Haines, Homer, Icy Strait, Juneau, Petersburg, Seattle, Seward, Sitka, Skagway, Valdez, Whittier, and Wrangell."[10] Berto is presently registered agent for CLAA and has provided stevedoring services to the cruise industry in Southeast Alaska at least since 1988 when Appellant first met him representing Southeast Stevedoring and the cruise industry in the office of then Representative Bill Hudson.

10. From Appellant perspective, given a 35+ year history of following the cruise industry in Southeast Alaska, even if the Hearing Officer believes that he is not pre-disposed on

---

[8] Effectively is stated because, technically, an LLC, solely owned by the hearing officer, is the partner.

[9] https://www.alaskaact.com/, accessed October 3, 2023

[10] https://claalaska.com/?page_id=1853, acccessed October 3, 2023

the "subject matter" under appeal, his association with a firm that has the Alaska Alliance for Cruise Travel as an active client, even if just in the status of registered agent, inherent underlying bias seems plausible and reasonbly questioned.[11]

11. The appeal proceedings are being conducted via Zoom and email, so there are no geographical constraints on where in Alaska a hearing officer is located. There are many attorneys in Alaska. Appellant does not know why the Juneau City Attorney selected for this cruise-related appeal a hearing officer who is in Ketchikan, where cruise industry-related biases are more likely to exist, including the connections of his legal firm outlined above, than elsewhere in Alaska. The questions on appeal relate to what Appellant asserts was an incomplete, sloppy, and biased project review, and inadequate public outreach before the Planning Commission hearing for a project of this community impact and controversy. These items do not require cruise industry knowledge to assess and inherent, even unconcious, bias of a hearing officer relating to the cruise industry could result in an unfair decision.

Karla Hart, Signature

Subscribed and sworn to or affirmed before me at Juneau, Alaska on OCTOBER 5, 2023.

Date

Notary Public
MARIA LUCIANO
State of Alaska
My Commission Expires 12/09/2026

Notary Public or other person authorized to administer oaths.

My commission expires on: 12/09/2026

[11] "Generally, disqualification is appropriate if the hearing officer's impartiality can reasonably be questioned, such as when the hearing officer has a personal bias or prejudice concerning a party,..." Alaska Department of Law, Hearing Officers Manual, 2002, page 11. https://law.alaska.gov/pdf/manuals/hearing_officer.pdf, accessed October 5, 2023.

Attachment A

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART,

Appellant,

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION

Appellee.

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

ORDER DENYING REQUEST FOR VOLUNTARY WITHDRAWAL OF HEARING OFFICER

A scheduling conference on the above captioned matter was held on September 22, 2023, via Zoom. On September 22, 2023, appellant Karla Hart filed with the Clerk a Motion for Hearing Officer to Recuse. As discussed at the scheduling conference, this Motion was a request that the hearing officer voluntarily withdraw from the case under CBJ Code 1.50.100(b). This section provides:

> (b) A hearing officer or appeal agency member shall voluntarily withdraw from a case in which the hearing officer or appeal agency member cannot accord a fair and impartial hearing. A party may request the disqualification of a hearing officer or appeal agency member by filing an affidavit, before the taking of evidence at the hearing, stating with particularity the grounds upon which it is claimed that a fair and impartial hearing cannot be accorded. If the request concerns an appeal agency member, the issue shall be determined by the other members of the appeal agency. If the request concerns the hearing officer, the issue shall be determined by the appeal agency.

The appellant indicated that the request for voluntary withdrawal to be decided by the hearing officer, under the first sentence of CBJ 1.50.100(b), not a request for disqualification to be

determined by the appeal agency (the Assembly sitting as the Board of Adjustment). Appellant submitted the Motion and accompanying materials indicating that the firm of Keene & Currall, PPC,[1] has represented tourism industry clients. The appellant requests an independent hearing officer with no association with the cruise industry or Huna Totem Corporation in any capacity. The appellant submitted an affidavit and supporting documents relating to Keene & Currall, a professional corporation, Keene & Currall, PPC, and deceased former partners of Keene & Currall.

The documents submitted included firm web page advertisements, a letter to the City and Borough of Skagway from H. Clay Keene on behalf of the White Pass and Yukon Route, corporate records from the State of Alaska web site for various entities, a copy of a list of steering committee members of the Alaska Alliance for Cruise Travel, Inc. board members of and a copy of the articles of incorporation of the Alaska Alliance for Cruise Travel, Inc. prepared by Geoff Currall, then a partner with Keene and Currall, but who since left the firm and died approximately 8 years ago.

As indicated at the status hearing, the Keene and Currall firm does not represent any party to the case, and has not previously represented the parties in other matters. H. Clay Keene regularly represents businesses active in the tourism industry. Scott Brandt-Erichsen's clients are primarily municipalities and private parties, some of whom may conduct sales to tourists. With no present or former clients of either attorney or the firm involved in this matter, service as a hearing officer in this matter does not implicate Alaska Rules of professional Conduct 1.9, duties to former clients, or 1.10, Imputation of Conflicts of interest. There are no applicable conflict of interest rules which would preclude service as the hearing officer in this matter.

Additionally, the hearing officer is not aware of any reason why he cannot be a fair and impartial hearing officer in this matter. With 35 years' experience advising municipalities and having served as a hearing officer for multiple municipalities in zoning and planning matters, the

1 Keene & Currall, PPC, is a partnership of professional corporations, Brandt-Erichsen LLC, solely owned by Scott Brandt-Erichsen, and Keene & Currall a professional Corporation, solely owned by H. Clay Keene.

hearing officer has relevant experience with the subject matter, but is not pre-disposed either for or against any party or the subject matter. Accordingly, the appellant's request for voluntary recusal is denied.

If the appellant, appellee, or intervenor desires to file an affidavit and request for the disqualification of the hearing officer by the appeal agency such a request should be filed by October 6, 2023. If a request is filed for consideration by the agency, the intervenors and appellee shall have the opportunity to file a response by October 16, 2023, and any reply by October 23, 2023, so that the agency may consider any such request prior to briefing in the case.

DATED this 25th day of September, 2023.

HEARING OFFICER

By: Scott A. Brandt-Erichsen

Date Filed: 06/30/2023
State of Alaska, DCCED

FOR DIVISION USE ONLY

THE STATE of ALASKA

Department of Commerce, Community, and Economic Development
Division of Corporations, Business, and Professional Licensing
PO Box 110806, Juneau, AK 99811-0806
(907) 465-2550 • Email: corporations@alaska.gov
Website: corporations.alaska.gov

Domestic Nonprofit Corporation

2023 Biennial Report

For the period ending June 30, 2023

Attachment B

Web-6/30/2023 2:12:06 PM

Due Date: This report along with its fees are due by July 2, 2023

Fees: If postmarked before August 2, 2023, the fee is $25.00.
If postmarked on or after August 2, 2023 then this report is delinquent and the fee is $30.00.

Entity Name: Alaska Alliance for Cruise Travel, Inc.

Entity Number: 126529

Home Country: UNITED STATES

Home State/Prov.: ALASKA

Physical Address: 415 Tower Road, Ketchikan, AK 99901

Mailing Address: 121 W FIREWEED LN STE 250, ANCHORAGE, AK 99503

Registered Agent information cannot be changed on this form. Per Alaska Statutes, to update or change the Registered Agent information this entity must submit the Statement of Change form for this entity type along with its filing fee.

Name: KEENE & CURRALL, A PROFESSIONAL CORPORATION

Physical Address: 540 Water St #302, Ketchikan, AK 99901

Mailing Address: 540 Water St #302, Ketchikan, AK 99901

Officials: The following is a complete list of officials who will be on record as a result of this filing.

- **Provide all officials and required information. Use only the titles provided.**
- **Four (4) Mandatory Officers, who must be individuals:** this entity must have a President, Vice-President, Secretary, and Treasurer. Two or more offices may be held by the same individual, except the offices of President and Secretary cannot be the same individual.
- **Three (3) Mandatory Directors, who must be individuals.** The number of directors must be at least three (3).

Full Legal Name	Complete Mailing Address	Assistant Secretary	Assistant Treasurer	Director	President	Secretary	Treasurer	Vice President
Bob Dindinger	9085 GLACIER HWY STE 301, JUNEAU, AK 99801			X				X
Bob Berto	PO BOX 8080, KETCHIKAN, AK 99901			X	X			
Ken Dole	320 DOCK STREET, KETCHIKAN, AK 99901			X			X	
Carol Fraser	4800 SPENARD RD, ANCHORAGE, AK 99517			X		X		

If necessary, attach a list of additional officers on a separate 8.5 X 11 sheet of paper.

Purpose: encurage cruise and tourism industries in Alaska

NAICS Code: 813910 - BUSINESS ASSOCIATIONS

New NAICS Code (optional):

Attachment C

Who We Are

Alaska Alliance for Cruise Travel (AlaskaACT) is a statewide, non-profit, membership-funded organization made up of businesses and individuals benefiting from cruise travel. Through AlaskaACT, these stakeholders will work together to promote accurate information and support responsible development and growth of Alaska tourism and the cruise industry.

LEARN MORE

Attachment D

Steering Committee

To contact a member of our steering committee, click their name below:

Bob Berto, TEMSCO Helicopters/North Star Terminal, Ketchikan

Ethan Berto, Cruise Line Agencies of Alaska, Ketchikan

Ryan Binkley, Riverboat Discovery, Fairbanks

Tanja Cadigan, Caribou Crossings, Juneau

Tim Cerny, Fountainhead Development Corporation, Fairbanks

Russell Dick, Huna Totem Corporation, Juneau

Bob Dindinger, Alaska Travel Adventures, Juneau

Ken Dole, Promech Air/Waterfall Resort, Ketchikan

Carol Fraser, Aspen Hotels of Alaska (*AlaskaACT President*)

Scott Habberstad, Alaska Airlines, Anchorage

Karen Hess, Chilkat River Adventures, Haines

Tyler Hickman, Icy Strait Point, Hoonah

Steve Hites, Skagway Street Car, Skagway

Holly Johnson, Wings Airways/Taku Glacier Lodge, Juneau

Laura Martinson, Caribou Crossings, Juneau

Dennis McDonnell, Alaska Coach Tours, Anchorage

Vickey Moy, White Pass/Yukon Route

Fred Reeder, Cruise Lines Agencies of Alaska, Sitka

Garth A. Schlemlein, ASBA No. 8602011
Schlemlein Fick & Franklin, PLLC
66 South Hanford Street, Suite 300
Seattle, Washington 98134
Phone: (206) 448-8100
Fax: (206) 448-8514
Email: gas@soslaw.com
Attorneys for Intervenor

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND VOROUGH OF JUNEAU

KARLA HART, Appellant, v. CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION, Appellee.	Appeal Case No. APL 2023-AA01

INTERVENOR'S OPPOSITION TO MOTION FOR HEARING OFFICER DISQUALIFICATION

Intervenor Huna Totem Corporation ("HTC") responds to Appellant Karla Hart's ("Appellant") *Motion for Hearing Officer Disqualification* ("Motion"). Scott Brandt-Erichsen was appointed as the hearing officer in this matter.

I. ARGUMENT AND AUTHORITY

Each municipal officer holds office as a public trust, and any effort to benefit a substantial personal interest or a substantial financial interest through official action is a violation of that trust. CBJ Code 01.50.005. The public does not prohibit an officer from following independent pursuits, so long as those pursuits do not interfere with the full and faithful discharge of an officer's public

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Seattle, WA 98134
Phone: (206) 448-8100 Fax: (206) 448-8514

duties. CBJ Code 01.50.005. A party may request the disqualification of a hearing officer or appeal agency member by filing an affidavit, before the taking of evidence at the hearing, stating with particularity the grounds upon which it is claimed that a fair and impartial hearing cannot be accorded. CBJ 01.50.100(b). The functions of hearing officers and those appeal agency members participating in decisions shall be conducted in an impartial manner with due regard for the rights of all parties, the facts, and the law, and consistent with the orderly and prompt dispatch of proceedings. CBJ Code 01.50.230.

Appellant's brief is rife with accusations based on Hearing Officer's independent pursuits, to which he has inherent rights to, and fails to show with any particularity how any of those independent pursuits violate the public trust or create a true conflict of interest.

Standards of ethical conduct for municipal officers need to distinguish between those inconsequential conflicts which are unavoidable in a free society, and those which are substantial and material. CBJ Code 01.45.008(a)(3). City of Juneau Code reiterates, "there is no violation of this code if as to a specific matter, a municipal officer's (1) [p]ersonal or financial interest in the matter is insignificant; or of a type that is possessed generally by the public or a large class of persons to which the municipal officer belongs; (2) [a]ction or influence would have an insignificant or conjectural effect on the matter; or (3) [a]ction consists of voting in favor of introduction of an ordinance. CBJ Code 01.45.008(b). The Hearing Officer's independent pursuits related to the cruise ship industry are simply insignificant and conjectural as it applies to his ability to be unbiased and impartial.

Contrary to Appellant's wish that a Hearing Officer with no experience be appointed, CBJ 01.50.040 specifies that a *qualified*, unbiased, and impartial hearing officer may be assigned. The Hearing Officer's experience and proximity to the subject matter *qualifies* him to be the Hearing Officer in this case. The fact that the Hearing Officer resides in Ketchikan instead of Juneau aides in keeping with impartiality. The hearing Officer is not presiding over a matter in his geographical area of interest or practice and yet he has subject matter exposure that can only aid him in understanding the language in the submitted permit under review.

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There are no former clients of the Hearing Officer involved in this appeal.[1] The Hearing Officer's general exposure and experience in the cruise industry does not rise to the level of a conflict of interest under Alaska Rules of Professional Conduct in any capacity. Appellant is simply attempting to delay the proceedings and forum shop. No evidence has been presented to suggest the Hearing Officer has made any decision in the past that would be indicative of bias. The assertions made are untenable in any real and practical way. Removing the current Hearing Officer would only sever to delay the proceedings prejudicing the City and HTC.

II. CONCLUSION

The facts cited by Appellant do not meet the standard to disqualify the hearing officer. For the foregoing reasons, HTC respectfully requests the assembly deny the Appellant's Motion for Hearing Officer Disqualification.

DATED this 16th day of October, 2023.

SCHLEMLEIN FICK & FRANKLIN PLLC

s/ Garth A. Schlemlein
Garth A. Schlemlein, ASBA No. 8602011
66 South Hanford Street, Suite 300
Seattle, Washington 98134
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Fax: (206) 448-8514
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Attorneys for Intervenor

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Seattle, WA 98134
Phone: (206) 448-8100 Fax: (206) 448-8514

[1] *See* Order Denying Request For Voluntary Withdrawal of Hearing Officer

CERTIFICATE OF SERVICE

I hereby certify that on this 16th day of October, 2023, the document to which this certificate is attached was served upon the following via the method indicated:

City Clerk: City.Clerk@juneau.org	☐ ☐ ☐ ☐ ☒	Hand Delivery Legal Messenger U.S. Mail Facsimile E-mail
Appellant: Karla Hart karlajhart@gmail.com	☐ ☐ ☐ ☐ ☒	Hand Delivery Legal Messenger U.S. Mail Facsimile E-mail
Appellee: CBJ PC Attn. Sherry Layne Assistant Municipal Attorney sherri.layne@juneau.gov	☐ ☐ ☐ ☐ ☒	Hand Delivery Legal Messenger U.S. Mail Facsimile E-mail
Counsel for Advisors for the Assembly: Emily Wright Robert Palmer Emily.wright@juneau.gov; robert.palmer@juneau.org	☐ ☐ ☐ ☐ ☒	Hand Delivery Legal Messenger U.S. Mail Facsimile E-mail

s/ Lacey Georgeson
Lacey Georgeson, Legal Assistant

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BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE

CITY AND BOROUGH OF JUNEAU

KARLA HART Appellant vs. CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION Appellee	Notice of Decision: July 20, 2023 Appeal Case No. APL 2023-AA01

APPELLANT REPLY TO INTERVENOR'S OPPOSITION TO MOTION FOR HEARING OFFICER DISQUALIFICATION

Appellant Karla Hart (Appellant), responding to Intervenor Hoonah Totem Corporation's (HTC) response to Appellant's *Motion for Hearing Officer Disqualification* (Motion).

REITERATION OF FACTS PRESENTED IN MOTION

1. Hearing Officer Scott Brandt-Erichsen is one of two partners, in the law firm of Keene & Currall, PPC, as it presently exists.[1]

[1]Keene & Currall, P.P.C. at keenecurrallaw.com states they have provided legal services since 1980, thus representing that the existing legal iteration of Keene & Currall is a continuation of prior legal iterations and partnerships.

2. Alaska Rules of Court, Alaska Rules of Professional Conduct, clearly state that if lawyers "present themselves to the public in a way that suggests that they are a firm or conduct themselves as a firm, they should be regarded as a firm for purposes of the Rules."[2]

3. The cruise advocacy organization, Alaska Alliance for Cruise Travel Inc. has been a client of iterations of Keene & Currall law firm at 540 Water Street, Suite 302 in Ketchikan at least since filing articles of incorporation in 2009, and through June 30, 2023 when listed as the registered agent in the 2023 Biennial Report filed with Alaska Department of Commerce. Under Alaska Rules of Court, Alaska Rules of Professional Conduct[3], this makes Alaska Alliance for Cruise Travel Inc. a client of the Hearing Officer for purposes of considering conflict.

4. Huna Totem Corporation effectively holds three of 18 seats on the Steering Committee of the cruise advocacy organization, Alaska Alliance for Cruise Travel Inc.[4]

ARGUMENT RESPONDING TO ASSERTIONS OF HTC OPPOSITION

In HTC's *Opposition to Appellant's Motion*, HTC places emphasis on the "qualified" aspect of "a qualified, unbiased, and impartial hearing officer," and appears to assert that the SUBJECT MATTER of the appeal is cruise, and therefore the Hearing Officer's "experience and proximity to the subject matter qualifies him to be the Hearing Officer in this case." **The subject matters under this appeal** of a permit issued by the Planning Commission**, are asserted Community Development staff and Planning Commission failures** in a major development review**.** The **cruise industry, and specifically Huna Totem are the objects impacted by the**

[2] https://courts.alaska.gov/rules/docs/prof.pdf, page 69, accessed October 3, 2023.

[3] https://courts.alaska.gov/rules/docs/prof.pdf, page 69, accessed October 3, 2023.

[4] Russell Dick, President and CEO of Huna Totem Corporation; and from HTC subsidiaries: Tyler Hickman, Icy Strait Point; Dennis McDonnell, Alaska Coach Tours.

outcome; however, they are not the subjects of the appeal. Having a Hearing Officer with experience and proximity to the cruise industry (the overriding object) creates reasonable concern that concious or uncouncious biases could impact unbiased and impartial review.

The Hearing Officer's O*rder Denying Request for Voluntary Withdrawal of Hearing Officer*, when the connection between Keene & Currall (in any iteration) and Alaska Alliance for Cruise Travel Inc. and Huna Totem was obfuscated rather than addressed,[5] though that connection was clearly spelled out in the Appellant's *Affidavit for Motion for the Hearing Officer to Recuse*.[6] Appellant presents this as contemporary and relevant evidence of bias.

The intervenor, HTC, asserts, without any evidence, that Appellant is "simply attempting to delay the proceedings and forum shop."[7] In fact, on August 31, 2023, the day the Hearing Officer's name was announced, and upon discovering the direct connection between Huna Totem, Alaska Alliance for Cruise Travel, Keene & Currall, and the Hearing Officer, Appellant promptly contacted the City Clerk and parties to the appeal at that time by email outlining concerns. As instructed by the City Clerk (citing CBJC 01.50.100(b)), the Appellant then filed a Motion for Hearing Officer to Recuse before the Pre-Hearing on September 22, 2034. And, now, as instructed by the Hearing Officer's *Order Denying Request for Voluntary Withdrawal of Hearing Officer,* dated September 25, is filing a Reply to the Intervenor's *Opposition*.

---

[5] "…a copy of a list of steeering committee members of the Alaska Alliance for Cruise Travel, Inc. board members of and a copy of the articles of incorporation of the Alaska Alliance for Cruise Travel, Inc. prepared by Geoff Currall, then a partners with Keene and Curral, but who since left the firm and died approximately 8 years ago." Order Regarding Voluntary Withdrawal 9/25/23

[6] "Keene & Currall… active registered agent for Alaska Alliance for Cruise Travel…" "Russell Dick, Huna Totem Corporation, Juneau; Tyler Hickman, Icy Strait Point, Hoonah (a Huna Totem subsidiary); and Dennis McDonnell, Alaska Coach Tours, Anchorage (a Huna Totem subsidiary that operates in Juneau) are on the steeering committee of Alaska ACT [Alaska Alliance for Cruise Travel]. Affidavit of Karla Hart, 8/5/23

[7] Intervenor's Opposition, October 16, 2023

Appellant expects the right to an qualified, unbiased, and impartial hearing officer. That HTC is pushing for retaining this Hearing Officer, rather than ceding that their interests could be served as well by a Hearing Officer without ties to the cruise industry through his firm, is cause for more concern.

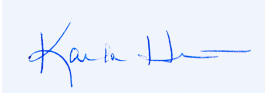
Under the existing *Prehearing Order,* dated September 25, 2023, Appellee is preparing the Record, with a deadline of October 26, 2023. The Record is to be available for pick up by October 30, 2023.

Appointing a replacement hearing officer who is qualified (to review local government planning decisions), unbiased, and impartial could result in little to no delay in the appeal process, if done promptly. The hearing process is already being conducted remotely, there is no geographic limitation and a hearing officer from somewhere in Alaska that is not directly touched by the cruise industry would help to ensure that there was not existing bias and impartiality. Appellant would have no objection if a new unbiased and impartial hearing officer adopted the appeal timeline set in the *Prehearing Order*.

CONCLUSION

The **subject of the appeal is a planning decision.** The object of the appeal relates to the cruise industry. Conflict from the Hearing Officer firm's connection to HTC and the firm's long-association with the cruise industry, compounded by HTC opposition to the Motion for Hearing Officer Disqualification, when a replacement could be handled in a manner that creates little if any delay in the appeal process, begs that there is valid reason for the City and Borough of Juneau Assembly to disqualify Scott Brandt-Erichsen from Hearing Officer duties in this particular case and to direct the City Attorney to appoint a qualified, unbiased, and impartial

hearing officer with no cruise industry associations, and who does not reside in a town where cruise ships call.



Karla Hart, October 23, 2023

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE

CITY AND BOROUGH OF JUNEAU

KARLA HART

Appellant

vs.

CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

Appellee

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

MOTION TO SUPPLEMENT THE RECORD

Appellant Karla Hart requests the City and Borough of Juneau to supplement the Record, made available by the City Clerk on October 30, 2023, with the following:

1) A list of those to whom the public notice postcard referenced in Irene Gallion's June 8, 2023 email (page 1167 of the Record) was sent, including names and addresses;

2) Any staff notes, emails, drafts of a PSA, or other records relating to whether or not a PSA should be sent out on this project. A PSA is suggested in the June 19, 2023 email from Jill Maclean to Irene Gallion (page 1201 of the Record).

Karla Hart esignature

Karla Hart, November 6, 2023

Garth A. Schlemlein, ASBA No. 8602011
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Email: gas@soslaw.com
Attorneys for Intervenor

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART, Appellant, v. CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION, Appellee.	Appeal Case No. APL 2023-AA01

INTERVENOR'S MOTION TO SUPPLEMENT THE RECORD

Pursuant to the Prehearing Order entered on September 25, 2023, Intervenor Huna Totem Corporation hereby moves to supplement the record in this matter. Counsel for the City and Borough of Juneau Planning Commission ("CBJPC") has confirmed that CBJPC does not oppose this Motion.

A. Additional Documents Submitted.

The following documents are submitted for inclusion in the record:

1. Posts from the City and Borough of Juneau Facebook page:

1.a. Post dated July 7, 2023; and

1.b. Post dated July 11, 2023.

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66 S. Hanford Street, Suite 300
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2. Posts from the Official Twitter Account for the City and Borough of Juneau (@cbjuneau):

2.a. Official Twitter profile page, City and Borough of Juneau;

2.b. Post dated July 11, 2023; and

2.c. Post dated August 4, 2023.

3. Juneau Empire articles:

3.a. 11/8/22 "Big change could be on deck for Juneau's waterfront;"

3.b. 8/23/22 "Pier to peer sharing: Cruise line gives waterfront property to Huna Totem Corp;"

3.c. 12/20/22 "Downtown port development plans make winter waves;" and

3.d. 1/31/23 "City decides against spending on cruise ship dock planning."

4. Posts from the City and Borough of Juneau website:

4.a. Post dated April 17, 2023 (https://juneau.org/newsroom-item/city-and-borough-of-juneau-and-cruise-lines-agree-on-port-capacity-guidelines); and

4.b. Post dated June 28, 2023 (https://juneau.org/newsroom-item/regular-planning-commission-meets-july-11-2023-heres-how-to-weigh-in).

Each of the above-listed documents are attached.

B. The Subject Documents are Relevant and Admissible.

Pursuant to CBJ Code 01.50.030(f), the record may be supplemented by "such new information as the . . . hearing officer finds relevant and admissible." New information is admissible if it could not, through reasonable diligence, have been presented to PC for consideration during the underlying hearing. CBJ Code 01.50.110(d). For the following reasons, the documents submitted herewith are relevant and admissible.

1. Social Media and Website Posts.

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Facebook posts, Twitter posts and CBJ website posts dated prior to the July 11, 2023, PC hearing are relevant to this appeal because appellant has asserted that the Planning Commission conducted "inadequate outreach" regarding CBJPC consideration of the Conditional Use Permit for the subject project. Public outreach and, in particular, CBJ's social media posts, were referenced during the July 11, 2023 hearing:

> MS. MACLEAN: . . . We also, just to include the others, post on social media as well, so the PSA is shared with the radio stations as well as our social media platforms. . . I tend to agree with the applicants that I think at this point the public is well aware of the project.

Hearing Transcript, 76:25-78:1. These supplemental items will serve to complete the record as to these posts.

Appellant identified "Phasing the project approval" as an Issue on Appeal. Notice of Appeal at 2 (emphasis in the original); *see also* page 1 of 5 typewritten pages, criticizing the PC's approval of a "CUP for the dock PHASE." In addition, the Relief Requested by appellant (Notice of Appeal at 2) states that "since this approval was phased and uplands split out . . . and that suffers the same lack of data and analyses," the "entire project [should] be rejoined." Post-July 11, 2023, social media and website posts are relevant to appellant's assertions regarding phasing as they address the PC meeting (in August 2023) regarding the uplands. Intervenor objects to the inclusion of "phasing" as an issue on appeal and to the Relief Requested by appellant insofar as appellant purports to include the uplands portion of the project, which was subject to a separate CUP,[1] in this appeal. In an attempt to be thorough, however, Intervenor has provided some materials pertinent to the CBJPC's review of the uplands portion of the project.

Appellant also listed "Conditions that are in conflict with city policy" as an Issue on Appeal (Notice of Appeal at 2) (emphasis in original). The April 17, 2023, CBJ website post addresses city policy regarding port capacity.

[1] Appellant did not appeal the CUP approval for the uplands portion of the project.

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As for admissibility, this turns on whether the subject documents could have been provided to the PC prior to the underlying hearing. The issues raised in this appeal, however, are so wide ranging that Intervenor could not have reasonably expected that associated materials would be relevant or welcome at the hearing. As one example, public outreach requirements are outlined at CBJ Code 49.15.230. For this project the only portion of these requirements that fell to Intervenor was the requirement for signage at the site (and Intervenor fully complied). CBJ Code 49.15.230(3). There was no way in which Intervenor could have anticipated appellant's arguments regarding deficient public outreach by CBJ prior to the hearing. Intervenor could not, through reasonable diligence, have provided additional evidence of CBJ's public outreach efforts or other matters raised in the Notice of Appeal to the PC for consideration at the hearing.

2. Juneau Empire Articles.

While the Juneau Empire articles are not public outreach by CBJ, they are nevertheless relevant on the topic of public awareness of the subject project and CBJPC review of the same. The January 31, 2023, article entitled "City decides against spending on cruise ship dock planning" also addresses city policy. As with the social media and website postings, Intervenor could not have anticipated the need for these materials prior to the hearing.

For the foregoing reasons, Intervenor asserts that each of the attached documents is relevant to this appeal and therefore requests that they be included in the record for review.

DATED this 9th day of November, 2023.

SCHLEMLEIN FICK & FRANKLIN PLLC

s/ Garth A. Schlemlein

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City and Borough of Juneau
July 7 ·

The Regular Planning Commission meets July 11, 2023, at 7 p.m. in the Assembly Chambers. This meeting will be a hybrid meeting held in person and via Zoom. The Commission will discuss the following agenda item:

Conditional Use Permit for Huna Totem Corporation (USE2023 0003)

A Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Project includes a steel dock up to 70 feet wide and 500 feet long. Uplands located at southwest corner of Egan Drive and Whittier Street, zoned Mixed Use 2. Dock extends into tidelands, zone Waterfront Commercial.

Join the virtual meeting online at juneau.zoom.us/j/88134375638 or see the public notice for dial-in information and remote comment procedure at bit.ly/44eG3ul.

Read the agenda/packet at http://juneau-ak.municodemeetings.com/.../regular....

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City and Borough of Juneau
July 11 ·

The Planning Commission meets tonight at 7 p.m. in the Assembly Chambers and over Zoom to discuss a Conditional Use Permit for Huna Totem Corporation.

"A Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Project includes a floating steel dock up to 70 feet wide and 500 feet long."

Read the full agenda/packet at http://juneau-ak.municodemeetings.com/.../regular...

Join the virtual meeting online at juneau.zoom.us/j/88134375638 or call 1-253-215-8782 and enter Webinar ID 881 3437 5638. If you're giving public comment, you'll be asked to state your name, place of residence, and will be asked to stay on the phone after your testimony to answer any questions from the Commission.

See all CBJ public meetings at juneau.org/calendar.

4

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The City and Borough of Juneau is very pleased to announce that Derek Bos will serve as the next Chief of the Juneau Police Department. Chief Bos' appointment is effective February 1, 2024.

Read the full press release: bit.ly/3FBZgvn

2:28 5G+ 26

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At their August 8 regular meeting, the Planning Commission will hear a Conditional Use Permit application from Huna Totem Corporation regarding a waterfront mixed-use development. Read more: bit.ly/44RcFKX.

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The Planning Commission meets at 7 p.m. tonight in the Assembly Chambers and over Zoom to discuss a Conditional Use Permit for Huna Totem Corporation. Read more about what's on the agenda and how to join the meeting: bit.ly/44eG3ul

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Big change could be on deck for Juneau's waterfront

Huna Totems plan for developing the land is still on track

By Clarise Larson

Tuesday, November 8, 2022 7:20pm | NEWS

CITY AND BOROUGH OF JUNEAU LOCAL NEWS

This rendering depicts a proposed community park that is included in Huna Totem Corp's plans to develop a new pier and cruise terminal for the downtown waterfront. (Courtesy / Huna Totem Corp.)

Downtown Juneau is poised to undergo big changes in the coming years as Huna Totem Corp. ramps up its plans to develop a new pier and cruise terminal.

Huna Totem president and CEO Russel Dick and marketing director Mickey Richardson spoke at the City and Borough of Juneau's Committee of the Whole meeting Monday night to give the city an update on the Alaska Native corporation's concept designs and plans to develop a downtown waterfront pier and cruise terminal after being donated the 2.9 acres property by the Norwegian Cruise Line in late August.

"We're excited to take this on," Dick said.

The project, Àak'w Landing, is set to be located along the Gastineau Channel off the intersection of Whittier Street and Egan Drive. downtown. The land was originally purchased by NCL in a $20 million bid in 2019, before being

given this summer to Huna Totem. According to Dick and Richardson, Huna Totem wasn't aware that NCL had plans to donate the property to the corporation and said it came as a surprise gift, and the donating process began more than a year ago.

Richardson said the vision behind the development is to highlight Juneau as a "unique place and unique culture" and to "tell the story of the Àak'w people the minute you step off the ship." He said a major goal of the corporation is to ensure the development is realistic and practical while still fitting with the culture of downtown Juneau.

This project isn't the corporation's first time partnering with NCL. In 2018, Huna Totem and NCL entered into an agreement to build a second pier at Icy Strait Point, an addition to its pre-existing port built after the cooperation converted Hoonah's cannery in 1996.

Some of the features outlined in the update included the construction of a curved trestle skywalk which would move cruise ship visitors toward a new retail/ welcome center which he said will have an emphasis on having "guaranteed year-round vitality."

The entire development from the port to the welcome center to parking is outlined to be built in three phases, the first phase would include developing the dock and retail/welcome center. Richarson said Huna Totem's goal is for the terminal and pier to greet the first ships of 2025.

NCL will gain preferential use of the pier once it's constructed, which means the cruise line will have the right of first refusal for mooring as they schedule their vessels, a process that typically occurs 24-36 months out.

That goal could be subject to change, he said, but noted Huna Totem plans to be aggressive in trying to keep things moving at the planned pace.

Richardson said Huna Totem plans to have the second phase, which includes creating additional retail space and an upper-level plaza, completed by 2026.

Clarise Larson / Juneau Empire Huna Totem Corp. President and CEO Russel Dick and marketing director Mickey Richardson speak at the City and Borough of Juneau's Committee of the Whole meeting Monday night to give the city an update on the Alaska Native corporation's concept designs and plans to develop a downtown waterfront pier and cruise terminal after being donated the 2.9 acres property by the Norwegian Cruise Line in late August.

Richardson did not give a timeline for the third phase, which would include parking and a "flex space," which could become one of three options: a conference area, a long-discussed ocean center or apartments. Richardson said the corporation will open discussion with the public on which option the community would most like to see come to Juneau.

Corey Wall, principal architect at Jensen Yorba Wall, Inc, spoke at the Monday night meeting to answer Assembly-asked questions if the port will include shore power.

Jensen Yorba Wall Architects were a part of the design process for the plan, along with Alaska Commercial Contractors and Turnagain Marine.

Wall described shore power as a "difficult project" that the corporation is open to discussing in the future, but dock electrification is not being included in the initial design.

“We want to be ready when dock electrification is ready,” he said. “We know it has to be energy efficient moving forward and it is a big priority.”

But, before the project can fully move forward Huna Totem will need approval from the Assembly for a land deal to lease the city-owned tidelands the corporation plans to use, something CBJ city manager Rorie Watt said could stop the project from moving forward all together.

“If the Assembly doesn’t think it’s in the best interest of the community they can choose to not lease the tide lands, and I think there’s a long way to go before the Assembly is going to approve the project” he said.

Watt said though he is encouraged to see Huna Totems’ eagerness for the project to begin, he emphasized there are a lot of factors, decisions and permits that will factor in before breaking ground and the Monday night update was “just the start of a long process.”

“It’s a really big community decision,” Watt said. “Once you allow a project like this to move forward, you can’t go back.”

• Contact reporter Clarise Larson at clarise.larson@juneauempire.com or (651)-528-1807. Follow her on Twitter at @clariselarson.

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Norwegian Cruise Line announced Tuesday that it would donate a 2.9-acre plot of land owned by the cruise line since 2019 on Juneau's harborfront to Huna Totem Corp. to develop. (Michael S. Lockett / Juneau Empire)

Pier to peer sharing: Cruise line gives waterfront property to Huna Totem Corp

The plan for developing the land is still on track.

By Michael S. Lockett

Tuesday, August 23, 2022 5:38pm | NEWS CRUISE SHIPS LOCAL NEWS

Norwegian Cruise Line Tuesday morning announced that it would donate the waterfront land it owned in downtown Juneau to Huna Totem Corp.

The 2.9-acre lot, purchased with a $20 million bid in 2019 from the Alaska Mental Health Trust, a development group, including Huna Totem and Goldbelt Inc., will develop the land in line with the city's waterfront plan,

building a pier and cruise terminal.

“We’re excited that the decision was made,” said Huna Totem marketing director Mickey Richardson in a phone interview. “Having local ownership and operation of the site makes a lot of sense for Huna Totem and Juneau.”

[Man arrested at Statter Harbor following altercation]

The process that resulted in NCL donating the land to the Alaska Native corporation began more than a year ago, Richardson said. Huna Totem’s goal is for the terminal and pier to greet the first ships of 2025, Richardson said, but that’s subject to permitting, supply chain and many other interlocked issues.

“We are pleased to be able to donate our property in the heart of Juneau to Huna Totem Corporation to develop a new pier and surrounding facilities,” said NCL executive vice president Dan Farkas in a news release. “Ensuring this project is fully integrated into the local community is incredibly important to us, and as we began planning its development, it became abundantly clear that Huna Totem, owned entirely by Native Alaskans, was the right stakeholder to lead this effort.”

NCL will gain preferential use to the pier once it’s constructed, according to the news release. That means the cruise line will have the right of first refusal for mooring as they schedule their vessels, a process that typically occurs 24-36 months out, Richardson said.

“We are excited to see the project start to move forward regardless of the outcome and whether a dock is actually constructed,” said Alexandra Pierce, tourism manager for the City and Borough of Juneau. “It still ultimately rests with the Assembly and the planning department whether the project is approved.”

Huna Totem and NCL have also partnered for projects elsewhere in Alaska, Richardson said, giving them long experience working with each other.

However, the announcement was not greeted with universal joy.

“I think it’s just ramped things up a notch in a really bad way. I will personally continue to oppose the fifth cruise terminal in downtown Juneau,” said Karla Hart, a local activist focused on limiting cruise traffic’s effects on Juneau. “The ships are already coming to Juneau. The people are getting off the boats and presumably spending money. How is that going to change with a new dock instead of people coming to shore by tenders?”

Hart said that Juneau’s involvement with the cruise industry has been primarily reactive in nature instead of proactive, and that the state of the industry makes committing to a fifth pier downtown a rash course of action, regardless of who owns the pier.

“I don’t care who owns the dock. We haven’t dealt with the impacts of cruise tourism in Juneau yet,” Hart said. “We don’t have any data. We don’t have any management. We don’t have any idea what’s going on.”

Next steps

The next steps involve working with the Assembly and planning department to get permitting approved, Richardson said. Huna Totem and Goldbelt will work with Jensen Yorba Wall Architects, Alaska Commercial Contractors and Turnagain Marine, all Alaska-based companies, to develop the plan, according to the news release.

“This is an astonishing gift for Juneau and our Goldbelt shareholders,” said Goldbelt president and CEO McHugh Pierre in the news release. “Giving ownership back to the Tlingit people is a tremendous way to honor the culture of this community. We look forward to partnering with Huna Totem to share the values and ancestral history of this land.”

Juneau City Manager Rorie Watt warmly greeted the news, saying he was looking forward to working with Huna Totem and their experience and wide roots in Southeast Alaska. Huna Totem president and CEO Russell Dick also voiced his enthusiasm for the project in the news release.

“Huna Totem is thrilled to partner with Norwegian once again to expand regenerative tourism in Alaska with the development of a new pier in Juneau,” Dick said in the news release. “In following with Huna Totem’s port development model, design and development of the new destination

will reflect our guiding principles as Native Alaskans while protecting and preserving the natural beauty of Juneau, empowering our community, and fully supporting the region's tourism-based economy."

Hart said that the cruise tourism industry was not an empowering or regenerative one for Juneau in the long run.

"Russell Dick is quoted saying they're promoting regenerative tourism. There's nothing regenerative about large cruising," Hart said. "There's nothing there that reflects that Juneau is a community beyond a cruise destination."

The development group is aiming to begin the permitting process in earnest this autumn, Richardson said.

• Contact reporter Michael S. Lockett at (757) 621-1197 or mlockett@juneauempire.com.

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This photo shows a Coast Guard vessel moored in Auke Bay. Another vessel, an icebreaker, could soon be homeported in Juneau following passage of the NDAA. City officials are considering whether that developed should encourage the city to become involved with plans to develop a cruise ship dock on a waterfront property. (Clarise Larson / Juneau Empire)

Downtown port development plans make winter waves

City discusses assisting private developers with proposed cruise ship dock with eye on icebreaker.

By Clarise Larson

Tuesday, December 20, 2022 7:26pm | NEWS CITY AND BOROUGH OF JUNEAU LOCAL NEWS U.S. COAST GUARD

Nearly 200 additional Coast Guardsmen — and an icebreaker — as well as thousands of more tourists — and a cruise ship dock — could soon be coming to Juneau. The City Assembly will now consider how involved in those plans it wants to be.

A proposal spending up to $300,000 in Port Development Fees to help plan the location of an additional downtown cruise ship dock was unanimously approved Monday by Juneau Assembly members meeting as the Committee of the Whole. The effort may also include accommodating a U.S. Coast Guard icebreaker tentatively slated to be homeported in the city.

The proposal will now get consideration from the full Assembly, which will also allow for public input That will determine if the city becomes further involved with the potential dock at the downtown subport owned by Huna Totem Corp., formerly owned by Norwegian Cruise Line.

In a memo written by City Manager Rorie Watt and shared at the meeting, Watt outlined why he thinks it's in Juneau's best interest for the city to get involved with the planning of the proposed dock.

"It's a complicated issue, and it's a big deal," Watt said in an interview with the Empire. "If we decide a fifth dock is good for the community, it has to be done right and it's not the kind of issue you can go backward on."

Watt said the allocation of up to $300,000 would go toward preliminary engineering to see what it would take to build a cruise ship dock at the subport, along with looking at ship movement in the harbor. However, he said as planning continues it will likely accrue more expenses than covered by the proposed allocation.

If OK'd by the Assembly, Watt said the city's involvement in the planning would be pivotal in helping the further gauging what is best for the Huna Totem Corp. development or a further waterfront development, which he said he thinks is looking more likely than not to happen.

The recent news of Juneau being chosen as the preferred home port for a privately owned icebreaker being purchased by the U.S. Coast Guard was also a factor in the decision to introduce the allocation proposal to the Assembly, Watt said.

The $150 million purchase of a private icebreaker with a controversial history, included in the 2023 National Defense Authorization Act that passed Congress last week, would result in about 190 Coast Guard personnel assigned to the ship and 400 family members being stationed in Juneau,

according to U.S. Sen. Dan Sullivan, an Alaska Republican. The purchase would also be accompanied by the purchase of adjacent land to its docking site for development of supporting infrastructure.

A Coast Guard assessment of Alaska ports determined Juneau is the most suitable overall. Scott McCann, a Coast Guard spokesperson in Juneau, said the location of a home port is open to all local Coast Guard sites and still being evaluated.

[Juneau may be home to only Coast Guard icebreaker station in Alaska]

However, Watt said he believes the Coast Guard will likely choose to port the 361-foot-long ship at its downtown waterfront location, which also factored into his push for the city to get involved in planning at the subport which is adjacent to the Coast Guard property. This is a shift from previous reporting that indicated Auke Bay may be the favored location.

“We want to make sure the Coast Guards’ needs can be met,” Watt said at the meeting Monday night. “A cruise ship dock is a big piece of infrastructure and complicated, we want to make sure everything fits together.”

Mickey Richardson, director of marketing for Huna Totem Corp. said in an interview that Monday night meeting was the first time Huna Totem had heard the city intended to get involved with its proposed dock and said he couldn’t say how receptive Huna Totem is to it, or how the recent news of the Coast Guard icebreaker might affect the corporation’s plans to develop.

Huna Totem has already shared extensive plans for the location and dubbed the project as the Àak’w Landing. During a Committee of the Whole meeting in November, the Alaska Native corporation gave the city an update of its concept designs and plans, sharing that it has a goal for the terminal and pier to greet the first ships of 2025.

[Big change could be on deck for Juneau’s waterfront: Huna Totems plan for developing the land is still on track]

Richardson said Huna Totem intends to gather more information and will discuss more during its upcoming presentation at the Rotary Club of Glacier Valley meeting in January.

"Our goal is to work together with the city and the Coast Guard," Richardson said. "We firmly believe there is a workable solution for the good of the development, benefiting our community of Juneau and our Huna Totem shareholders."

A handful of Assembly members were hesitant with the allocation request, most notably Assembly member Alicia Hughes-Skandijs who said she understands the urgency cited by Watt in the memo, but emphasized the cruise ship dock at the subport property is not a done deal and still needs approval from the Assembly and Juneau community before it moves forward.

"How can we be involved in creating a dock there and simultaneously holding a public process on whether there should be a doc there?" Hughes-Skandijs said.

• Contact reporter Clarise Larson at clarise.larson@juneauempire.com or (651)-528-1807. Follow her on Twitter at @clariselarson. Reporter Mark Sabbatini contributed reporting to this article.

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Carla Casulucan, shareholder relations manager for Huna Totem, gives public testimony Monday night in support of the Huna Totem development and urged the city to vote against an ordinance that would have allowed the city to spend $300,000 to help plan the location of a proposed cruise ship dock at the downtown subport. (Clarise Larson / Juneau Empire)

ADVERTISEMENT

City decides against spending on cruise ship dock planning

Assembly votes down ordinance after more than a dozen public comments against it.

By Clarise Larson

Tuesday, January 31, 2023 2:33pm | NEWS CITY AND BOROUGH OF JUNEAU LOCAL NEWS

This article has been updated to clarify that Carla Casulucan's testimony was given strictly in her capacity as a Juneau resident.

The city Assembly on Monday voted against an ordinance that would have allowed the city to spend $300,000 to help plan the location of a proposed cruise ship dock at the downtown subport.

After it was announced in August that Norwegian Cruise Line Holdings had donated the waterfront property in Juneau that it purchased in 2019 for $20 million to Huna Totem Corp., the Alaska Native corporation has sought to get its proposed cruise ship dock and waterfront development into fruition.

At Monday night's Assembly meeting, more than a dozen members of the public provided testimony mainly in opposition to the ordinance, and in a late-night decision after multiple failed motions and amendments, the ordinance was voted down by Juneau Assembly members Carole Triem, Waahlaal Giidaak Barbara Blake, Alicia Hughes-Skandijs, Wade Bryson and Michelle Bonnet Hale.

They outnumbered Assembly members Maria Gladziszewski, Greg Smith and Mayor Beth Weldon who voted in favor of passing the ordinance. Assembly member Christine Woll was not present at the meeting.

Assembly member Wade Bryson discusses the whether the Assembly should vote in favor or against an ordinance that would have allowed the city to spend $300,000 to help plan the location of a proposed cruise ship dock at the downtown subport. Bryson was one of the five Assembly members who voted down the ordinance. (Clarise Larson / Juneau Empire)

According to the proposed master plan, the city's involvement and the $300,000 appropriation from marine passenger fees would have gone toward funding preliminary engineering and planning consultation services through CBJ to "ensure competing interests are synchronized" and enable "CBJ decision makers to expand economic opportunities while balancing local priorities."

Nearly all public comments — including from Huna Totem officials, project architects, private developers and Greater Juneau Chamber of Commerce officials — said the city's efforts would be redundant to the typical permitting process and delay Huna Totem's project timeline. Many called it an overreach of private development.

"CBJ doing its own partial study of the port is duplicative to what the private developer is already doing," said John Blasco, president of the Greater Juneau Chamber of Commerce. He said he represents the chamber that collectively opposed the ordinance because it could delay the fiscal benefits that could be made from the development of the subport.

Carla Casulucan, a Juneau resident, shareholder relations manager for Huna Totem and past member of the CBJ Systemic Racism Review Committee Member, also offered testimony. Casulucan specified her testimony was strictly in her capacity as a resident of Juneau.

She said she supports the Huna Totem development and expressed disappointment toward city officials who she said have been critical or "wishy-washy" of the development and said she feels CBJ has placed a level of scrutiny on Alaska Native corporations' development that goes beyond the other waterfront developments.

"Through 100% private investment this development stands to enhance the beauty of downtown and serve to complement the efforts of Sealaska and Alaska Heritage Institute to indigenize the true aesthetic of the Juneau area," she said. "Your constant adversarial stance on this project with 'do it my way or else' tactics is just another variation of the systematic racism that has been pitted against us here."

Each member of the Assembly spoke about the project which varied in support and opposition to the city planning. Hughes-Skandijs said it should be noted that the city's goals and interests for the project and its timeline is going to be different from private developers regardless of the developer.

"It is our job to be concerned about the best and highest use of the city property and whether all the interests of everyone in the city is being represented — that is always going to be based on and coming from a different place than a private developer," she said.

An initial motion to vote down the ordinance failed with an even split of votes among the Assembly members. Following the failed motion the Assembly voted on amendments, including making the study area smaller and requiring the new cruise ship dock planning to be done within three months, but ultimately the ordinance as a whole was voted down.

City Manager Rorie Watt told the Empire the decision is just another step in the public process. He emphasized that there is still much public process that needs to happen. That process, Watt said, includes approval by the Assembly and negotiations and an agreement with the U.S. Coast Guard and possiblythe National Oceanic and Atmospheric Administration before it can begin development. He said Huna Totem has submitted an application for a conditional use permit and the planning commission will likely review it this spring.

"Democracy is messy and trying to weigh conflicting interests isn't easy, we joke that all the easy decisions have already been made," he said. "My position was the public would have benefited from a broader perspective, and I think Huna Totems' perspective was they wanted to propose a specific project and I think both opinions are equally valid."

Huna Totem marketing director Mickey Richardson said in an interview he was pleased to see the amount of public and Assembly dialogue on the topic at the meeting and is excited to work with the city and public moving forward.

"There was just a lot of redundancy and it was clear it was going to increase in scale and slow down the process and we felt like we were already doing a lot of this work," he said. "We will continue to engage with the city. The

outcome allows us to continue the dialogue and engage in the process."

• Contact reporter Clarise Larson at clarise.larson@juneauempire.com or (651)-528-1807. Follow her on Twitter at @clariselarson.

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City and Borough of Juneau and Cruise Lines Agree on Port Capacity Guidelines

April 17, 2023 – News

The City and Borough of Juneau (CBJ) and major cruise lines calling on the port have signed a Memorandum of Agreement (MOA) to help manage visitor volume in the Capital City by establishing a threshold of no more than five large ships in port per day. The agreement, negotiated by CBJ and Cruise Lines International Association (CLIA) on behalf of its cruise line members, is based on recommendations established by the Visitor Industry Task Force (VITF) in 2020 and furthers the partnership among the parties.

The threshold of five large ships per day is intended to provide a positive experience for the benefit of both residents and visitors, while providing a reliable market for the many local businesses that rely on the visitor industry, especially

cruise. It also demonstrates the collaborative partnership that exists between the community and the cruise industry as we work together to maintain a vibrant and sustainable visitor industry in Juneau and Southeast Alaska.

“This agreement provides our community with the assurance we need to plan for the future. The visitor industry is vital to our local economy and it’s essential we preserve the things that make Juneau an incredible place to live and to visit. We hope to have a thriving tourism economy for many years to come,” said Alexandra Pierce, Tourism Manager at the City and Borough of Juneau.

“Our work on this MOA recognizes the importance of cooperation, collaboration, and communication made possible by Juneau’s leadership. They continually keep the wishes of the community at the forefront of the conversation, while ensuring the cruise industry is still able to deliver a world-class visitor experience in Alaska’s capital city,” said Renée Limoge Reeve, Vice President of Government and Community Relations at CLIA. “Destination stewardship remains one of our highest priorities. We support the VITF’s recommendations and can assure the community that our work together is ongoing.”

Cruise schedules are set well over a year in advance. The development of a 2024 schedule that met this five big ship per day threshold was made possible by all parties, including Cruise Line Agencies of Alaska, working together even before this MOA was finalized. CBJ and cruise lines are continuing to further improve the functionality of the port and enhance the Juneau experience for all.

“We appreciate the industry’s willingness to listen and learn as we worked through the VITF process and the commitment to meeting our community goals,” said Pierce. “We value our open and collaborative relationship with both the cruise lines and CLIA and look forward to continuing our work together to achieve a positive outcome for our community and its visitors.”

This is the second MOA based on VITF Goals. In July of 2022, the parties agreed to a series of industry management objectives. This agreement is an important next step as CBJ and cruise lines continue to work together to meet community goals while considering the complex logistics of cruise line operations.

Find information on the Visitor Industry Task Force and the agreement at juneau.org/tourism.

Fax: 907.586.5385

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Regular Planning Commission meets July 11, 2023. Here's how to weigh in.

June 28, 2023 – FYI, Notices for Public Comment

The Regular Planning Commission meets July 11, 2023, at 7:00 p.m. in the Assembly Chambers. This meeting will be a hybrid meeting held both in person and via Zoom Webinar link and will be to discuss a Conditional Use Permit for mixed use development.

This hybrid meeting will be held in person and by remote participation. Join the virtual meeting online https://juneau.zoom.us/j/88134375638 or 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: 881 3437 5638. If you're giving public comment, you'll be asked to state your name, place of residence, and will be asked to stay on the phone after your testimony to answer any questions from the

Commission. For more information about the procedure, contact the Community Development Department at 907-586-0715.

The public is encouraged to submit written comments to pc_comments@juneau.org by 12 noon, July 7, 2023, or testify at the meeting. Read the Planning Commission Meeting agenda HERE.

Conditional Use Permit for Huna Totem Corporation (USE2023 0003)

A Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Project includes a steel dock up to 70 feet wide and 500 feet long. Uplands located at southwest corner of Egan Drive and Whittier Street, zoned Mixed Use 2. Dock extends into tidelands, zone Waterfront Commercial.

City and Borough Of Juneau

155 S. Seward Street, Juneau AK 99801

Phone: 907.586.5240

Fax: 907.586.5385

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BEFORE THE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART,

Appellant,

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION,

Appellee,

and

HUNA TOTEM CORPORATION,

Appellee/Intervenor.

Notice of Decision July 20, 2023
Appeal Case No. 2023-AA01

PARTIAL OPPOSITION TO HART MOTION TO SUPPLEMENT THE RECORD

The Planning Commission partially opposes Appellant's motion to supplement the record and/or Appellant's motion to compel CBJ to supplement the record. Appellant Hart has moved the court to supplement the record, however, they have not provided any documentation to supplement the record and has instead asked that the CBJ be ordered to supplement the record, which is over 1600 pages.

For the sake of efficiency, Appellee CBJ is attaching information requested by the Appellant in item number one and does not oppose that item being added to the record, as it is a list of abutters notices that were sent out by CDD pursuant to CBJC 49.15.230.

With respect to request number two, the Appellee has already included all information in the record and opposes compelling the CBJ to add anything further on this item.

Because this is not an appropriate procedural motion with the proper information

to supplement the record, this motion should generally be denied and the Appellant should be ordered to file a new appropriate motion to supplement, one that the Appellee can reply to. Appellee requests an additional opportunity to reply to Appellant's proper motion, should it be timely filed.

RESPECTFULLY SUBMITTED this 13th day of November 2023.

By: Sherri Layne

Sherri Layne
Attorney for CBJ Planning Commission
Alaska Bar No. 1306042

Parcel Number	Owner	Site Address	Mailing Label
1C060K000040	UNITED STATES OF AMERICAU S COAST GUARD & U S COAST GUARD	345 Egan Dr	UNITED STATES OF AMERICAU S COAST GUARD & U S COAST GUARDUSCG FINANCE CENTERPO BOX 4109CHESAPEAKE, VA 23327-4109
1C060K010010	JUNEAU ARTS & HUMANITIES COUNCIL & CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES	350 Whittier St	JUNEAU ARTS & HUMANITIES COUNCIL & CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES155 S SEWARD STJUNEAU, AK 99801
1C060K010010	JUNEAU ARTS & HUMANITIES COUNCIL & CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES	350 Whittier St	JUNEAU ARTS & HUMANITIES COUNCIL & CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES350 WHITTIER STJUNEAU, AK 99801
1C060K010020	ALASKA MENTAL HEALTH TRUST AUTHORITY & CAPITAL COMMUNITY BROADCASTING	360 Egan Dr	ALASKA MENTAL HEALTH TRUST AUTHORITY & CAPITAL COMMUNITY BROADCASTING2600 CORDOVA ST STE 100ANCHORAGE, AK 99503-2745
1C060K010020	ALASKA MENTAL HEALTH TRUST AUTHORITY & CAPITAL COMMUNITY BROADCASTING	360 Egan Dr	ALASKA MENTAL HEALTH TRUST AUTHORITY & CAPITAL COMMUNITY BROADCASTING360 EGAN DRJUNEAU, AK 99801
1C060K010031	AAK W LANDING LLC	Egan Dr	AAK W LANDING LLC9301 GLACIER HWY STE 200JUNEAU, AK 99801
1C060K010033	DEVELOP JUNEAU NOW LLC	300 Egan Dr	DEVELOP JUNEAU NOW LLCPO BOX 32598JUNEAU, AK 99803
1C060K010034	ALASKA MENTAL HEALTH TRUST AUTHORITY	Whittier St	ALASKA MENTAL HEALTH TRUST AUTHORITY2600 CORDOVA ST STE 100ANCHORAGE, AK 99503-2745

1C060K660020	CENTRAL COUNCIL OF TLINGIT AND HAIDA INDIAN TRIBES OF ALASKA	429 W Willoughby Ave; 431 W Willoughby Ave; 435 W Willoughby Ave	CENTRAL COUNCIL OF TLINGIT AND HAIDA INDIAN TRIBES OF ALASKAPO BOX 25500JUNEAU, AK 99802
1C060K660031	STATE OF ALASKADEPARTMENT OF EDUCATION AND EARLY DEVELOPMENT & DEPARTMENT OF EDUCATION AND EARLY DEVELOPMENT	395 Whittier St	STATE OF ALASKADEPARTMENT OF EDUCATION AND EARLY DEVELOPMENT & DEPARTMENT OF EDUCATION AND EARLY DEVELOPMENTPO BOX 110571JUNEAU, AK 99811-0571
1C060K660050	MERL LLCJDS INVESTMENTS LLC & JDS INVESTMENTS LLC	375 Whittier St	MERL LLCJDS INVESTMENTS LLC & JDS INVESTMENTS LLC375 WHITTIER STJUNEAU, AK 99801
1C060K660080	JUNEAU BUSINESS CENTER LLC	535 W Willoughby Ave	JUNEAU BUSINESS CENTER LLC1304 SOUTHPOINT BLVD STE 101PETALUMA, CA 94954-7464

		601 W Willoughby Ave; 603 W Willoughby Ave; 605 W Willoughby Ave; 607 W Willoughby Ave; 609 W Willoughby Ave; 611 W Willoughby Ave; 613 W Willoughby Ave; 615 W Willoughby Ave; 617 W Willoughby Ave; 619 W Willoughby Ave; 621 W Willoughby Ave	
1C060K660090	JUNEAU FOODLAND LLC	...	JUNEAU FOODLAND LLCPO BOX 229CLINTON, WA 98236
1C060K670011	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES	Egan Dr	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES155 S SEWARD STJUNEAU, AK 99801
1C060K670022	AJT MINING PROPERTIES INC		AJT MINING PROPERTIES INC5601 TONSGARD CTJUNEAU, AK 99801
1C060K680060	BULLWINKLES INC	318 Willoughby Ave	BULLWINKLES INC318 WILLOUGHBY AVEJUNEAU, AK 99801
1C060K680100	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES	304 Willoughby Ave	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES155 S SEWARD STJUNEAU, AK 99801

1C060K680121	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES		CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES155 S SEWARD STJUNEAU, AK 99801
1C060K680130	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES		CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES155 S SEWARD STJUNEAU, AK 99801
1C060K680140	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES	396 Whittier St	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES155 S SEWARD STJUNEAU, AK 99801
1C060K680150	CITY AND BOROUGH OF JUNEAU	450 Whittier St	CITY AND BOROUGH OF JUNEAU155 S SEWARD STJUNEAU, AK 99801
1C070K000010	U S DEPT OF COMMERCENOAA & NOAA	250 Egan Dr	U S DEPT OF COMMERCENOAA & NOAAPO BOX 021668JUNEAU, AK 99802
1C070K740010	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES	101 Egan Dr	CITY AND BOROUGH OF JUNEAULANDS AND RESOURCES & LANDS AND RESOURCES155 S SEWARD STJUNEAU, AK 99801
1C100K830032	CITY AND BOROUGH OF JUNEAU	1301 W Ninth St	CITY AND BOROUGH OF JUNEAUC/O FRANKLIN DOCK ENTERPRISES350 NE FRANKLIN ST UNIT 2JUNEAU, AK 99801

BEFORE THE ALASKA OFFICE OF ADMINISTRATIVE HEARINGS ON REFERRAL BY THE CITY AND BOROUGH OF JUNEAU

In the Matter of	)	
	)	
KARLA HART,	)	
	)	
Appellant,	)	
	)	
v.	)	
	)	
CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION,	)	
	)	
	)	OAH No. 23-0695-MUN
Appellee,	)	Appeal Case No. APL 2023-AA01
	)	
HUNA TOTEM CORPORATION,	)	Appeal of:
	)	PC Case No. USE2023 0003
Intervenor Appellee.	)	Decision dated July 20, 2023
	)	

NOTICE OF HEARING PROCEDURES

The following order of presentation and time limits will govern the hearing in this case, which is scheduled to occur by Zoom on **Wednesday, January 24, 2024, at 2:00 p.m.**:

1. Preliminary matters (if any)
2. Oral Argument of Appellant (Karla Hart) – 30 minutes
3. Oral Argument of Appellee (City and Borough of Juneau Planning Commission) – 30 minutes
4. Oral Argument of Intervenor (Huna Totem Corporation) – 30 minutes
5. Questions from Administrative Law Judge

DATED: January 19, 2024.

By: Lisa M. Toussaint
Lisa M. Toussaint
Administrative Law Judge

Certificate of Service: I certify that on January 19, 2024, this document was distributed by email to Karla Hart, Sherri Layne, Emily Wright, Robert Palmer, Garth Schlemlein, Even Garcia, Dan Bruce, and the Juneau City Clerk.

By: Sarah Marshall
Office of Administrative Hearings

BEFORE THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART, Appellant, v. CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION, Appellee, HUNA TOTEM CORPORATION, Intervenor Appellee.	Appeal Case No. APL2023-AA01 Appeal of: PC Case No. USE2023 0003 Decision dated July 20, 2023

ORDER RE MOTIONS TO SUPPLEMENT

Two parties moved to supplement the record and a partial objection was filed. The motions are granted in part and denied in part.

The CBJ Planning Commission (PC) held a hearing on July 11, 2023, and ultimately issued a written decision a short time later.

To help frame this order, review of a PC decision is limited by CBJC 01.50.070 and governing law. For the PC's decision to be overturned in this appeal, Ms. Hart must establish one of the following (1) the decision is not supported by substantial evidence[1], (2) the decision is not supported by adequate written findings[2], (3) a material procedural violation

[1] CBJC 01.50.070(a)(1); *Griswold v. City of Homer*, 55 P.3d 64, 67-68 (Alaska 2002) (defining substantial evidence as "what a reasonable mind might accept as adequate to support a conclusion.").

[2] CBJC 01.50.070(a)(2); *Luper v. City of Wasilla*, 215 P.3d 342, 346 (Alaska 2009) (describing when a Planning Commission decision is supported by adequate findings).

occurred,[3] or (4) the decision conflicts with Title 49 or Alaska law.[4] The motions to supplement will be reviewed in light of those standards.

A motion to supplement the record is governed by CBJC 01.50.030(f) and the Prehearing Order, which requires satisfying one of three options: consent/estoppel[5], newly discovered evidence, or fraud/misrepresentation:

> *Scope of review.* The appeal will be heard on the record supplemented by such new information as the appeal agency or hearing officer finds relevant and admissible under section 01.50.110. "New information" means information that was not presented to the agency whose decision is being appealed and which the appeal agency finds could not have been so presented for reasons beyond the control of the party seeking to submit it to the appeal agency.[6]

Accordingly, CBJC 01.50.110(e) provides as follows:

> (e)No issue, and no testimonial, physical or documentary evidence may be advanced or introduced at the hearing or included in the submission to the appeal agency or hearing officer which was not previously submitted to the agency whose decision is being appealed. The presiding officer or the

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[3] CBJC 01.50.070(a)(3); *S. Anchorage Concerned Coal., Inc. v. Municipality of Anchorage Bd. of Adjustment*, 172 P.3d 768 (Alaska 2007) (discussing procedural due process issues related to a land use decision); *Zenk v. City & Borough of Juneau,* No. S-16118, 2017 WL 2825797, at *8 (Alaska June 28, 2017) (unreported) (concluding due process violation did not occur when the Planning Commission issued a conditional use permit).

[4] *E.g.*, *Thane Neighborhood Association v CBJ*, 922 P.2d 901 (Alaska 1996) (partially superseded by State statute, but reversing a Planning Commission decision due to phased approval when it lacked information in the application to determine if the project would satisfy regulatory standards, including Title 49 requirements); *S. Anchorage Concerned Coal., Inc. v. Coffey*, 862 P.2d 168, 173 (Alaska 1993) (applying the local standards of review to an appeal of a Planning Commission decision).

[5] Prehearing Order at §5.

[6] CBJC 01.50.030(f).

> hearing officer may waive this prohibition if the failure previously to submit or disclose was due to:
>
> (1) Newly discovered evidence which by due diligence could not have been discovered previously and disclosed during the prehearing process, and further could not have been submitted to the agency whose decision is being appealed; or
>
> (2) Fraud, misrepresentation, or other misconduct of an opposing party.

The Prehearing Order §5 established the timelines for supplementation of the record and also established supplementation in the absence of objection:

> Appellant may file a Motion to Supplement the Record along with either the documents which Appellant desires to add to the Record or the document request for the documents in the possession of Appellee which Appellant desires to add to the record. Appellant's Motion to Supplement the Record shall be filed by November 9, 2023. If there is no objection the Appellee shall include those documents as a supplement to the Record. If there is an objection the Appellee shall file any Opposition by November 16, 2023, and Appellant may file any Reply by November 22, 2023.

While the Prehearing Order purportedly limited supplementation to Ms. Hart, CBJC 01.50.260 can be invoked to relax the supplementation rules in the interest of justice.[7] Similarly, CBJC 01.50.260 can be invoked to relax the supplementation rules in light of Ms. Hart's otherwise deficient motion because she is unrepresented and this appeal is complex.

---

[7] *S. Anchorage Concerned Coal., Inc. v. Municipality of Anchorage Bd. of Adjustment*, 172 P.3d 768, 773 (Alaska 2007) ("it is always within the discretion of a court or an administrative agency to relax or modify its procedural rules adopted for the orderly transaction of business before it when in a given case the ends of justice require it.").

The motions to supplement are reviewed for consistency with those authorities.

Hart Motion to Supplement

Ms. Hart timely moved to supplement the record—without any proffered records or argument—but identified the following desired items:

> 1) A list of those to whom the public notice postcard referenced in Irene Gallion's June 8, 2023 email (page 1167 of the Record) was sent, including names and addresses;
> 2) Any staff notes, emails, drafts of a PSA, or other records relating to whether or not a PSA should be sent out on this project. A PSA is suggested in the June 19, 2023 email from Jill Maclean to Irene Gallion (page 1201 of the Record).

The PC amicably produced the records requested for supplementation in category #1, but opposed production and supplementation of any records in category #2.

The category #1 records could be relevant to the issue of compliance with Title 49 public notice requirements and are arguably admissible. Consistent with the consent/estoppel rule from the Prehearing Order, the records attached to the PC's partial opposition are ordered to be included in the record. Ms. Hart's motion regarding supplementation with category #1 records is granted.

Because Ms. Hart did not include the records requested for supplementation in category #2 and there is opposition, the Assembly is unable to determine whether such records would satisfy CBJC 01.50.030(f). Ms. Hart's motion regarding supplementation with category #2 records is denied.

Accordingly, Ms. Hart's motion to supplement is granted in part and denied in part.

Huna Totem Corp. Motion to Supplement

Huna Totem Corp. (HTC) timely moved to supplement the record with public notices, social media posts, and media articles. HTC attached the proffered records and provided reasons why the records satisfy CBJC 01.50.030(f). No opposition was filed. The proffered records could be relevant to the issue of compliance with Title 49 public notice requirements and are arguably admissible. Consistent with the consent/estoppel rule from the Prehearing Order, the records attached to HTC motion to supplement are ordered to be included in the record. HTC's motion to supplement is granted.

IT IS SO ORDERED.

DATED November 30, 2023.

ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

By: Beth Weldon
Mayor

BEFORE THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART, Appellant, v. CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION, Appellee, HUNA TOTEM CORPORATION, Intervenor Appellee.	Appeal Case No. APL2023-AA01 Appeal of: PC Case No. USE2023 0003 Decision dated July 20, 2023

ORDER RE DISQUALIFICATION OF HEARING OFFICER

A prehearing conference was held on September 22, 2023. At the conference and via motion, Ms. Hart requested the Hearing Officer (Scott A. Brandt-Erichsen) voluntarily withdraw because the firm of Keene & Currall PPC has represented or is a registered agent for tourism industry clients. The Hearing Officer issued an order denying the request on September 25, 2023, explaining that Mr. Brandt-Erichsen and the firm of Keene & Currall do not represent any party to the case and has not represented the parties in other matters. Mr. Brandt-Erichsen also stated that he was fair and impartial to this matter. Ms. Hart then filed a motion with the Assembly to disqualify the Hearing Officer. CBJC 01.50.100(b).

On October 23, 2023, the Assembly considered this topic in open session after receiving Ms. Hart's motion, Huna Totem's response, and Ms. Hart's reply. The Assembly discussed what a registered agent is, *e.g.* A.S. 10.06.175, and discussed the perception of a potential conflict of interest even in the absence of an actual conflict of interest. Ultimately, the Assembly granted Ms. Hart's motion to disqualify.

The Municipal Attorney is ordered to appoint another Hearing Officer. Until another Hearing Officer is appointed, the Mayor will act as the Presiding Officer. All deadlines in the September 25, 2023, Prehearing Order are still in effect.

IT IS SO ORDERED.

DATED October 25, 2023.

ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

By: Beth Weldon
Mayor

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART, Appellant, vs. CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION Appellee.	Notice of Decision: July 20, 2023 Appeal Case No. APL 2023-AA01

PREHEARING ORDER

The parties having met for a prehearing conference on September 22, 2023 and discussed the hearing and scheduling issues. Dates were set and parameters for filings and procedural matters were discussed and are determined as follows:

1. **Parties.** The Appellant is Karla Hart who is self represented. The Appellee is City and Borough of Juneau (CBJ) Planning Commission (PC), represented by municipal attorney, Sherri Layne and Huna Totem Corporation (***Huna Totem***), intervenor, represented by 2 firms, attorneys Garth Schlemlein and Even J. Garcia of Schlemlein, Fick & Franklin, and attorney Dan Bruce of Baxter Bruce & Sullivan. A Notice of Appeal has been submitted by Karla Hart.

2. **Representatives.** Appellant is currently unrepresented. Appellee is currently represented by municipal attorney, Sherri Layne and Huna Totem, intervenor, by attorneys Gary Schlemlein, Evan J. Garcia and Dan Bruce. If Ms. Hart desires to be represented by counsel they may file an entry of appearance. The dates in this order will not be extended due to delays in a party obtaining counsel.

3. **Preliminary Motions.** Any preliminary motions, such as additional intervention or disqualification, shall be filed by October 5, 2023, opposition by October 10, 2023 and reply by October 23, 2023.

4. **The Record.** Appellee shall prepare the Record and provide it to the Clerk's Office by October 26, 2023. The Record shall have numbered pages and be assembled consistent with CBJ Code 01.50.030(g). The Clerk shall notify parties that a digital copy of the Record is available for pick up by October 30, 2023, and if practicable the Clerk may also distribute a copy of the Record electronically.

5. **Supplementation of the Record.** Appellant may file a Motion to Supplement the Record along with either the documents which Appellant desires to add to the Record or the document request for the documents in the possession of Appellee which Appellant desires to add to the record. Appellant's Motion to Supplement the Record shall be filed by November 9, 2023. If there is no objection the Appellee shall include those documents as a supplement to the Record. If there is an objection the Appellee shall file any Opposition by November 16, 2023, and Appellant may file any Reply by November 22, 2023.

6. **Simplification or Settlement of the Issues.** The issues are identified in the appeal. The parties may file a Joint Statement of Issues on Appeal clarifying the issues listed in the Notice of Appeal. The Joint Stipulation, if any, shall be filed by November 16, 2023.

7. **Form of Motions.** Any motion or filing shall be submitted as a separate document, typed, double spaced, and signed by the party submitting. Inquiries, comments, and informal motions may be disregarded. Preparation and submission of stipulations, admissions, depositions, subpoenas, affidavits, exhibits and other forms of pre-filed evidence is allowed to the extent permitted by subsection CBJ 01.50.110(e).

8. **Filing.** All Motions or Briefs shall be filed electronically by e-mailing to the Clerk, at City.Clerk@juneau.org, a PDF document of the filing, unless a different format is

specified by the Clerk. A party filing a document by electronic mail shall retain the original and produce it for inspection upon request of another party or as ordered by the hearing officer. Documents filed by electronic mail shall be due by noon on the date the filing is due. If received by the Clerk after noon will be deemed to have been filed the next day that is not a Saturday, Sunday or holiday. If the document is too large to be electronically mailed to the Clerk, the filing may be made by delivering an original and 2 copies to the office of the Clerk by noon on the due date. The Clerk may distribute documents as a courtesy, but is not obligated to do so. It is the responsibility of the parties to check with the Clerk and pick up briefs and other materials from the Clerk.

9. **Service**. All documents filed electronically shall also be served by electronic mail on the following:

Appellant: Karla Hart, self represented, karlajhart@gmail.com

Appellee: CBJ PC, Attn. Sherry Layne, Assistant Municipal Attorney, sherri.layne@juneau.gov,

Attorney Advisors for the Assembly: Emily Wright, emily.wright@juneau.gov and Robert Palmer, robert.palmer@juneau.org.

Intervenor, Huna Totem, Garth Schlemlein, gas@soslaw.com, Even J. Garcia, ejg@soslaw.com, and Dan Bruce, dbruce@bbslawyer.com.

For any document submitted other than by electronic mail, the party must submit with the filing an affidavit stating that all other parties and the Attorney Advisors have been notified by electronic mail of the filing.

The Clerk may also provide courtesy notice to the PC Chair, Michael Levine.

10. **Briefing Schedule.** Appellant's Brief shall be due by November 30, 2023 Appellee's Brief and any intervenor brief shall be due by January 2, 2024. Appellant's Reply Brief, if any, shall be due by January 16, 2024.

11. **Hearing.** The hearing on the appeal shall be at **2 p.m. January 24, 2024** via Zoom. Each side shall have 30 minutes, which Appellant may divide between opening and rebuttal time. The time allotted will include time for questions.

12. **Assembly Contact.** No party shall discuss the merits of this appeal with any member of the Assembly.

DATED this 25th day of September, 2023.

HEARING OFFICER

By: Scott A. Brandt-Erichsen

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART,

Appellant,

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION

Appellee.

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

ORDER DENYING REQUEST FOR VOLUNTARY WITHDRAWAL OF HEARING OFFICER

A scheduling conference on the above captioned matter was held on September 22, 2023, via Zoom. On September 22, 2023, appellant Karla Hart filed with the Clerk a Motion for Hearing Officer to Recuse. As discussed at the scheduling conference, this Motion was a request that the hearing officer voluntarily withdraw from the case under CBJ Code 1.50.100(b). This section provides:

> (b) A hearing officer or appeal agency member shall voluntarily withdraw from a case in which the hearing officer or appeal agency member cannot accord a fair and impartial hearing. A party may request the disqualification of a hearing officer or appeal agency member by filing an affidavit, before the taking of evidence at the hearing, stating with particularity the grounds upon which it is claimed that a fair and impartial hearing cannot be accorded. If the request concerns an appeal agency member, the issue shall be determined by the other members of the appeal agency. If the request concerns the hearing officer, the issue shall be determined by the appeal agency.

The appellant indicated that the request for voluntary withdrawal to be decided by the hearing officer, under the first sentence of CBJ 1.50.100(b), not a request for disqualification to be

determined by the appeal agency (the Assembly sitting as the Board of Adjustment). Appellant submitted the Motion and accompanying materials indicating that the firm of Keene & Currall, PPC,[1] has represented tourism industry clients. The appellant requests an independent hearing officer with no association with the cruise industry or Huna Totem Corporation in any capacity. The appellant submitted an affidavit and supporting documents relating to Keene & Currall, a professional corporation, Keene & Currall, PPC, and deceased former partners of Keene & Currall.

The documents submitted included firm web page advertisements, a letter to the City and Borough of Skagway from H. Clay Keene on behalf of the White Pass and Yukon Route, corporate records from the State of Alaska web site for various entities, a copy of a list of steering committee members of the Alaska Alliance for Cruise Travel, Inc. board members of and a copy of the articles of incorporation of the Alaska Alliance for Cruise Travel, Inc. prepared by Geoff Currall, then a partner with Keene and Currall, but who since left the firm and died approximately 8 years ago.

As indicated at the status hearing, the Keene and Currall firm does not represent any party to the case, and has not previously represented the parties in other matters. H. Clay Keene regularly represents businesses active in the tourism industry. Scott Brandt-Erichsen's clients are primarily municipalities and private parties, some of whom may conduct sales to tourists. With no present or former clients of either attorney or the firm involved in this matter, service as a hearing officer in this matter does not implicate Alaska Rules of professional Conduct 1.9, duties to former clients, or 1.10, Imputation of Conflicts of interest. There are no applicable conflict of interest rules which would preclude service as the hearing officer in this matter.

Additionally, the hearing officer is not aware of any reason why he cannot be a fair and impartial hearing officer in this matter. With 35 years' experience advising municipalities and having served as a hearing officer for multiple municipalities in zoning and planning matters, the

1 Keene & Currall, PPC, is a partnership of professional corporations, Brandt-Erichsen LLC, solely owned by Scott Brandt-Erichsen, and Keene & Currall a professional Corporation, solely owned by H. Clay Keene.

hearing officer has relevant experience with the subject matter, but is not pre-disposed either for or against any party or the subject matter. Accordingly, the appellant's request for voluntary recusal is denied.

If the appellant, appellee, or intervenor desires to file an affidavit and request for the disqualification of the hearing officer by the appeal agency such a request should be filed by October 6, 2023. If a request is filed for consideration by the agency, the intervenors and appellee shall have the opportunity to file a response by October 16, 2023, and any reply by October 23, 2023, so that the agency may consider any such request prior to briefing in the case.

DATED this 25th day of September, 2023.

HEARING OFFICER

By: Scott A. Brandt-Erichsen

BEFORE HEARING OFFICER FOR THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

KARLA HART,

Appellant,

vs.

CITY AND BOROUGH OF JUNEAU PLANNING COMMISSION

Appellee.

Notice of Decision: July 20, 2023
Appeal Case No. APL 2023-AA01

ORDER SCHEDULING PREHEARING CONFERENCE

The above referenced case was filed as an appeal to the Planning Commission on August 4, 2023. The Assembly has elected to refer this case to a Hearing Officer under CBJ Code 01.50.040.

The initial step is for the parties to participate in a pre-hearing conference under CBJ 1.50.050 to consider:

(1) Intervention by additional parties;

(2) Simplification or settlement of the issues;

(3) Preparation and distribution of the record;

(4) Preparation and submission of stipulations, admissions, depositions, subpoenas, affidavits, exhibits and other forms of pre-filed evidence to the extent permitted by subsection 01.50.110(e);

(5) Briefing schedule;

(6) Submission of witness lists;

(7) The date for the hearing;

(8) The order and time limits for presentation of the appeal; and

(9) Any other matter that may assist in the disposition of the appeal.

The Pre-Hearing Conference shall be held at 2:00 p.m., on September 22, 2023, via Zoom. The Clerk will distribute the link to the Pre-Hearing Conference via email.

DATED this 6th day of September, 2023.

HEARING OFFICER

By: Scott A. Brandt-Erichsen

CERTIFICATE

I, the undersigned Municipal Clerk for the City and Borough of Juneau, Alaska, do hereby certify that the attached documents represent the true and correct version of the Record on Appeal in the Appeal of a decision by the Planning Commission in the matter of Conditional Use Permit #2023-0003 issued to Huna Totem Corporation that has been appealed to the CBJ Assembly under Assembly Appeal #2023-AA01 by Karla Hart, Appellant vs. the CBJ Planning Commission, Appellee and Huna Totem Corporation, Appellee Intervenor.

In Witness Whereof, I have hereunto set my hand this 30th day of October, 2023 and transmit the record electronically to the parties on appeal and their representatives pursuant to the Pre-Hearing Order signed on September 25, 2023.

CITY & BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
UNIFIED JULY 1, 1970

Elizabeth J. McEwen
Municipal Clerk
City and Borough of Juneau

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

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation | Contact Person: Fred Parady

Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801 | Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)

E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____
Landowner/Lessee (Signature) — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same | Contact Person: Same

Mailing Address: Same | Phone Number(s): Same

E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

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

Intake Initials	
1/25/23	
Case Number	Date Received
USE23-003	1-25-23

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase build square feet 1ST PHASE 34,000 sf, per narrative

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	pd 1 class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$			

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
USE23-003	1-25-23

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.

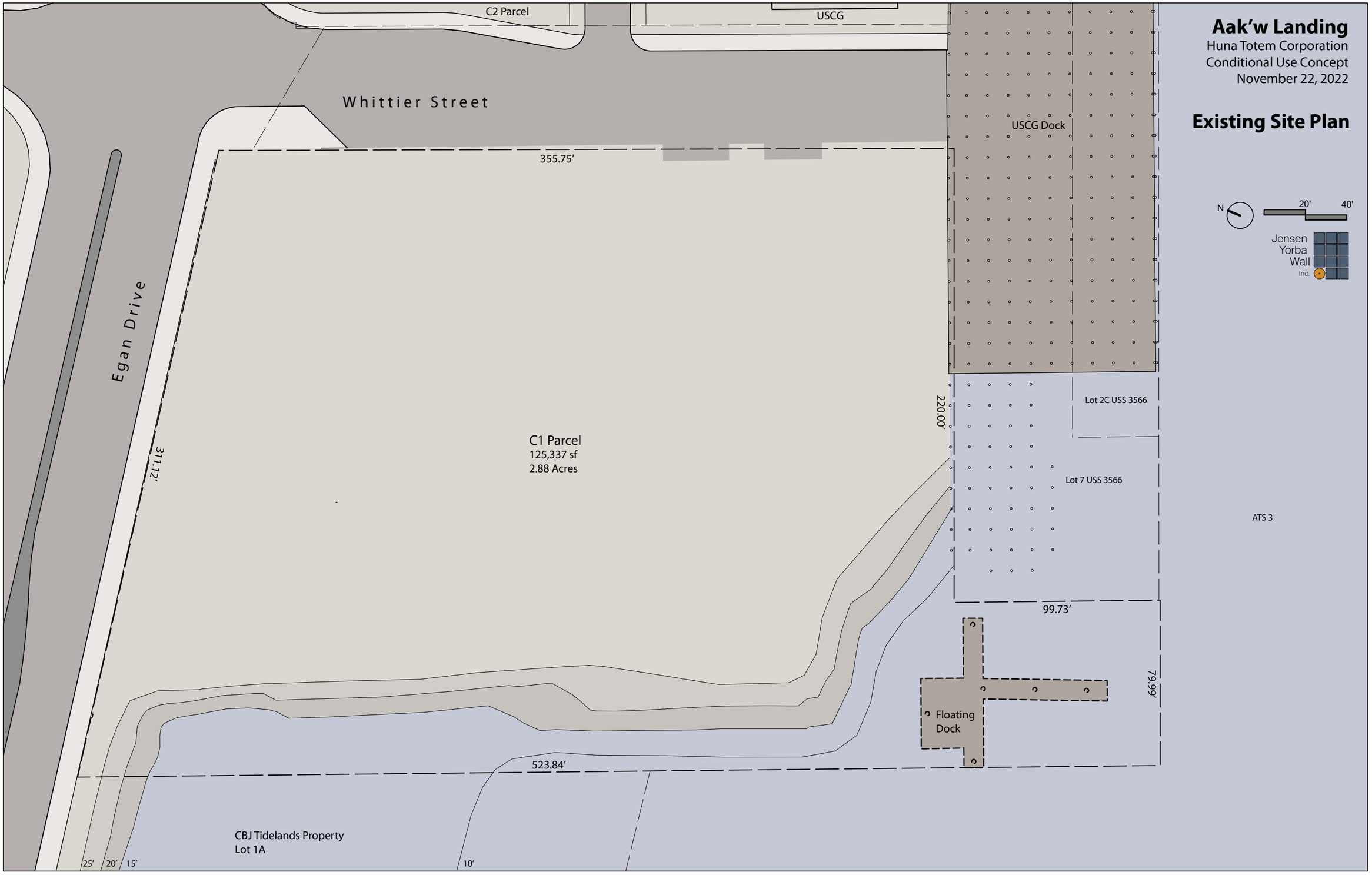
Hearing: All Allowable/Conditional Use Permit Applications must be reviewed by the Planning Commission for vote. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate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


C2 Parcel
USCG
Whittier Street
355.75'
USCG Dock
Egan Drive
311.12'
C1 Parcel
125,337 sf
2.88 Acres
220.00'
Lot 2C USS 3566
Lot 7 USS 3566
ATS 3
99.73'
79.99'
Floating Dock
523.84'
CBJ Tidelands Property
Lot 1A
25'
20'
15'
10'
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
November 22, 2022
Existing Site Plan
N
20'
40'
Jensen Yorba Wall Inc.

Whittier Street
Commercial Entry
Car Entry
USCG Dock
Egan Drive
Retail
(4,700 sf)
Service
slope
Circulator
Bus & Van Loading
Car Parking
(two levels)
Seawalk
Coach Loading
ramp up
Retail
(13,300sf)
Dock SkyBridge Above
Deck
(outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Dock
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
November 22, 2022
Seawalk Level
& Site Plan
with bus parking
N
20'
40'
Jensen
Yorba
Wall
Inc.

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with off-season parking

N 20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

Car Entry

Car Entry

Retail (4,700 sf)

Service

USCG Dock

slope

u

Car Parking (two levels)

Seawalk

ramp up

Retail (13,300sf)

Dock SkyBridge Above

Deck (outdoor dining)

slope

Seawalk

CBJ Tidelands Property

Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Upper Plaza Level

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

USCG Dock

Phase 3
Use To Be Determined
(20,000 sf @ this level
20,000 sf @ level above)

Plaza

Phase 2
Add'l Retail

Phase 1
Retail - Welcome Center
(7,500sf @ this level)

Seawalk Below

Perform

Perform

Park

Phase 2
Additional Retail
(14,000sf total @ this level
10,000 sf @ level above)

slope

Plaza

Skywalk Bridge

Deck
Below

Seawalk Below

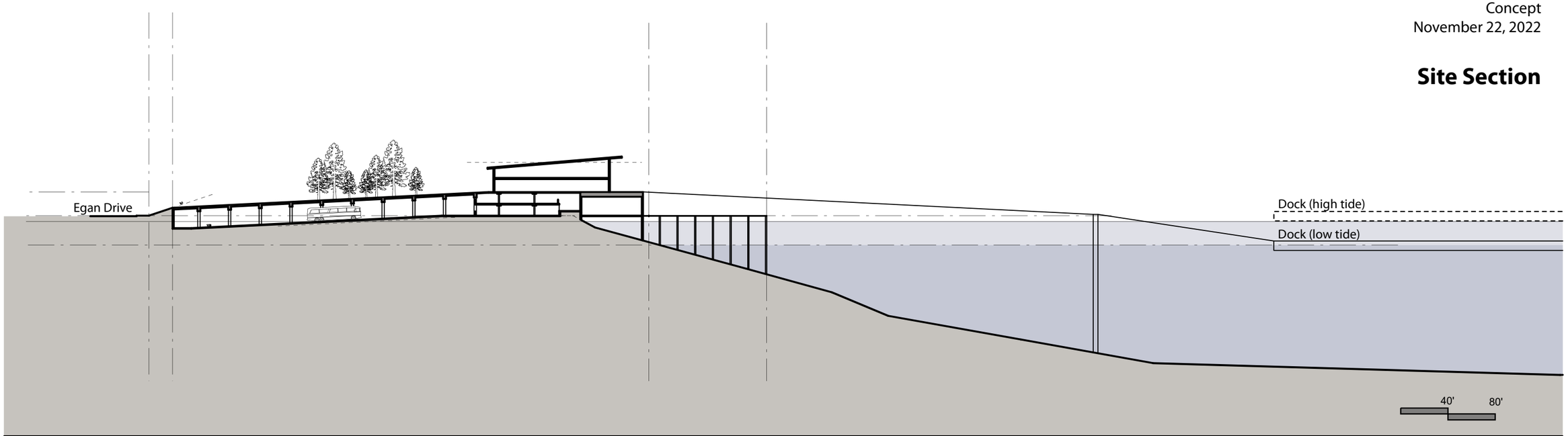
CBJ Tidelands Property

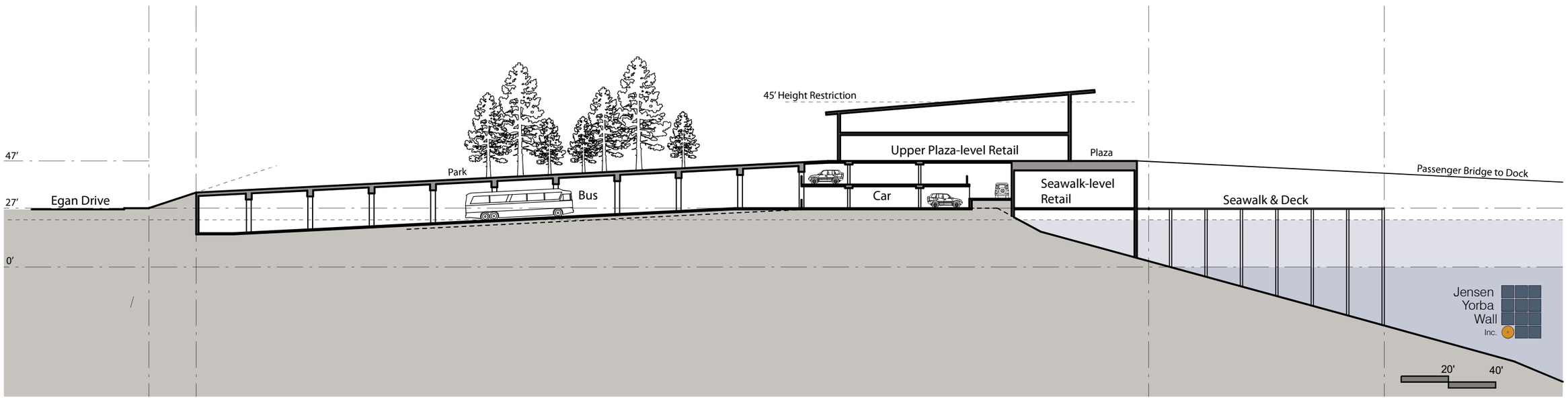
d

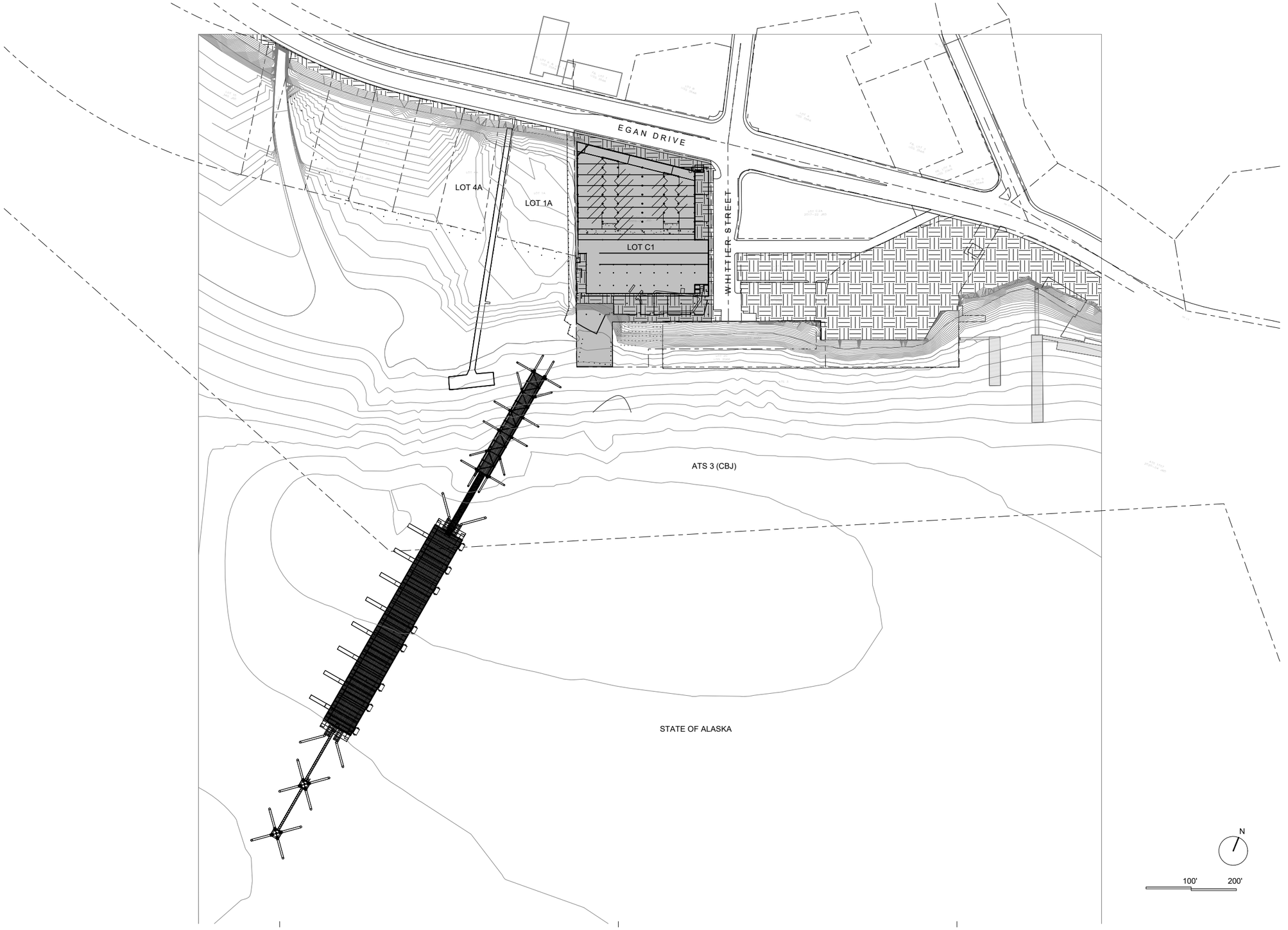
Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
November 22, 2022

Site Section







Jensen Yorba Wall Inc.
522 West 10th Steet
Juneau, Alaska 99801
907.586.1070
AECC137
jensenyorbawall.com

Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

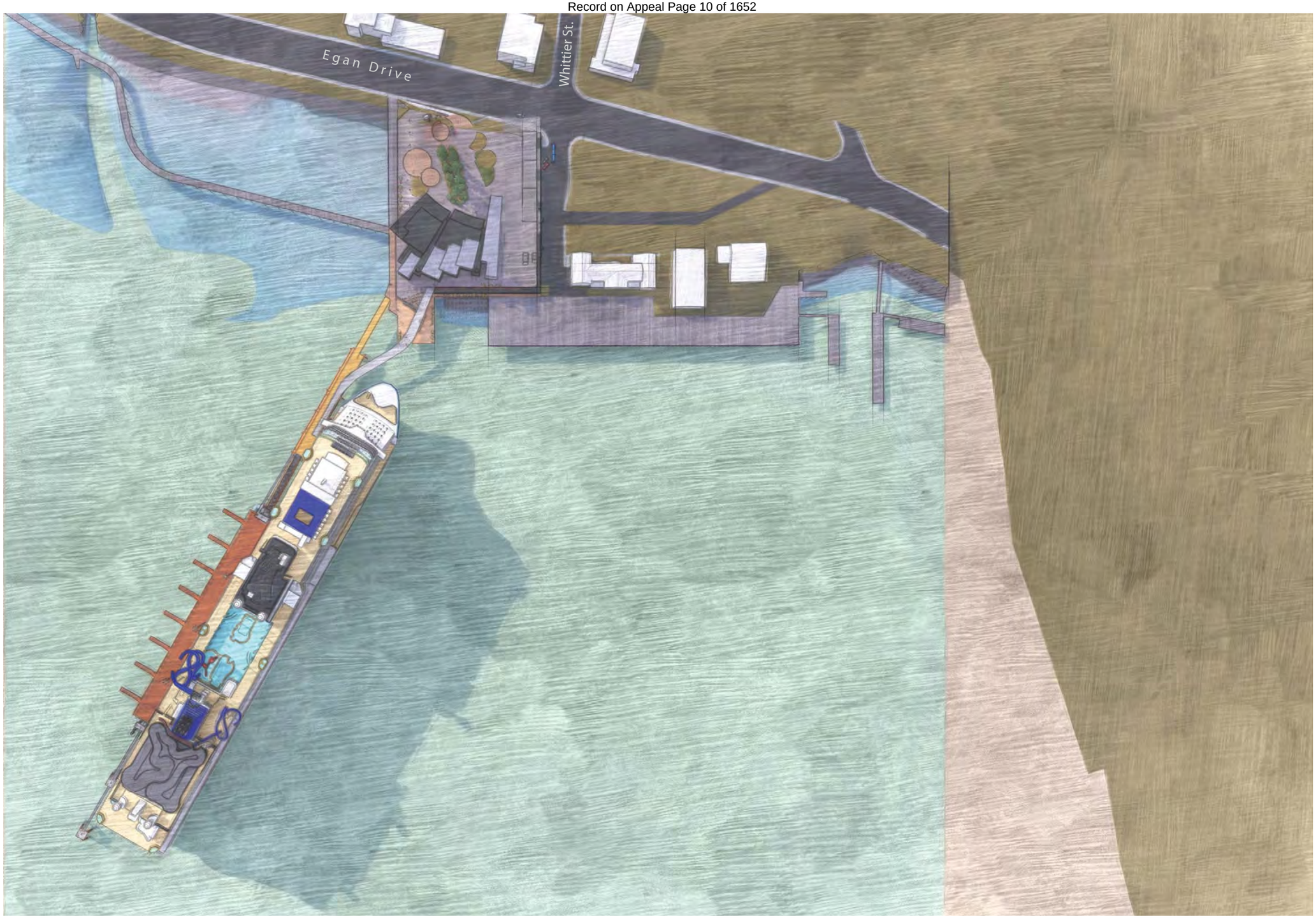
SHEET TITLE

Property Location

DATE: 1.3.2023
FILE: 21022

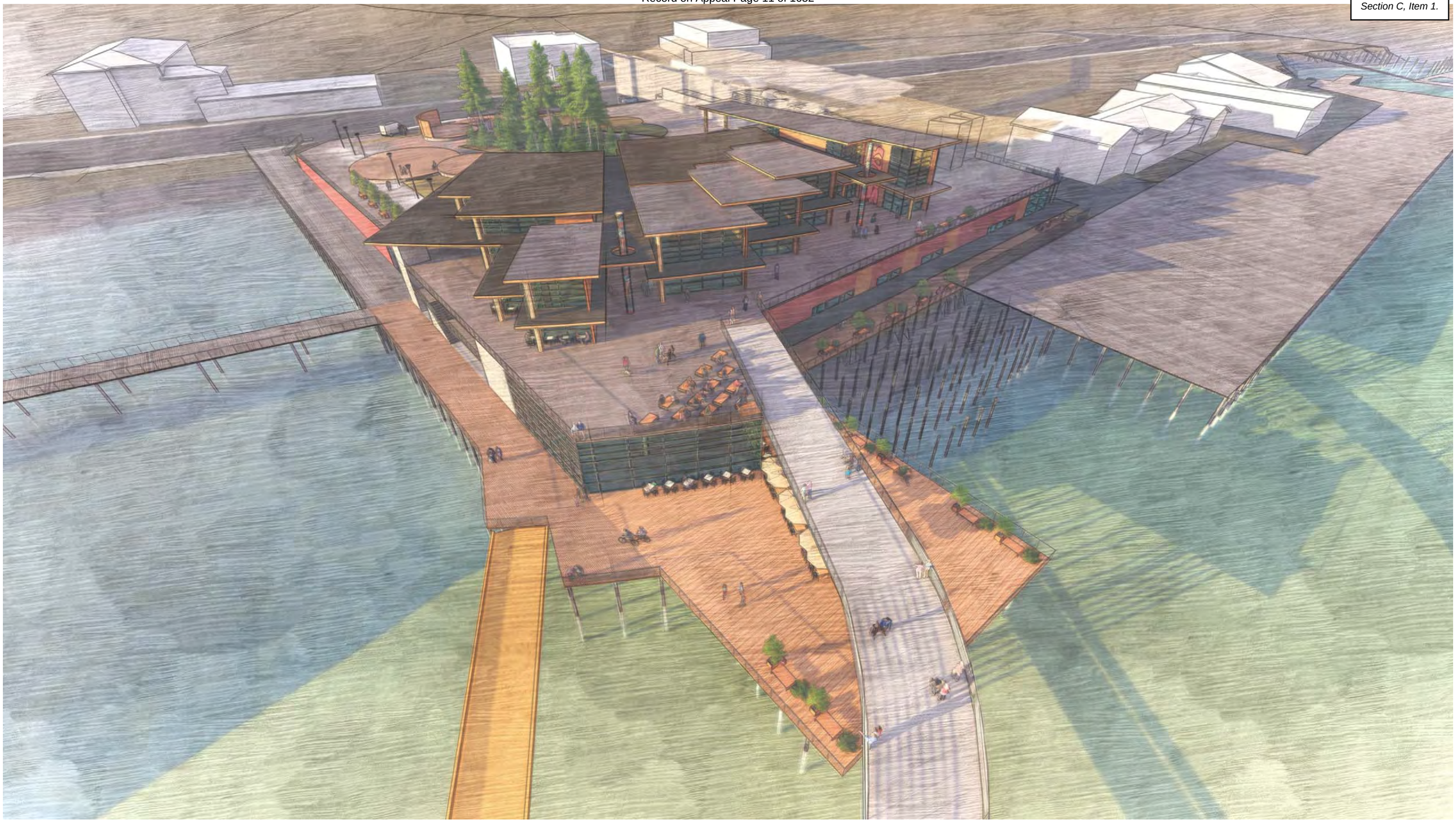
A000

1/3/2023 12:28:18 PM G:_Projects\21022\CAD\7 Revised Concept\21022 Aak'w Landing - R22.rvt



Aak'w Landing
Huna Totem Corporation

Overhead View



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Skybridge

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

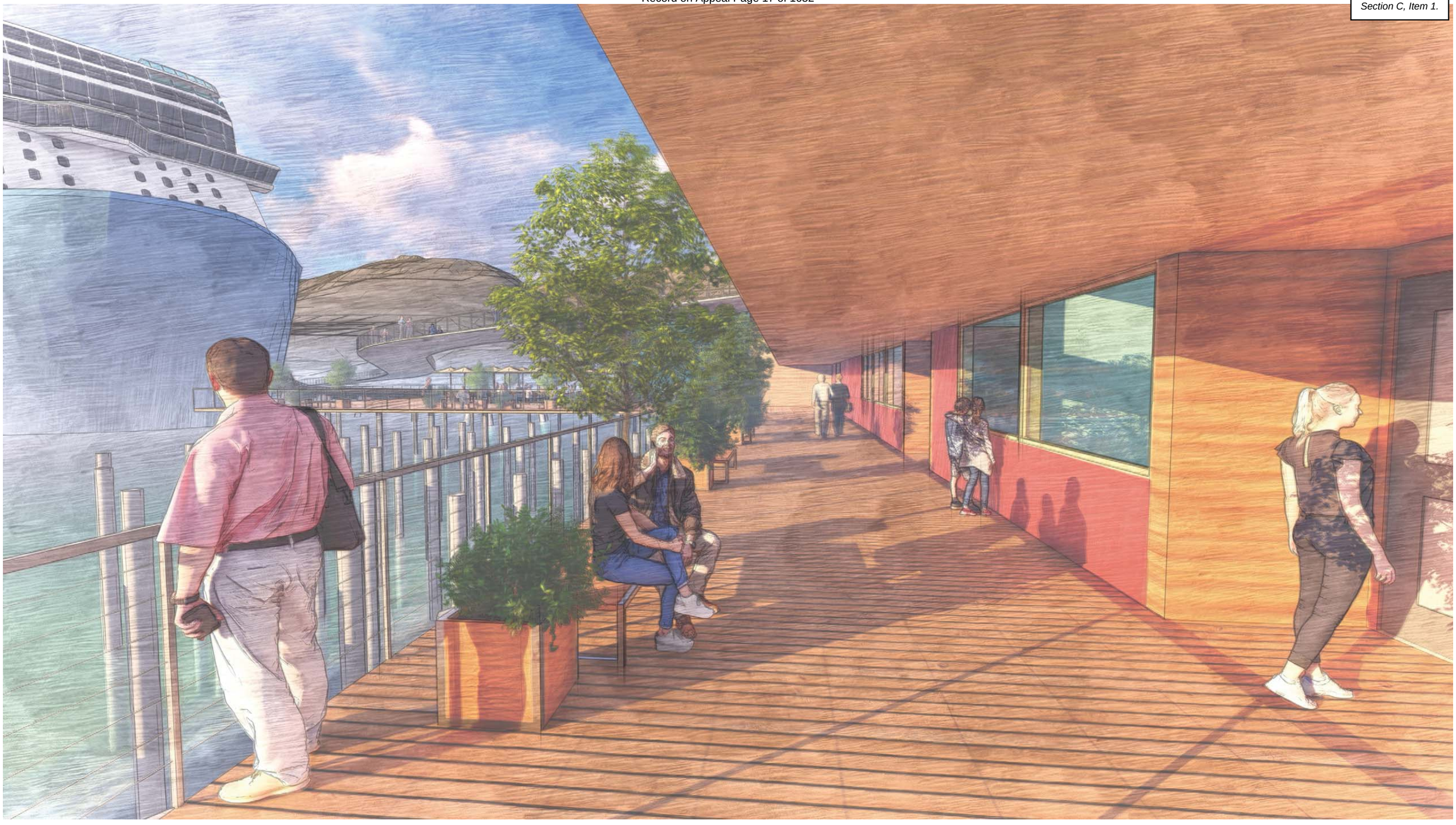
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above



Aak'w Landing
Huna Totem Corporation

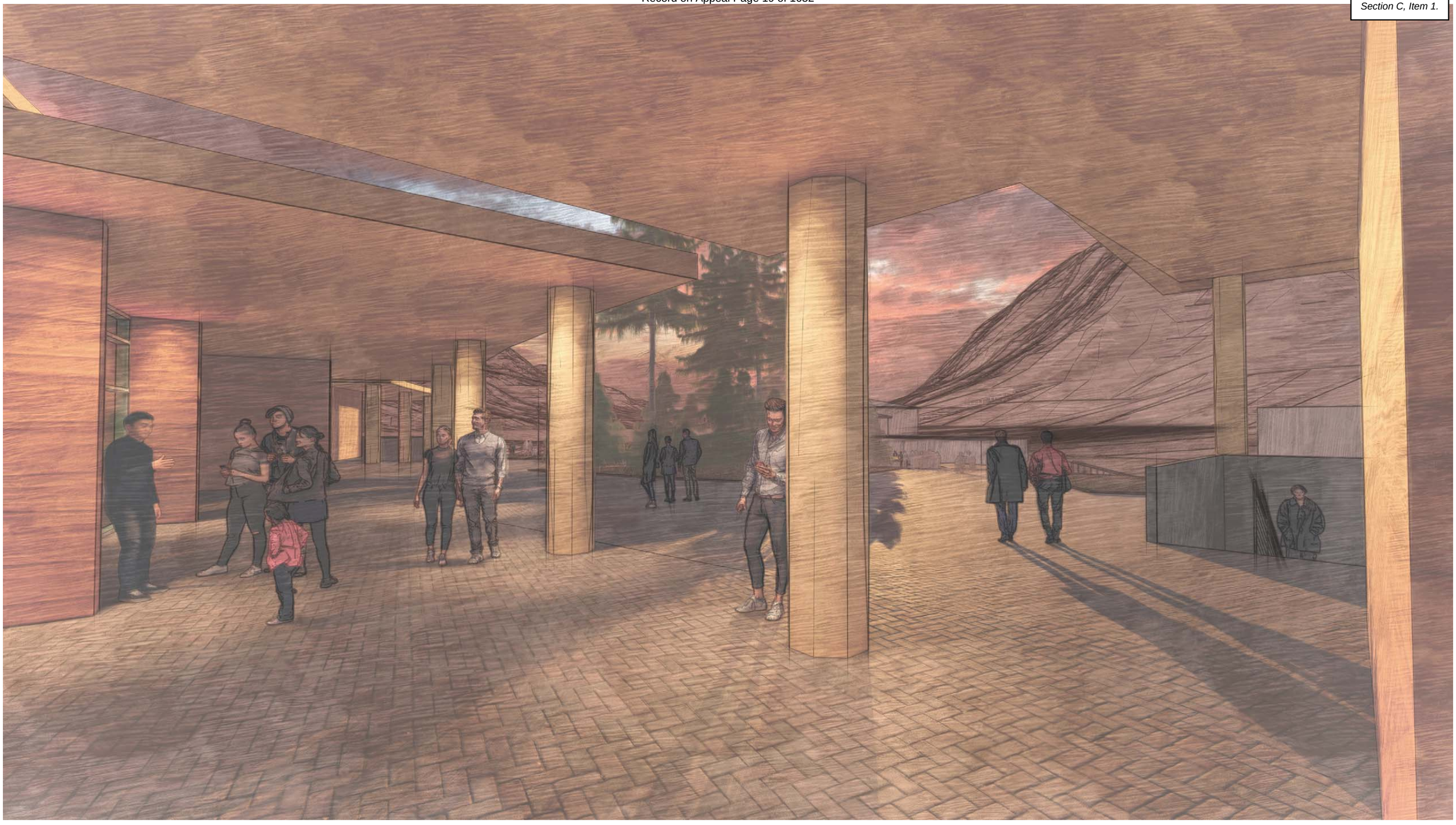
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

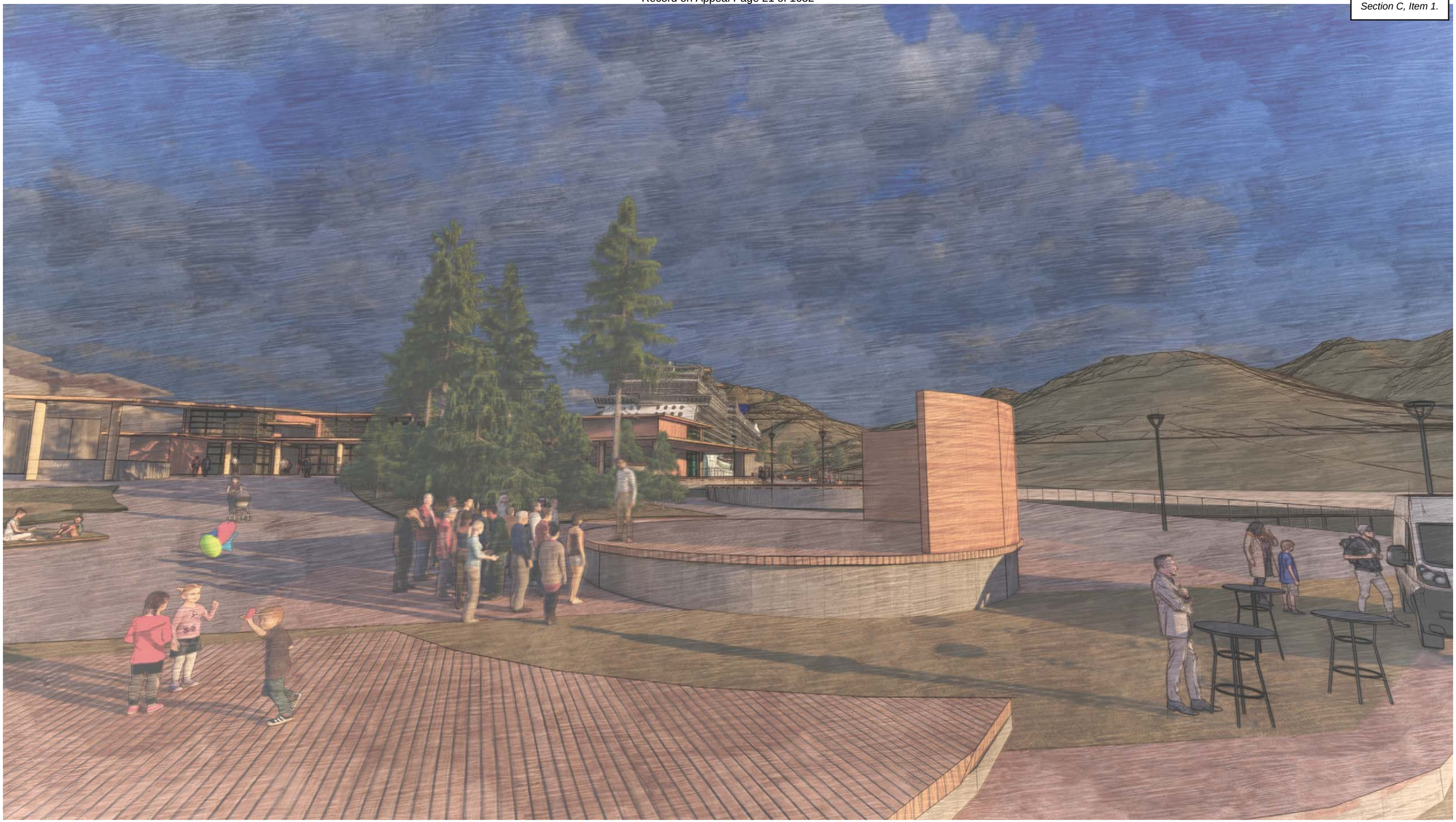
Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

157

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Tour Arrival / Departure Area



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Lower Park

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation

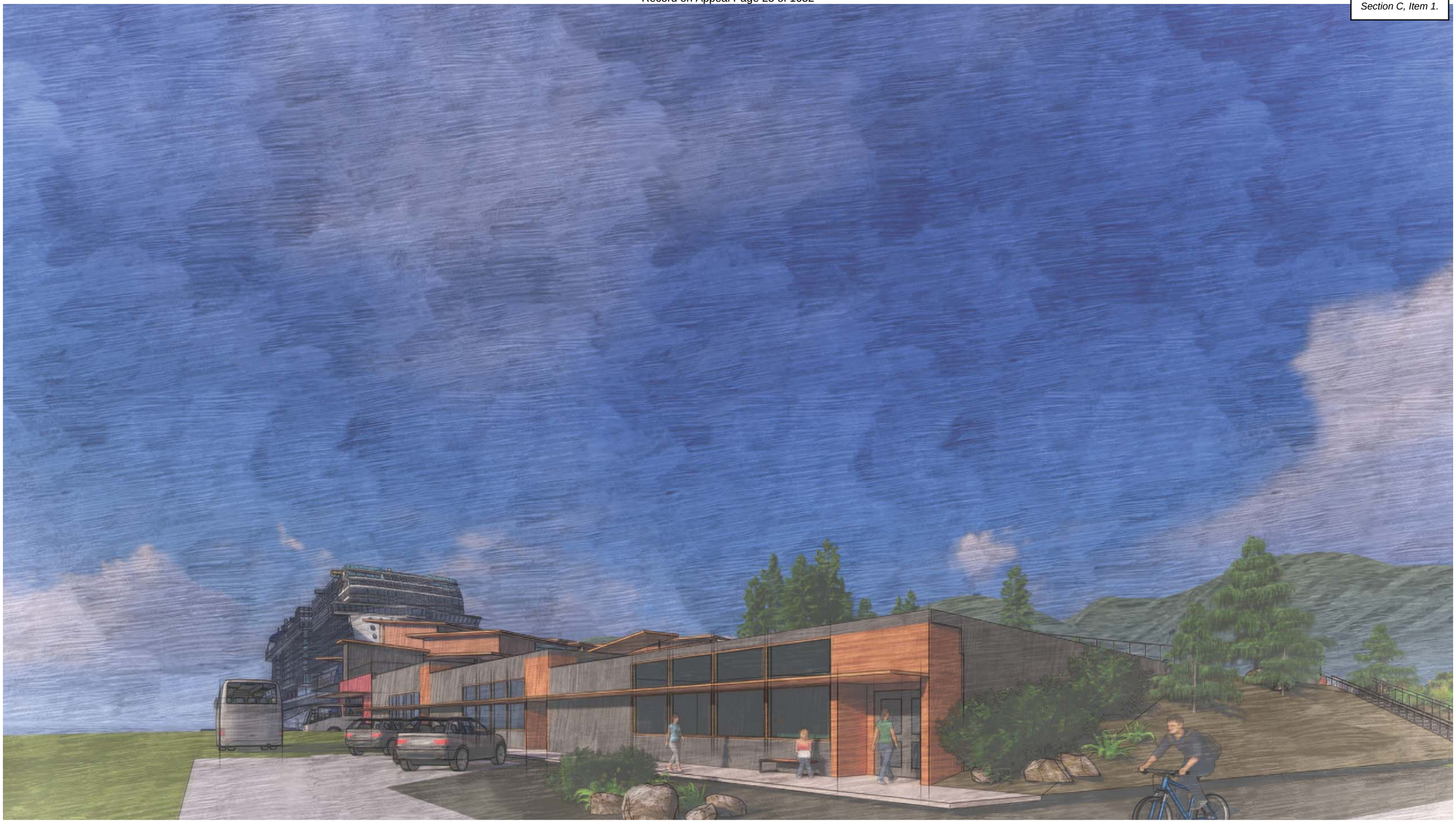
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left



Aak'w Landing
Huna Totem Corporation

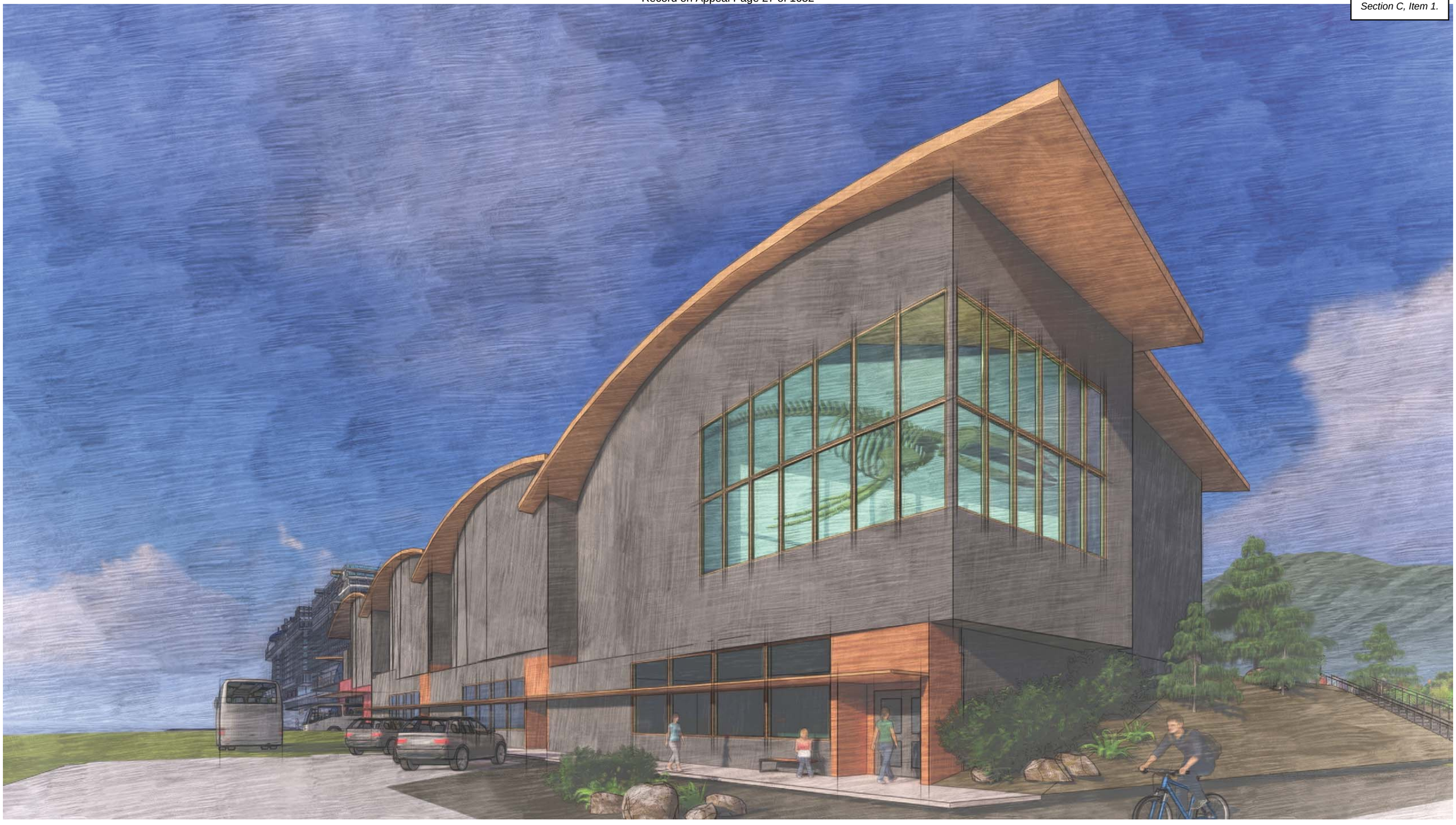
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Whittier-Level Retail

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Housing



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Jensen Yorba Wall Inc.

522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: January 6, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Pre-Application Conference

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.
- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: January 13, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

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

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

Huna Totem Dock

Case Number:	PAC2022 0047
Applicant:	Huna Totem Corporation, Fred Parady
Property Owner:	Aak W Landing LLC
Property Address:	Egan Dr.
Parcel Code Number:	1C060K010031
Site Size:	125,406 SF/2.8789 Acres
Zoning:	MU2 Mixed Use 2 (Willoughby)
Existing Land Use:	Seasonal restaurant/Construction trailer

Conference Date:	October 26, 2022
Report Issued:	November 2, 2022

DISCLAIMER: Pre-application conferences are conducted for purposes of providing applicants with a preliminary review of a project and timeline. Pre-application conferences are not based on a complete application, and are not a guarantee of final project approval.

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
Fred Parady	Huna Totem, COO	FParady@hunatotem.com
Russell Dick	Huna Totem, President/CEO	Russell.Dick@hunatotem.com
Mickey Richardson	Huna Totem, Dir of Marketing	Mickey@hunatotem.com
Wayne Jensen	JYW Architects, President	Wayne@jensenyorbawall.com
Corey Wall	JYW Architects, Vice President	Corey@jensenyorbawall.com
Irene Gallion Emily Suarez David Peterson	Planning	Irene.Gallion@juneau.org Emily.Suarez@juneau.org David.Peterson@juneau.org

Sydney Hawkins	Permit Tech II	Sydney.Hawkins@juneau.org
Jill Maclean	CBJ CDD Director	Jill.Maclean@juneau.org
Alex Pierce	CBJ Tourism Manager	Alexandra.Pierce@juneau.org
Dan Bleidorn	CBJ Lands Manager	Dan.Bleidorn@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.

Flood plain development: FEMA mapping shows the flood plain area ending at the beach. Elements of the proposal closer to Egan Drive are below the 27 foot special flood hazard area elevation, but are outside of the mapped area. The Director has determined that flood proofing will not be required for development outside of the mapped area.

Lot coverage: See #7 below.

Construction across lot lines: A reminder that CDD cannot permit construction that crosses lot lines (CBJ 49.25.430).

Tidewater Lot Line setbacks: According to CBJ 49.25.430(4)(G): In any zoning district, yard setbacks are not required from tidewater lot lines. Reference #3 below.

Seawalk requirements: See the attached Ordinance 2005-29(am). Property owners within the area of the Long Range Waterfront Plan shall dedicate all easements necessary for construction of a seawalk 16 feet in width.

Project Overview

The project proposed phased development of mixed use, including retail, community park, docking, and associated parking.

Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 180 cars.

Materials provided by the applicant include:

- Existing Site Plan
- Seawalk (Grade) Level and Site Plan (with bus parking).
- Seawalk (Grade) Level and Site Plan (with off-season parking).
- Upper Plaza Level Phase 1.
- Upper Plaza Level Future Phases.
- Site Section.
- Zoning and parking study.
- Architectural Narrative for CBJ Pre-Application Conference.

The Applicant is working through early development stages. There are two meetings on November 7, 2022:

- Assembly Lands, Resources and Economic Development: The lease of the tidelands will be discussed in light of 53.09.260. Coast Guard land ownership and seawalk requirements will be discussed. Focus is on the specifics of the lease.
- Assembly Committee of the Whole: Huna Totem will be presenting development ideas and concepts to the Assembly. Focus will be on the vision for the community.

Coast Guard land ownership negotiations may result in modifications to the

The project will require a conditional use permit (CUP), because of public interest will be require a public meeting before the application goes to the Planning Commission.

Planning Division

1. **Zoning** – MU2, Town Center Parking area
2. **Subdivision** – Not applicable.
3. **Setbacks** –
    a. Minimum front yard setback: 5 feet
    b. Minimum street side yard setback: 5 feet
    c. Minimum rear yard setback: 5 feet
    d. Minimum side yard setback: 5 feet
    e. 49.25.430 (4)(G) - Yard setbacks. Tidewater lot line setback is zero (0)
4. **Height** – Maximum height permissible use: 45 feet
5. **Access** – Primary access is from Whittier Street. At this time the Applicant is unsure if access off Egan Drive will be required. Egan Drive is an Arterial. If access off Egan Drive is proposed, a driveway permit will be required from The Alaska Department of Transportation and Public Facilities.

    Contact: Michael K. Schuler

    Email: michael.schuler@alaska.gov

    Phone: 465-4499
6. **Parking & Circulation**– Parking per submitted materials. Note that the parking shown on Whittier is illustrative, and is not considered in parking calculations provided by the Applicant. CBJ does not permit back-out parking for commercial operations (CBJ 49.40.235(b)(6)

    The Applicant does not anticipate pursuing a waiver for parking at this time. If pursued, a waiver application should be made at the same time as the Conditional Use Permit application.
7. **Lot Coverage** – Maximum lot coverage is 80%. CDD's interpretation is that the park area on top of the garage is not lot coverage.

The definition of "lot coverage" means the percentage of horizontal lot area that is occupied by all buildings on the lot, each measured at the outside of those exterior walls of the floor having the greatest horizontal dimensions. The garage creates horizontal lot area by providing park space on the roof.

Phase 1 proposal current lot coverage is 8%.

8. **Vegetative Coverage** – Per CBJ 49.50.300 - Minimum vegetative cover is 5%. (Met)
9. **Lighting** – Proposed lighting will need to be downward cast full cut off. Lighting conditions established by the commission. Verified during building permit process.
10. **Noise** – Anticipated noise from this project is not expected to be excessive for the zoning district.
11. **Flood** –

Elements of the proposed structure and improvements are in the VE flood zone with elevations of 23 to 26 feet. VE Zone is a Special Flood Hazard Area (SFHA) inundated by 1% annual chance flood; coastal floods with velocity hazards. New development that follows within the definitions stipulated in 49.80 shall obtain a floodplain development permit (FDP). Proposed structures will need to be design to meet the requirements of CBJ 49.70 Article IV, and 49.70.400(j) for additional provisions in zones VE and V.

12. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – The project is not within a mapped hazard area. The project does not appear to need a Hillside Endorsement. A Hillside Endorsement will be required if slopes in excess of 18% are created, or cut into.

13. **Wetlands** – Wetlands are not anticipated on this lot. Fill of wetlands will require a United States Army Corp of Engineers fill permit.

    Contact them at: 907-753-2689

14. **Habitat** – Check with the U.S. Fish and Wildlife on the presence of eagle nests in the area. The presence of eagle nests may impact construction scheduling. No anadromous waterbodies are on the subject parcel, or within 50 feet.

15. **Plat or Covenant Restrictions** –There were not applicable Plat notes in Plat number 2009-37.

16. **Traffic** – A traffic impact analysis (TIA) will be required per CBJ 49.40.300 (a)(1)

    Parking level: 5,300 SF and 9,500 SF: Total SF: 14,500 SF (Retail)

    Phase 1: 10,000 SF Plaza level (Retail)

    Total: 24,800 SF retail

    According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a variety store generates 64.03 average annual daily traffic (AADT). Generating 1,587.94 AADT.

    Per plans parks are approximately 60,000 SF, or approximately 1.4 Acres (Scaled of off Plaza Level Phase 1 drawings) According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a City park generates 1.89 average annual daily traffic (AADT).

    The applicant will review the parking analysis done by the previous applicant, and modify if necessary.

17. **Nonconforming situations** – There are not nonconforming situations evident

Building Division

18. **Building** – Building plans will be reviewed during the permitting process, no comments at this time.

19. **Outstanding Permits** –

a. BLD20190242 – "Temp power for job trailer."

General Engineering/Public Works

20. **Engineering** –

a. Note that a single water meter would be required. Does not anticipate many challenges since the project will have engineers involved.

b. Per discussion above, review building elevations with FEMA elevation requirements for this area.

21. **Drainage** – None at this time.

22. **Utilities** – (water, power, sewer, etc.) None at this time.

Fire Marshal

23. **Fire Items/Access** – No comments at this time.

Other Applicable Agency Review

24. The Traffic Impact Analysis will be submitted to the Alaska Department of Transportation and Public Facilities for their evaluation and review. If they have concerns, the Commission may condition the project to address them.
25. The application will be circulated to the Alaska Department of Transportation and Public Facilities, the United States Army Corps of Engineers, the Alaska Department of Natural Resources, the United States Fish and Wildlife Service, the Alaska Department of Fish and Game, the Federal Aviation Administration, and the United States Coast Guard.

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. Development Permit Application
2. Allowable/Conditional Use Permit 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. Traffic Impact Analysis. The Final draft will be required to go to the Planning Commission.

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. None

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. $1,000 Class IV Permit
2. Public Notice Sign $150. $100 refundable if the sign is brought back by the Monday after the Commission meeting.

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

Submit your Completed Application

You may submit your application(s) online via email to permits@juneau.org
OR 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
Web: www.juneau.org/community-development

Attachments:
49.70 Article IV
49.15.330
Ordinance 2005-29(am)
Development Permit Application
Allowable/Conditional Use Permit Application

49.15.330 Conditional use permit.

(a) *Purpose.* 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.

(b) *Preapplication conference.* Prior to submission of an application, the developer shall meet with the director for the purpose of discussing the site, the proposed development activity, and the conditional use permit procedure. The director shall discuss with the developer, regulation which may limit the proposed development as well as standards or bonus regulations which may create opportunities for the developer. It is the intent of this section to provide for an exchange of general and preliminary information only and no statement by either the developer or the director shall be regarded as binding or authoritative for purposes of this code. A copy of this subsection shall be provided to the developer at the conference.

(c) *Submission.* The developer shall submit to the director one copy of the completed permit application together with all supporting materials and the permit fee.

(d) *Director's review procedure.*

(1) The director shall endeavor to determine whether the application accurately reflects the developer intentions, shall advise the applicant whether or not the application is acceptable and, if it is not, what corrective action may be taken.

(2) After accepting the application, the director shall schedule it for a hearing before the commission and shall give notice to the developer and the public in accordance with section 49.15.230.

(3) The director shall forward the application to the planning commission together with a report setting forth the director's recommendation for approval or denial, with or without conditions together with the reasons therefor. The director shall make those determinations specified in subsections (1)(A)—(1)(C) of subsection (e) of this section.

(4) Copies of the application or the relevant portions thereof shall be transmitted to interested agencies as specified on a list maintained by the director for that purpose. Referral agencies shall be invited to respond within 15 days unless an extension is requested and granted in writing for good cause by the director.

(5) Even if the proposed development complies with all the requirements of this title and all recommended conditions of approval, the director may nonetheless recommend denial of the application if it is found that the development:

(A) Will materially endanger the public health or safety;

(B) Will substantially decrease the value of or be out of harmony with property in the neighboring area; or

(C) Will not be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.

(e) *Review of director's determinations.*

(1) At the hearing on the conditional use permit, the planning commission shall review the director's report to consider:

(A) Whether the proposed use is appropriate according to the table of permissible uses;

(B) Whether the application is complete; and

(C) Whether the development as proposed will comply with the other requirements of this title.

(2) The commission shall adopt the director's determination on each item set forth in paragraph (1) of this subsection (e) 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.

(f) *Commission determinations; standards.* Even if the commission adopts the director's determinations pursuant to subsection (e) of this section, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the 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) Lack general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

(g) *Specific conditions.* The commission may alter the director's proposed permit conditions, impose its own, or both. Conditions may include one or more of the following:

(1) *Development schedule.* A reasonable time limit may be imposed on construction activity associated with the development, or any portion thereof, to minimize construction-related disruption to traffic and neighborhood, to ensure that development is not used or occupied prior to substantial completion of required public or quasi-public improvements, or to implement other requirements.

(2) *Use.* Use of the development may be restricted to that indicated in the application.

(3) *Owners' association.* The formation of an association or other agreement among developers, homeowners or merchants, or the creation of a special district may be required for the purpose of holding or maintaining common property.

(4) *Dedications.* Conveyance of title, easements, licenses, or other property interests to government entities, private or public utilities, owners' associations, or other common entities may be required.

(5) *Performance bonds.* The commission may require the posting of a bond or other surety or collateral approved as to form by the city attorney to guarantee the satisfactory completion of all improvements required by the commission. The instrument posted may provide for partial releases.

(6) *Commitment letter.* The commission may require a letter from a public utility or public agency legally committing it to serve the development if such service is required by the commission.

(7) *Covenants.* The commission may require the execution and recording of covenants, servitudes, or other instruments satisfactory in form to the city attorney as necessary to ensure permit compliance by future owners or occupants.

(8) *Revocation of permits.* The permit may be automatically revoked upon the occurrence of specified events. In such case, it shall be the sole responsibility of the owner to apply for a new permit. In other cases, any order revoking a permit shall state with particularity the grounds therefor and the requirements for reissuance. Compliance with such requirements shall be the sole criterion for reissuance.

(9) *Landslide and avalanche areas.* Development in landslide and avalanche areas, designated on the landslide and avalanche area maps dated September 9, 1987, consisting of sheets 1—8, as the same may be amended from time to time by assembly ordinance, shall minimize the risk to life and property.

(10) *Habitat.* Development in the following areas may be required to minimize environmental impact:

(A) Developments in wetlands and intertidal areas.

(11) *Sound.* Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.

(12) *Traffic mitigation.* Conditions may be imposed on development to mitigate existing or potential traffic problems on arterial or collector streets.

(13) *Water access.* Conditions may be imposed to require dedication of public access easements to streams, lake shores and tidewater.

(14) *Screening.* The commission may require construction of fencing or plantings to screen the development or portions thereof from public view.

(15) *Lot size or development size.* Conditions may be imposed to limit lot size, the acreage to be developed or the total size of the development.

(16) *Drainage.* Conditions may be imposed to improve on and off-site drainage over and above the minimum requirements of this title.

(17) *Lighting.* Conditions may be imposed to control the type and extent of illumination.

(18) *Other conditions.* Such other conditions as may be reasonably necessary pursuant to the standards listed in subsection (f) of this section.

(Serial No. 87-49, § 2, 1987; Serial No. 2006-15, § 2, 6-5-2006; Serial No. 2015-03(c)(am), § 9, 8-31-2015 ; Serial No. 2017-29, § 3, 1-8-2018, eff. 2-8-2018)

49.70.400 Floodplain.

(a) *Purpose.* The purpose of this article is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas. Other purposes are to:

(1) Reserved;

(2) Prevent the erection of structures in areas unfit for human usage by reason of danger from flooding, unsanitary conditions, or other hazards;

(3) Minimize danger to public health by protecting the water supply and promoting safe and sanitary drainage;

(4) Reduce the financial burdens imposed on the community, its governmental units, and its individuals by frequent and periodic floods and overflow of lands;

(5) Reserved;

(6) Ensure that potential buyers are notified that property is in a special flood hazard area; and

(7) Ensure that those who occupy the special flood hazard area assume financial responsibility for their development.

(b) *Interpretation.*

(1) In the interpretation and application of this article, all provisions are considered minimum requirements and are liberally construed in favor of the governing body.

(2) This article is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. Where the provisions of this article and another ordinance conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

(3) This article shall apply to all areas of special flood hazard areas (SFHAs) within the jurisdiction of the City and Borough of Juneau.

(4) The special flood hazard areas identified by the Federal Insurance Administrator (FIA) in a scientific and engineering report entitled the "Flood Insurance Study" (FIS) and the flood insurance rate maps (FIRMs) dated September 18, 2020 for the City and Borough of Juneau, Alaska are adopted. The FIS and FIRMs shall be on file with the community development department and available to the public at 155 South Seward Street, Juneau, Alaska.

(c) *Implementation.* The director is responsible for administering and implementing the provisions of this chapter and is responsible for maintaining for public use and inspection appropriate records and information relevant to implementation of this chapter. Such records and information must include:

(1) Actual elevations, in relation to mean lower low water, of the lowest floor, including basement, of all new or substantially improved structures located in the special flood hazard area (SFHA), and whether or not such structures have basements;

(2) Actual elevations, in relation to mean lower low water, of all new and substantially improved floodproofed structures and the required floodproofing certifications;

(3) Flood insurance studies (FISs);

(4) Flood insurance rate maps (FIRMs);

(5) Any reports or studies on flood hazards in the community, such as written reports by the U.S. Army Corps of Engineers, U.S. Geological Survey, or private firms provided to the director; and

(6) A file of all floodplain permit applications, permits, exceptions, and supporting documentation.

(d) *Enforcement.* Enforcement of this chapter is per CBJ 49.10.600—49.10.660.

(e) *Floodplain development permit required.* A floodplain development permit is required for any development or industrial uses located within a special flood hazard area, including placement of manufactured homes. The director must:

(1) Review all floodplain development permit applications for development in the special flood hazard area for compliance with the provisions of this chapter, and to determine if other permits may be necessary from local, state, or federal governmental agencies.

(2) Interpret the location of the special flood hazard area boundaries and regulatory floodway. If there appears to be a conflict between a mapped boundary and actual field conditions, the director must determine and interpret the documents. When base flood elevation data has not been provided, the director shall obtain, review, and reasonably utilize base flood elevation and floodway data available from any federal, state, municipal, or any other source to implement the provisions of this chapter.

(3) If the director determines that a proposed development is within a special flood hazard area, a permit fee must be collected and the following information must be provided before processing a floodplain development permit:

(A) Elevation of the lowest floor, including a basement, of all structures;

(B) Elevation to which any structure has been floodproofed;

(C) Certification by an engineer or architect that the floodproofing methods for any nonresidential structure meet generally accepted floodproofing standards;

(D) Description of the extent to which any watercourse will be altered or relocated as a result of proposed development;

(E) Description of the plan for maintenance of the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished; and

(F) When base flood elevation data have not been provided, the director shall obtain, review and reasonably apply any base flood elevation and floodway data available from federal, state or other sources.

(f) *Methods of reducing losses.* In order to accomplish its purpose, this article includes methods and provisions to:

(1) Restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or flood heights or velocities;

(2) Require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction;

(3) Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;

(4) Control filling, grading, dredging, and other development that may increase flood damage; and

(5) Prevent or regulate the construction of flood barriers that will unnaturally divert floodwaters or that may increase flood hazards in other areas.

(g) *General standards for flood hazard protection.* In special flood hazard areas the following standards apply:

(1) *Anchoring.*

(A) Design, modify, and anchor new construction and substantial improvements to prevent flotation, collapse, or lateral movement of the structure(s).

(B) A manufactured home must be anchored to prevent flotation, collapse, or lateral movement and be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors.

(C) An alternative method of anchoring may be used if the system is designed to withstand a wind force of 90 miles per hour or greater. Certification must be provided to the director that this standard is met.

(2) *Construction materials and methods.*

(A) Construct new construction and substantial improvements with materials and utility equipment resistant to flood damage.

(B) Use methods and practices that minimize flood damage for new construction and substantial improvements.

(C) Design or locate electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities so as to prevent water from entering or accumulating within the components during conditions of flooding.

(D) Require adequate drainage paths around structures on slopes to guide floodwaters away from existing and proposed structures for new construction and substantial improvements within zones AH and AO.

(3) *Utilities.*

(A) Design new and replacement water supply systems to minimize or eliminate infiltration of floodwaters into the system.

(B) Design new and replacement sanitary sewage systems to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters.

(C) Locate on-site waste disposal systems to avoid impairment to them or contamination from them during flooding.

(4) *[Subdivision and development proposal criteria.]* Subdivision and development proposals must meet the following criteria:

(A) Be designed to minimize flood damage;

(B) Locate and construct utilities and facilities, such as sewer, gas, electrical, and water systems to minimize flood damage;

(C) Provide adequate drainage to reduce exposure to flood damage; and

(D) Include base flood elevation data if the development consists of at least 50 lots or five acres, whichever is the lesser. If base flood elevation data is not available, the proposal must provide the data and backup information for how the base flood elevation data was generated for the proposal.

(5) *[Floodplain development permit requirements.]* Review of floodplain development permits must include:

(A) Review of the flood insurance rate map and flood insurance study for flood zone determinations for new or substantially improved structures;

(B) For new or substantially improved structures:

(i) Submittal of the proposed and finished lowest floor elevations in zones A, AE, AO, and AH.
(ii) Submittal of the proposed and finished bottom elevation of the lowest horizontal structural member of the lowest floor and its distance from the mean lower low water mark in zones V and VE; and
(iii) Submittal of specific requirements for zones V and VE as set forth in subsection 49.70.400(i).

(C) In zones A and V, where elevation data are not available through the flood insurance study or from another authoritative source, applications for floodplain development permit shall be reviewed to ensure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and may be based on historical data, high water marks, photographs of past flooding, and other similar or relevant data. Failure to elevate construction at least two feet above grade in these zones may result in higher insurance rates.

(D) Provision of an elevation certificate to demonstrate that the lowest floor of a structure is at or above base flood elevation. The certification must be provided on a form approved by the National Flood Insurance Program and prepared by a registered land surveyor or professional engineer who is licensed in the State of Alaska and authorized to certify such information. This requirement may be waived by the director if an approved record elevation demonstrates that the lowest floor is substantially above the base flood elevation due to natural ground level.

(6) *Other permits.* The applicant must certify that all other necessary permits have been obtained from any federal or state governmental agencies.

(7) *[Maintaining watercourse.]* Maintain altered or relocated portions of a special flood hazard area mapped watercourse so that the flood-carrying capacity is not diminished. The department must notify the state coordinating agency, if any, and the Federal Emergency Management Agency prior to

issuance of a floodplain development permit that seeks to alter or relocate any watercourse within a special flood hazard area.

(h) *Specific standards for flood hazards protection.* In special flood hazard areas where base flood elevation data is provided, the following provisions are required:

(1) *New structures or substantial improvements.* Fully enclosed areas below the lowest floor of new construction or substantial improvements, that are useable solely for parking of vehicles, building access, or storage in an area other than a basement, must automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect licensed in the State of Alaska or must meet or exceed the following minimum criteria:

(A) Provide a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;

(B) Height of the bottom of all openings must be no higher than one foot above grade; and

(C) Openings may be equipped with screens, louvers, or other coverings or devices provided that the automatic entry and exit of floodwaters is allowed.

(2) *Residential construction.* New construction and substantial improvement of any residential structure:

(A) Construct the lowest floor, including basement, elevated to or above the base flood elevation within zones A, AE, or AH; or

(B) Construct the lowest floor elevated to the base flood depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO.

(3) *Manufactured homes.* New or substantially improved manufactured homes must:

(A) Be placed at or above, the base flood elevation, within zones A, AH, or AE, and shall be elevated to, or above, the base flood elevation, and comply with subsection (g); or

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; and meet the provisions of subsection (g)(1).

(4) *Recreational vehicles.* Recreational vehicles placed within any special flood hazard area must be:

(A) Situated on the site for fewer than 180 consecutive days;

(B) Fully licensed, operational, and approved for road use; or

(C) Meet the requirements of subsection (h)(3).

(5) *Nonresidential construction.* New construction or substantial improvement of any nonresidential structure must:

(A) Elevate the lowest floor, including basement, to or above the base flood elevation within zones A, AE, and AH;

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; or

(C) Floodproof the area below the base flood elevation within zones A, AE, AH, and AO, so that:

(i) The structure and utility and sanitary facilities are watertight with walls substantially impermeable to the passage of water;

(ii) Structural components shall have the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

(D) A floodproof structure must be designed by an engineer or architect licensed in the State of Alaska, certifying that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on the engineer's or architect's development or review of the structural design, specifications, and plans. Certification must be provided to the director;

(E) Applicants proposing to floodproof nonresidential buildings must be notified at the time of floodplain development permit application that flood insurance premiums are based on rates that are one foot below the floodproofed level.

(6) *Industrial uses.* Industrial uses within the special flood hazard area are subject to the following provisions:

(A) Sand and gravel operations, recreation activities, open space, and parking lots may be allowed in 100-year floodplains if the use does not increase the flood hazard.

(B) Industrial equipment and raw materials stored in 100-year floodplains must be adequately bermed or otherwise protected.

(C) Disposal of hazardous materials in 100-year floodplains is prohibited. No new development that involves storage of hazardous materials will be permitted in the 100-year floodplain unless there is no feasible and prudent alternative and adequate safety measures are provided to prevent accidental discharge.

(D) Establishment of sanitary landfills in floodplains is prohibited.

(7) *Increasing water surface elevation in special flood hazard area mapped watercourses where floodways are not mapped.* Notwithstanding any other provisions of this article, development in zones A, AE, and AH may increase the water surface elevation of the base flood:

(A) Up to one foot with the submittal of an analysis completed by an engineer licensed in the State of Alaska demonstrating the cumulative effects of the proposed, existing and anticipated, development to the base flood; or

(B) By more than one foot only after a conditional letter of map revision and final letter of map revision is approved by the Federal Emergency Management Agency flood insurance administrator.

(i) *Additional provisions in floodways.*

(1) Residential and nonresidential structures are prohibited in floodways, no exceptions apply. Culverts and bridges are not subject to this prohibition.

(2) Encroachments, including fill, new construction, and other development, except subdivisions, within a floodway are prohibited unless an engineer licensed in the State of Alaska submits a hydrologic and hydraulic analyses to the director indicating that the encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge. The hydrologic and hydraulic analyses must be performed in accordance with standard engineering practice acceptable by the Federal Emergency Management Agency.

(3) Development along a floodway cannot increase the water surface elevation unless a conditional letter of map revision and final letter of map revision that revises the floodway are approved by the Federal Emergency Management Agency.

(j) *Additional provisions in zones VE and V.*

(1) New construction and substantial improvements in zones V and VE must be elevated on pilings and columns so that:

(A) The bottom of the lowest horizontal structural member of the lowest floor, excluding the pilings or columns, is elevated to or above the base flood elevation; and

(B) The pile or column foundation and structure attached thereto is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Wind and water loading values must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used are those required by applicable state statute and local code. A registered professional engineer or architect licensed in the State of Alaska must develop or review the structural design, specifications, and plans for the construction and must certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of subsections (j)(1)(A) and (B) of this section.

(C) The use of fill for structural support of buildings is prohibited.

(2) In zones VE and V, new habitable construction must be located landward of the reach of mean high tide.

(3) In zones VE and V, new construction and substantial improvements must have the space below the lowest floor either free of obstruction or constructed with nonsupporting breakaway walls, open wood latticework, or insect screening intended to collapse under wind and water loads without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system.

(4) Breakaway walls must have a design safe loading resistance of not less than ten pounds per square foot and no more than 20 pounds per square foot. Use of breakaway walls that exceed a design safe loading resistance of 20 pounds per square foot (either by design or when so required by local or state codes) may be permitted only if a registered professional engineer or architect licensed in the State of Alaska certifies that the designs proposed meet the following conditions:

(A) Breakaway wall collapse must result from a water load less than that which would occur during the base flood; and

(B) The elevated portion of the building and supporting foundation system must not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and nonstructural). Maximum wind and water loading values to be used in this determination must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used shall be those required by applicable state statute and local code.

(C) Enclosed space within breakaway walls are limited to parking of vehicles, building access, or storage. Such space must not be used for human habitation.

(k) *Warning and disclaimer of liability.* The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected, can and will occur. Flood heights may be increased by human or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, §§ 2—9, 1990; Serial No. 2013-19(b), § 2, 7-15-2013 ; Serial No. 2020-42, § 2, 8-24-2020, eff. 9-23-2020 ; Serial No. 2021-06, § 2, 4-26-2021, eff. 5-26-2021)

49.70.410 Exceptions.

(a) The planning commission shall hear all applications for an exception from the provisions of this article, and are limited to the powers granted in this article and those necessarily implied to ensure due process and to implement the policies of this article.

(b) In passing upon such application, the planning commission must consider all technical evaluations, relevant factors, standards specified in other sections of this article, and:

(1) The danger that materials may be swept onto other lands and cause injury to other persons or property;

(2) The danger to life and property due to flooding or erosion damage;

(3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;

(4) The importance of the services provided by the proposed facility to the community;

(5) The necessity to the facility of a waterfront location, where applicable;

(6) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;

(7) The compatibility of the proposed use with existing and anticipated development;

(8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;

(9) The safety of access to the property in times of flood for ordinary and emergency vehicles;

(10) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

(11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

(c) Exceptions may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing subsections (b)(1)—(b)(11) of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the exception increases.

(d) Upon consideration of the factors of subsection (b) of this section and the purposes of this article, the commission may deny or grant the application and may attach such conditions to the grant of an exception as it deems necessary to further the purposes of this article.

(e) Exceptions may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places, without regard to the procedures set forth in the remainder of this section.

(f) Exceptions must not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(g) Exceptions must only be issued upon a determination that the exception is the minimum necessary, considering the flood hazard, to afford relief.

(h) Exceptions must only be issued upon:

(1) A showing of good and sufficient cause;

(2) A determination that failure to grant the exception would result in exceptional hardship to the applicant; and

(3) A determination that the granting of an exception will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances or conflict with existing local laws or ordinances.

(i) Reserved.

(j) Warning and disclaimer of liability. The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected,

can and will occur. Flood heights may be increased by manmade or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof, or the Federal Insurance Administration for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, § 10, 1990; Serial No. 2021-06, § 3, 4-26-2021, eff. 5-24-2021)

Presented by: The Manager
Introduced: 09/12/2005
Drafted by: J.W. Hartle

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2005-29(am)

An Ordinance Relating to the Seawalk in the Area Encompassed by the Long Range Waterfront Plan.

WHEREAS, the Assembly has adopted the Long Range Waterfront Plan; and

WHEREAS, that plan includes a seawalk extending along the entire downtown waterfront to provide a useable transportation corridor; and

WHEREAS, the CBJ Land Use Code currently requires property owners developing or redeveloping their property to construct the seawalk and dedicate an easement for it; and

WHEREAS, having the City and Borough construct the seawalk will facilitate development of a coherent, useable corridor; and

WHEREAS, the LID process can be used to provide for construction of the seawalk along properties not under development.

NOW, THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough code.

Section 2. Amendment of Subsection. CBJ 49.70.960 Special waterfront areas, is amended at subsection (c)(6) to read:

...

(6) Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to twenty percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners of property along

the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk sixteen feet in width.

(A) *Reserved.*

(B) *Reserved.*

(C) The seawalk shall not be required for existing buildings located along the water's edge until additions or alterations, or both, in excess of 50 percent of the gross square footage of the existing structure are proposed or undertaken within a 36-month period as determined by the City and Borough building division. General maintenance or repair work is exempt from this requirement.

(D) *Reserved.*

...

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 10th day of October, 2005.

Bruce Botelho, Mayor

Attest:

Laurie J. Sica, Clerk

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

PLANNING COMMISSION STAFF REPORT
CONDITIONAL USE PERMIT USE2023 0003
HEARING DATE: JULY 11, 2023

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

DATE: June 29, 2023

TO: Michael LeVine, Chair, Planning Commission

BY: Irene Gallion, Senior Planner

THROUGH: Jill Maclean, Director, AICP

PROPOSAL: Applicant requests a Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

STAFF RECOMMENDATION: Approval with conditions

KEY CONSIDERATIONS FOR REVIEW:

- Applicant is limited to one (1) large cruise ship unless they subsequently modify the Conditional Use Permit with Planning Commission approval.
- Two (2) additional moorages for smaller vessels could be provided under the current vehicle parking regime. More than three (3) moorages would require additional vehicle parking.
- Seawalk on the south side of the development will meet the 16 foot requirement established in ordinance and in plans. The seawalk width on this lot line is limited by Coast Guard properties.
- Seawalk on the west side of the development will be 20 feet wide, as desired by CBJ Parks and Recreation.
- The proposal moves reception of over 100 thousand passengers out of the congested downtown dock area.
- No development on USCG property is explicitly or tacitly approved by this permit.

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:
  - CBJ 49.15.330
  - CBJ 49.40.210
  - CBJ 49.35.240
  - CBJ 49.70.960
  - CBJ 49.80

GENERAL INFORMATION	
Property Owner	Huna Totem Corporation
Applicant	Russell Dick
Property Address	0 Egan Drive
Legal Description	Juneau Subport Lot C1
Parcel Number	1C060K010031
Zoning	Uplands: MU2. Dock: Waterfront Commercial
Land Use Designation	Traditional Town Center
Lot Size	125,406 square feet, 2.8789 acres
Water/Sewer	CBJ
Access	Whittier Street
Existing Land Use	Vacant
Associated Applications	None at this time

SITE FEATURES AND ZONING

SURROUNDING ZONING AND LAND USES	
North (MU2)	Egan Drive/mixed use
South (WC)	Gastineau Channel
East (MU2/WC)	Coast Guard
West (WC)	Tidelands

SITE FEATURES	
Anadromous	No
Flood Zone	VE El 23 feet
Hazard	None mapped
Hillside	No
Wetlands	No
Parking District	Town Center
Historic District	No
Overlay Districts	Cruise Ship Berthing and Lightering District Map

BACKGROUND INFORMATION

Project Description – The Applicant is requesting a Conditional Use Permit (CUP) for a dock up to 500 feet long and 70 feet wide, and uplands development that includes vehicle parking, tourism logistics, retail, restaurants and a park (**Attachment A1**-**A5**).

The original application was for the uplands. The Applicant added the dock to this application rather than apply for a separate one. Revisions have resulted in some redundancies throughout the submission.

Concept drawings are provided to aid the Planning Commission in determining compliance with Title 49. Approval of the CUP would signal to the Applicant that investment in further design, flood zone permitting, and tidelands leasing was warranted.

The Planning Commission is reviewing this application for CBJ Title 49 land use compliance. If this application is approved the Applicant will coordinate permitting with other agencies as needed. Permitting agencies may include departments of CBJ, the United States Coast Guard, and multiple State of Alaska environmental and land use departments.

Process –

The process for bringing this project through CBJ review was established when Norwegian Cruise Lines owned the property. The public process history can be found at the Short Term Planning web site:

https://juneau.org/community-development/short-term-projects

The process was outlined for the public in the January 10, 2022 public meeting on the Long Range Waterfront Plan amendment.

> ***Update to the Long Range Waterfront Plan, COMPLETED.*** The intent of Appendix B of the plan is to provide a concise set of provisions for the Commission to review.
>
> ***Apply for and receive a Conditional Use Permit.*** The Planning Commission's role is to verify regulatory and plan compliance.
>
> ***Tidelands Lease.*** The lease provides the vehicle for the Assembly to attach qualitative policy standards to the project, based on their assessment of community interest and well-being. The tidelands lease will be applied for through the CBJ Division of Lands and Resources, and heard by the Assembly under Title 53.

Modifications to the Long Range Waterfront Plan followed recommendations of the Visitor Industry Task Force (VITF). The VITF was established by the Mayor in 2019 with the task of:

- Addressing tourism industry management
- Revisiting the 2004 Long Range Waterfront Plan
- Conceiving of an appropriate "cap" on the number of visitors, and
- Evaluating the need for additional public involvement.

The table below outlines if VITF recommendations are envisioned to be enacted through the CUP process or the Tideland Lease process. "Process" refers to the Commission process of evaluation under Title 49.

Recommendation	**CUP?**	**Lease?**
One (1) large ship per day using the facility	Condition	
Maximum of five (5) larger ships in port per day (what is larger?)		X
No hot berthing at the new facility	Condition	
No larger ship allowed to anchor as the 6th ship in town		X
High quality uplands development for community and visitors	Process	
Year-round development orientation	Process/Condition?	
CBJ manages dock to some extent*		X
Dock is electrified	Condition	

Lease "conditions" established by the Assembly may be qualitative rather than measurable. For instance, the Assembly may provide conditions that require looking at the tourism system as a whole. These include limits on the number of large ships in Juneau, where they are parked, and how docks will work together.

The analysis of engineered elements of the development would occur during the building permit review process.

Background –

Like the rest of the flats, the subport was built on mine fill. During World War II the subport was used to stage military resources, and afterward served for storage and vehicle parking.

Figure 1: *Right: First Sergeant Kermit Gutierrez receives the Eisenhower Trophy from Governor Ernest Gruening on behalf of Company D. of the 208th Infantry Battalion (Sep) during Governor's Day review at Juneau subport. The Sitka unit was the first Alaska National Guard company to receive the trophy, presented for outstanding achievement in recruiting, training, and soldierly conduct (1939-1959). Left: BURTON ISLAND. Navy Ice Breaker, Juneau Subport dock 7/19/ 1956.*

The original subport was subdivided in 2009. Lot C1 (yellow highlight in **Figure 2**, below) is the area proposed for dock uplands development under this application. The Heat Street right-of-way was recorded to provide seawalk access around the Coast Guard if needed. Uses in the area include:

- Purple: Alaska Mental Health Trust (AMHT), currently vehicle parking for the U.S. Coast Guard.
- Blue: U.S. Coast Guard, including the dock area at the end of Whittier Street.
- Green: National Oceanic and Atmospheric Administration (NOAA)
- Orange: Develop Juneau Now, LLC. Juneau Hydropower plans to provide downtown heating district infrastructure at this location.

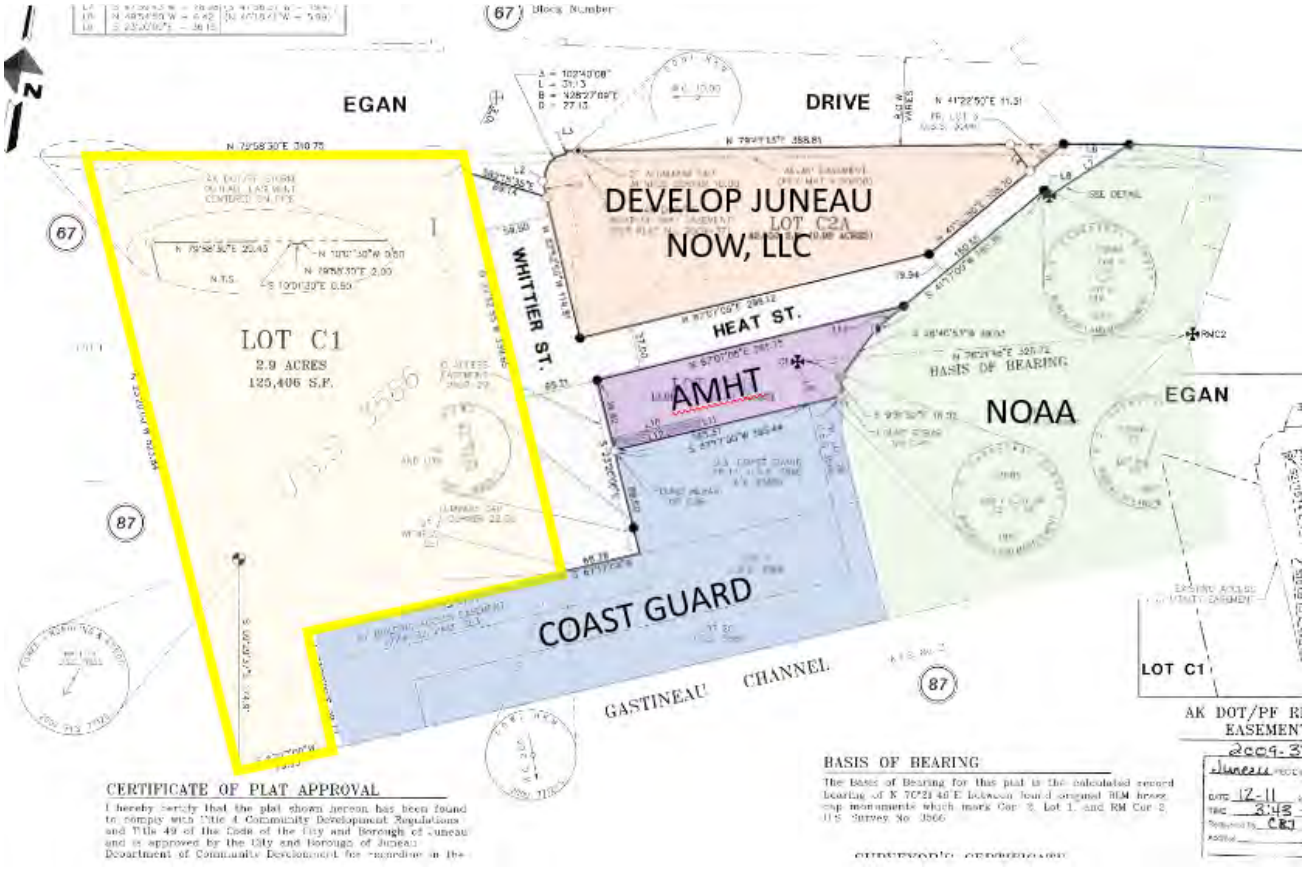


Figure 2: *Plat 2009-37 shows current lot configuration, and established Heat Street, which was intended to provide seawalk access around government properties. Yellow indicates the subport property the Applicant proposes developing. Blue indicates Coast Guard property, purple is the Alaska Mental Health Trust, green is the National Oceanic and Atmospheric Administration. Orange is Develop Juneau Now, LLC, associated with Juneau Hydro's efforts for a heating district downtown.*

In 2019 the AMHT, owner of the property at the time, acted on a study by the Urban Land Institute indicating that sale of the subport would have fewer risks than long-term leasing, and would better serve the AMHT mission. In September of 2019 Norwegian Cruise Lines purchased the subport for $20 million, $7 million higher than the next highest bidder.

The City and Borough of Juneau (CBJ) took the first step to facilitate cruise ship docking at the subport with an update to the Long Range Waterfront Plan, crafting the new Appendix B for reference during conditional use permitting.

In 2022 Norwegian Cruise Lines transferred the property to Huna Totem. The details of the transaction remain private.

The table below summarizes relevant case history for the lot and proposed development.

Item	Summary
BLD2007-00561	Abate and demolish subport building.
SUB2009 00016, Plat 2007-29	Subdivision of Lots 1, 2A, 2B, 4 and 5 of US Survey No 3566, creating Lot C.
SUB2009-00017, Plat 2009-37	Subdivision of Lot C into C1 and C2.
INQ2009-00017	Query about putting an office building on the site.
USE2009-00026	Office building (not constructed). 18 month extension under USE2010 0030.
VAR2009-00017	Parking variance for proposed office building (not constructed). 18 month extension under VAR2010 0033.
VAR2009-00016	Heigh variance for proposed office building (not constructed). 18 month extension under VAR2010 0034.
MAP2009-00001	Rezone from Waterfront Commercial to Mixed Use 2.
USE2012 0022	Off-site staging for the State Library Archive Museum (SLAM) project.
BLD2012 0691	Temporary structures supporting construction of SLAM.
BLD2017 0289	Temporary structure for food service.
Plat 2017-22	Creation of lot C2A and C2B, and the Heat Street right-of-way.
MIP2018 0005	Right-of-way acquisition for Egan Drive reconstruction project.
BLD2019 0242	Temporary power for a job trailer.
LZC2020 0001	Zoning verification summary for a title company.

ZONING REQUIREMENTS: Uplands – Mixed Use 2

Standard		Requirement	Uplands	Code
Lot	Size, square feet	4,000	125,406	CBJ 49.25.400
	Width, linear feet	50	350	CBJ 49.25.400
Setbacks, linear feet	Front (East)	5	5	CBJ 49.25.400
	Rear (West)	5	5	CBJ 49.25.400
	Side (South, abutting tidelands)	0	0	CBJ 49.25.400
	Side (South, not abutting tidelands)	5	5	CBJ 49.25.400
	Street Side (North)	5	5	CBJ 49.25.400
Lot Coverage Maximum, percentage		80	39	CBJ 49.25.400
Vegetative Cover Minimum, percentage		5	22	CBJ 49.50.300
Height	Permissible, linear feet	45	45	CBJ 49.25.400
	Accessory, linear feet	35		CBJ 49.25.400
Maximum Dwelling Units (80 units/Acre)		230	**Unknown**	CBJ 49.25.500
Use		Vacant	Tourism	CBJ 49.25.300

Yard setbacks are not required from tidewater lot lines [CBJ 49.25.430(4)(G)]. Staff has interpreted the lines highlighted in **Figure 3** (below) by the thick white line to be tidewater lot lines for the purposes of buildings setbacks. Buildings are defined in CBJ 49.80. Note that a seawalk or dock does not constitute a building.

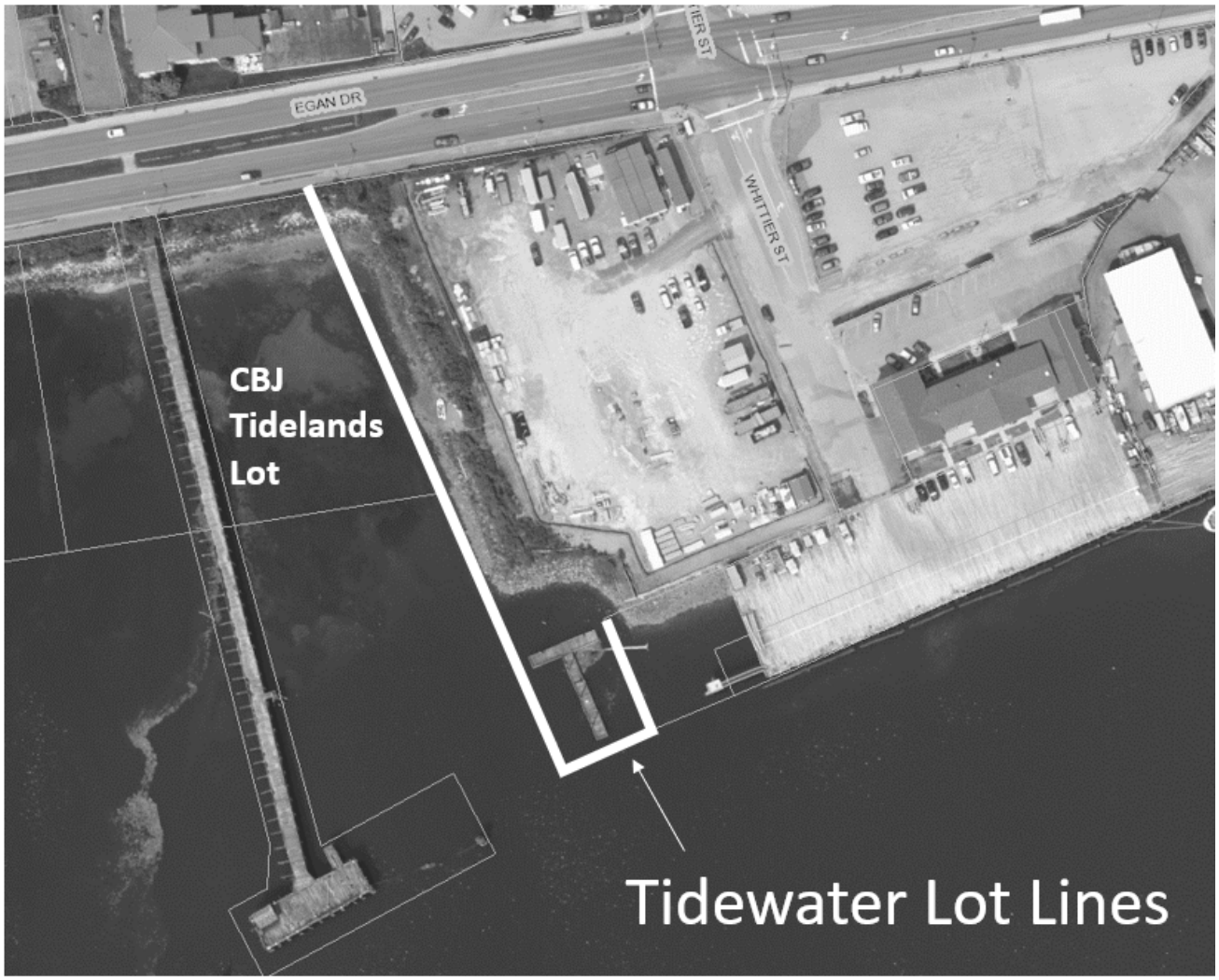


Figure 3: *Tidewater lot lines have a zero setback in code. The image above shows the lot lines that have zero setback for the Applicant's development. Note the CBJ tidelands lot to the west of the project. CBJ does not currently have established plans for the lot.*

The tidelands fall under Waterfront Commercial zoning. Proposed structures associated with the dock (**Attachment A3, page 6**) extend approximately 740 feet into State of Alaska-held tidelands.

SITE PLAN

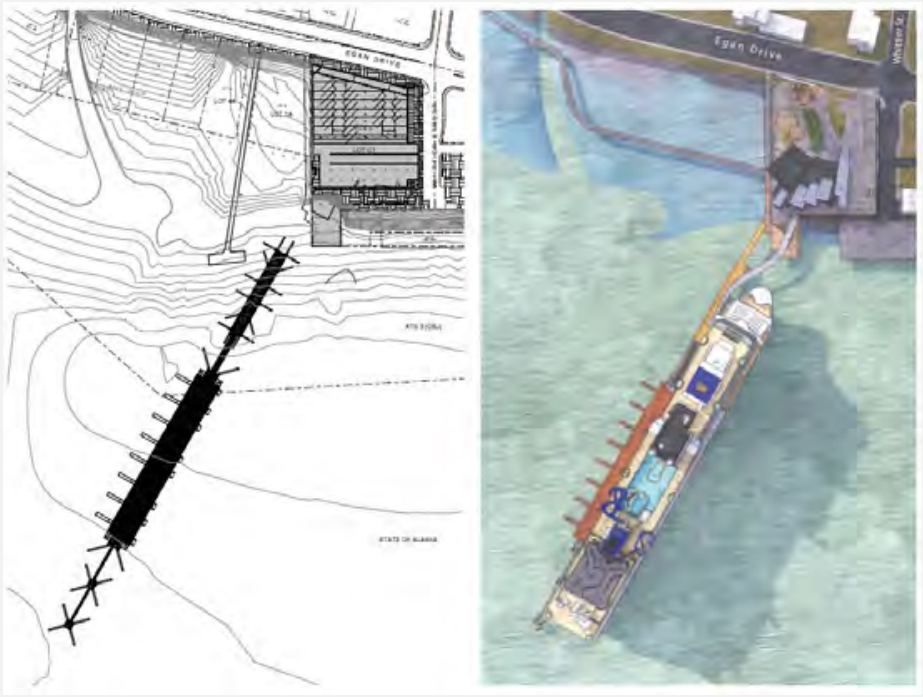


Figure 4: *Overall site plan. The figure on the left shows lot lines and tidelands boundaries. The one on the right shows a rendering of the completed project. Note that the sections of seawalk that are dark grey are shown for conceptual purposes only (as requested of the Applicant by other CBJ departments) and are not part of this application or project.*

ANALYSIS

Project Phasing – (Attachment A2, page 1. Attachment A3, pages 2-4)

- Phase 1: Parking structure with 34,000 square feet of retail space, and dock.
- Phase 2: 9,000 additional square feet of retail space
- Phase 3: 40,000 square feet, use to be determined. Could be museum, retail, housing, or other.

Figure 5: *Site plan showing Phase 1, 2 and 3 structures. The park, underground vehicle parking facilities and dock are part of Phase 1.*

Condition: None.

Project Site – The development extends across three (3) land ownership entities.

- The proposed uplands are on private property held by Huna Totem Corporation.
- CBJ can lease CBJ-held tidelands to private entities.
  - 800 feet of the dock structure crosses CBJ-held tidelands (**Attachment A3, page 6**).
  - The seawalk walkway on the west lot line is proposed 20 feet wide. The extension into CBJ tidelands property is conceptual. (**Attachment A3, page 2-4**).
- 700 feet of the dock structure extends into DNR-held tidelands (**Attachment A3, page 6**). CBJ can apply to DNR to hold the tidelands for an economic development purpose. Tidelands will not be granted to a private entity.

Access is via CBJ-owned Whittier Street, which also provides access to the Coast Guard base. The project is bordered on the north by state-owned Egan Drive.

Condition: A Temporary Certificate of Occupancy will not be issued for the dock until the tidelands lease is recorded.

Project Design – Project design can be split into three levels.

- Underground bus staging and parking, and other vehicle parking.
- Ground level vehicle parking and seawalk-level retail
- Upper plaza level retail

Disembarking cruise ship passengers will ascend a gangway into the upper plaza level retail. The ascending gangway:

- Will be ADA compliant.
- Provides an elevated view of the plaza and waterfront, aiding in orientation.
- Routes passengers through the retail and restaurant area.

Escalators through the middle of the development take passengers to:

- The seawalk level area, with access to retail, restaurants, the park, and the seawalk.
- The underground bus staging. Busses park nose-in to the island where visitors are deposited. Passengers can load onto tour busses without walking behind maneuvering busses (**Attachment A4, page 11**).

Amenities include:

- Indigenous art will be integrated into the structure. For instance, columns can be wrapped with a totem pole motif, or hardscape can be planned to illustrate cultural stories.
- Restaurants and retail will serve tourists and locals.
- Approximately one acre of publicly-available park.
- Off-season vehicle parking available.

Condition: None.

Traffic – According to CBJ 49.40.300(a)(1) a traffic impact analysis (TIA) is required (**Attachment A5**). Initial comments received from the Tourism Manager have been analyzed (**Attachment A6**).

The traffic impact analysis indicates that modifications to street striping and signal timing would address delays created by the additional project traffic (**Attachment 5, page 14**).

The Alaska Department of Transportation and Public Facilities (ADOT&PF) reviewed the TIA (**Attachment E, pages 51**). ADOT&PF will make agreements with the Applicant to mitigate impacts as they are identified.

The Coast Guard is concerned about unimpeded access to the pier (**Attachment E**, **page 45**). CBJ requires rights-of-way remain clear for movement of pedestrians and vehicles. If the Right-Of-Way will be blocked or used for other purposes, a ROW Permit will be required.

Condition: None.

Vehicle Parking & Circulation – The project is in the Town Center Parking Area. When determining required off-street parking spaces, the calculated number is rounded down [CBJ 49.40.210]. Depending on eventual uses, 71 to 112 off-street parking spaces will be required at the completion of Phase 3.

Total required parking off-street parking spaces are met, with 117 provided. Code does not differentiate between bus parking spaces and vehicle parking spaces.

The back-out spaces shown on Whittier Street in the site plans <u>are not included</u> in the parking calculations for the project. The spaces are conceptual. CBJ does not allow commercial uses to have parking that backs into the right-of-way.

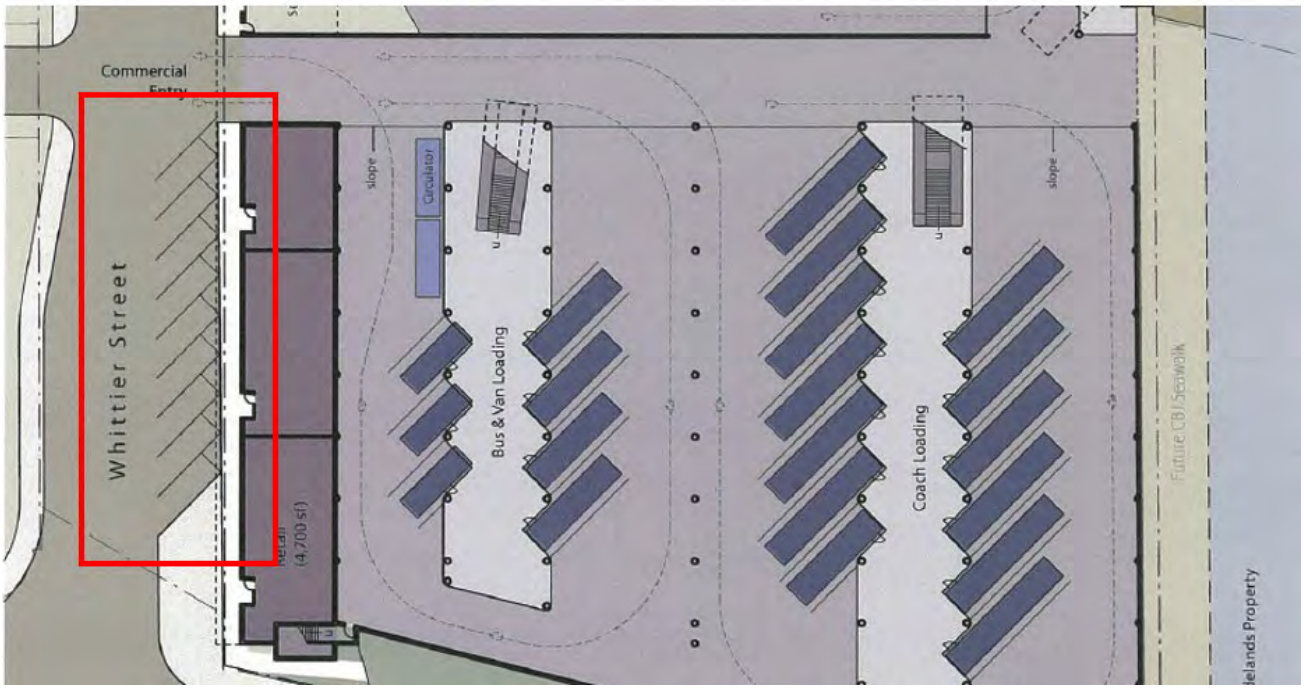


Figure 6: *The back-out parking shown on the site plans is conceptual only. CBJ will not permit back-out parking into the right-of-way for commercial uses.*

ADA spaces are required:

Use	Square Feet	Metric	Parking Required	ADA Required
PHASE I				
Retail	34,000	1/750 sf	45	
Moorage		1/moorage stall	2	
PHASE I PROJECT TOTAL			47	2
PHASE II				
Retail	9,000	1/750 sf	12	1
PHASE I/II PROJECT TOTAL			59	3
Phase III				
Cultural Center **OR**	40,000	1/1,500 sf	26	2
Retail **OR**	40,000	1/750 sf	53	3
Housing (32 1-bedroom)	40,000	0.4 spaces per	12	1
COMPLETED PROJECT				
w/ Cultural Center			83	4
w/ Retail			112	5
w/ Housing (32 1-bedroom)			71	3

One (1) loading space will be required and must be provided in Phase I [CBJ 49.20.210(c)].

Note that retail and restaurants have the same vehicle parking requirement [CBJ 49.40.210(a)].

Condition: None.

Non-motorized Transportation – The seawalk elements shown over CBJ-held tidelands, outlined in red below, are conceptual. The applicant was asked to conceptually show how the project could connect to a seawalk or bridge to Gold Creek, features that are included in the Long Range Waterfront Plan. CBJ does not have plans for their tidelands lot (shown in **Figure 3,** above) at this time.

Figure 7: *Seawalk elements outlined in red are shown for concept only, and are not part of this approval or project.*

A detailed description of passenger flow can be found in **Attachment A2, page 4**.

Two levels of pedestrian accommodation are proposed along the waterfront. The gangway will deposit pedestrians on the upper "park" level (1 in **Figure 8**, below). Pedestrians can then take a stairway or elevator down to the seawalk level (8 in **Figure 8**, below). Note that seawalk elements shown in slate grey are shown for concept only.

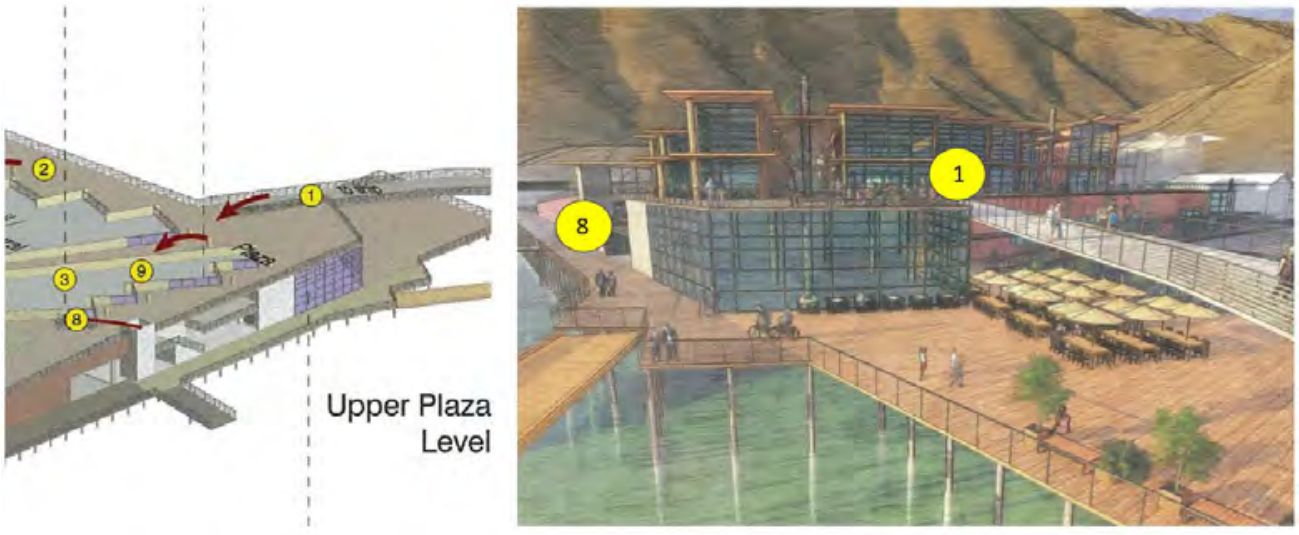


Figure 8: *Two levels of pedestrian accommodation. The gangway leads to the upper level (1) of the proposed development. Passengers can then descend a stairwell or elevator (8) to get to the seawalk level, which will include restaurants and shops.*

CBJ Ordinance 2005-29 (am) requires 16-foot wide provision for a pedestrian path along the waterfront. This project proposes seawalk along the east and south lot lines.

CBJ Parks and Recreation would maintain the seawalk. The Applicant would be required to provide a recorded easement for any section of the seawalk on Applicant property. CBJ will empty trash, repair the structure, and any other type of maintenance or management required for public use. A similar agreement is in place with Franklin Dock Enterprises, LLC.

The Applicant proposes that the seawalk at the south of the proposed facility is 16 feet wide, due to Coast Guard dock and property constraints. Note that the upper park level of the facility (1 in **Figure 8**, above) is wider than 20 feet and provides a view of the waterfront.

The Applicant can construct a 20 foot wide seawalk on the west side of the property.

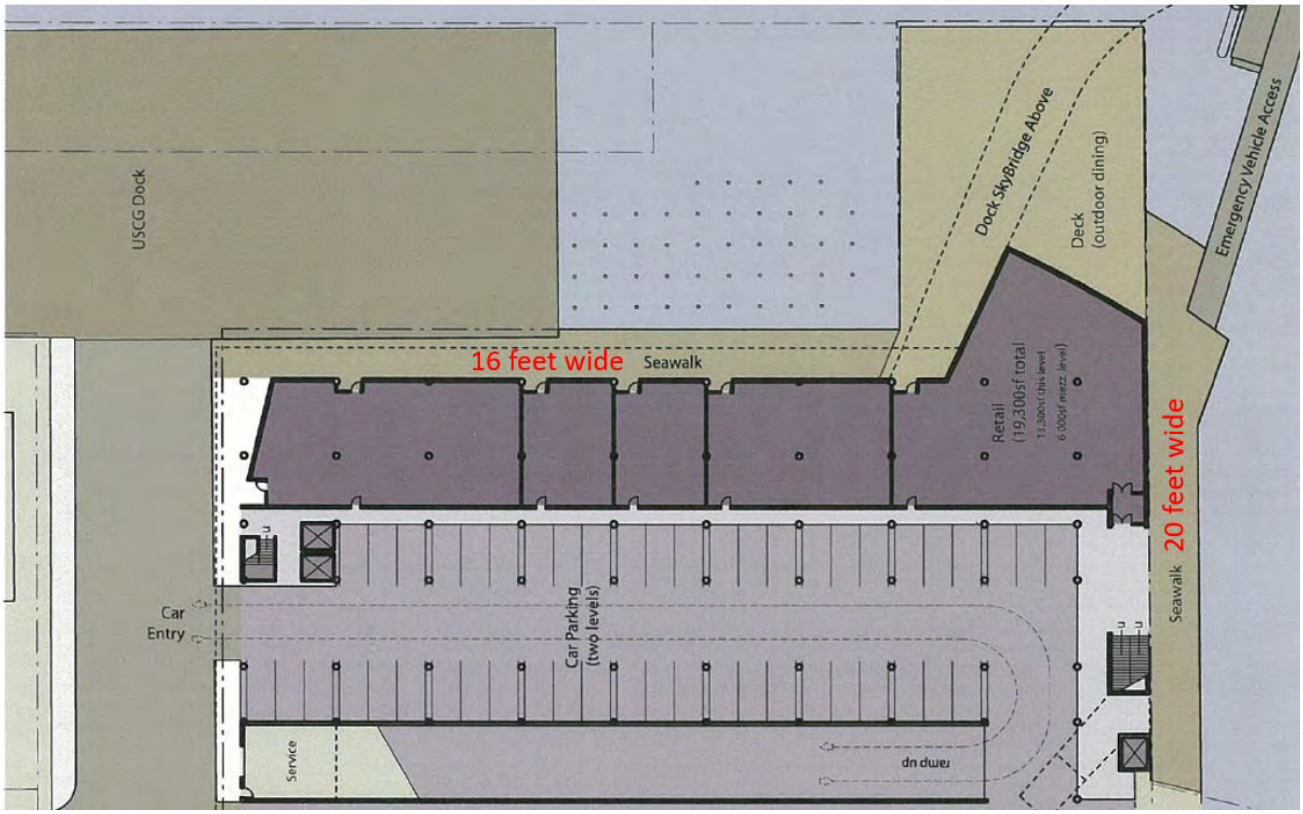


Figure 9: *The seawalk along the south lot line (top) is constrained by Coast Guard development but will meet the 16 foot width required by ordinance and plans. The west lot line seawalk can meet the 20 foot width requested by CBJ's Parks and Recreation Department.*

Under the proposed project (without the CBJ connector seawalk) pedestrians access Egan Drive through two (2) park portals, one at the west side and one at the east side (**Attachment A3 page 4**). An earthen berm will

discourage direct access along the rest of the north side. CBJ Parks and Recreation requests a condition that the park be maintained for year-round activities by the Applicant (**Attachment E, page 11**). In the past, other large developments have included amenities, (e.g. playgrounds, parks), but vague direction has led to confusion on maintenance responsibility.

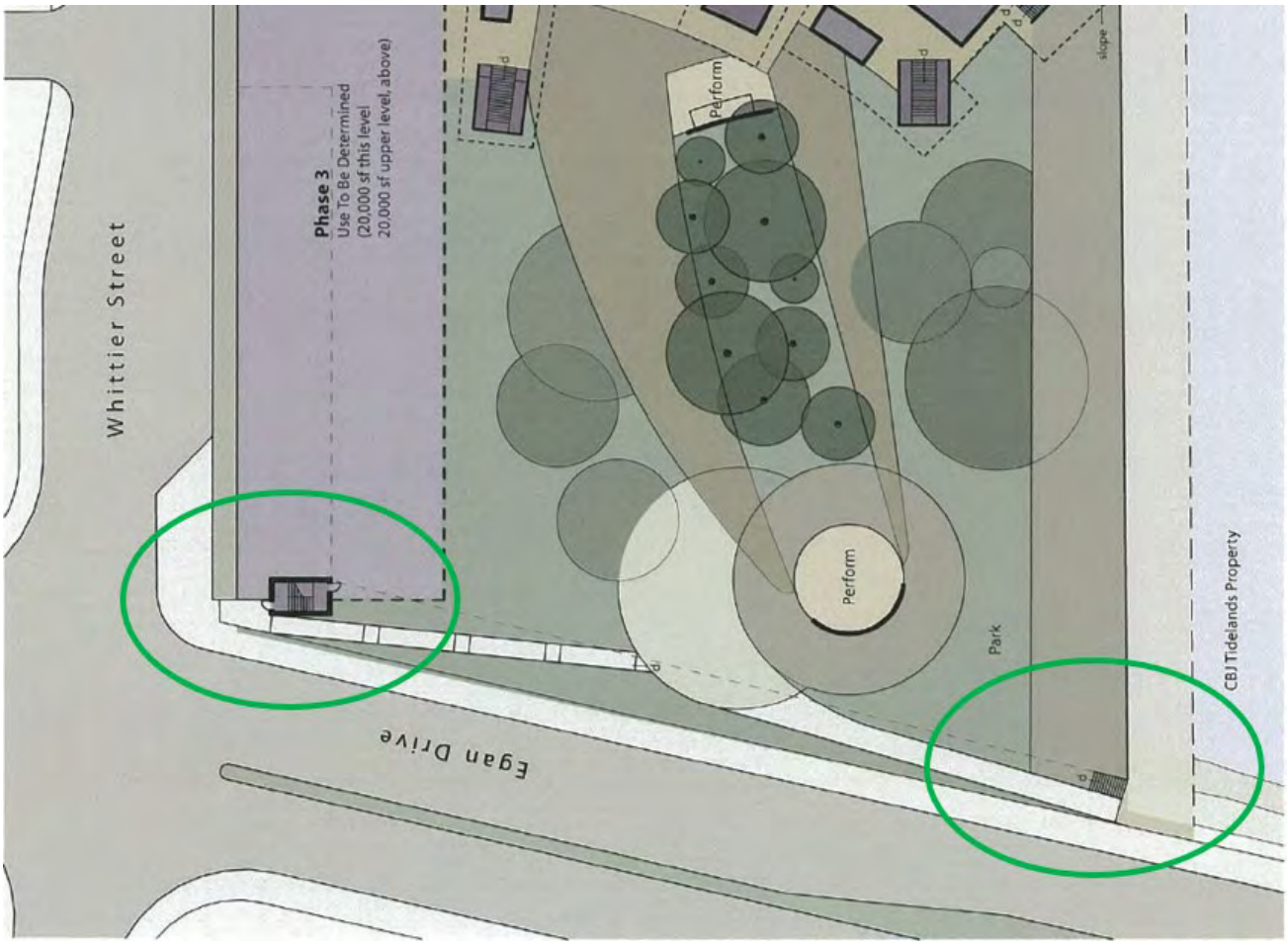


Figure 10: *In the absence of a CBJ seawalk connection, pedestrians can access the Egan Drive sidewalk via the park. The park will be designed to provide sidewalk access at the east and west ends of the park, with an earthen berm dissuading pedestrian access along the length of the lot line.*

Figure 11 shows the applicant's proposed seawalk and CBJ's conceptual seawalk in blue (not to scale). At the west end, the seawalk connects to the Egan Drive sidewalk, which currently accommodates tourists walking the coast. At the east end the Applicant's seawalk development would deposit users on Whittier Street, which currently lacks pedestrian enhancements. The area in yellow shows where CBJ may want to consider seawalk-oriented improvements.

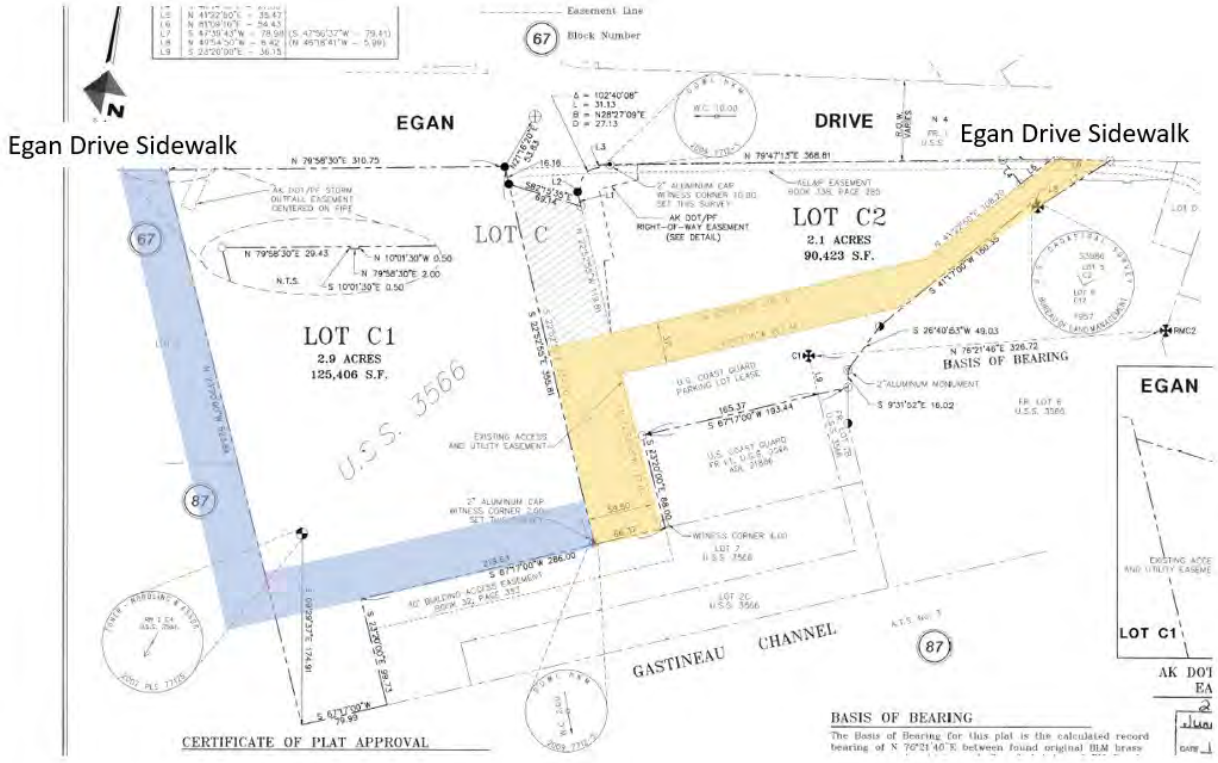


Figure 11: *Plat 2009-37 is highlighted to show the connection of the seawalk to Whittier Street and Heat Street.*

When the parent lot was subdivided in 2017, the staff report recognized the role of the property in providing seawalk continuity:

> The lot is in the special waterfront area identified in Title 49. **49.70.960(c)(6)** requires dedication of a 16 foot wide-pedestrian access easement for the purposes of a seawalk as depicted in the officially adopted *Long Range Waterfront Plan* with the responsibility of the construction left to the landowner. The requirement to dedicate the leg of the easement that is 22 feet wide, and the waiver allowed by 49.35.240(i)(2)(A) will satisfy this requirement. The lot is specifically identified as Area B in *The Long Range Waterfront Plan.* The dedication of ROW is consistent with *The Long Range Waterfront Plan.* The Seawalk will have uninterrupted access from the boardwalk over the water to Egan Drive.

The subdivision created Heat Street, extending east from Whittier Street.

> **Condition**: The minimum width of the Applicant – constructed seawalk on the south side of the lot will be 16 feet wide. The minimum width of the Applicant-constructed seawalk on the west side of the lot will be 20 feet.

> **Condition:** Before Temporary Certificate of Occupancy for any phase or element of the project, the Applicant will record an easement for CBJ maintenance and management of the seawalk. The easement will be at least 16 feet wide on the south side of the lit, and 20 feet wide on the west side of the lot. The easement will be comparable to such easements in place for other dock owners.

Condition: The applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use.

Proximity to Transit – Proximate Capital Transit stops include:

MAP	LOCATION	FEET FROM PROJECT, approximate
A	Alaska State Museum, Whittier Street	200
B	State Archives Building, Willoughby Avenue	250
C	Downtown Transit Center, Main Street	400
D	Andrew Hope Building, Willoughby Avenue	870
E	Foodland IGA, Willoughby Avenue	1,300
F	Federal Building, Willoughby Avenue	2,000

Transit stops are on the north side of Egan Drive. The proposed project is on the south side of Egan Drive. A crosswalk at Whittier Street connects the proposal to transit.

The project includes provisions for underground bus and van parking to serve tourists. The design deposits tourists on an island in the middle of the garage, which the busses and vans pull up to. This limits people walking behind the busses.

Figure 12: *Pedestrians will take a descending escalator to the underground tour bus area, which includes provisions for recharging a CBJ circulator should one come into existence. Passengers can load onto tour busses without walking behind maneuvering busses.*

Condition: None.

Noise – Noise is anticipated to be in character with Mixed Use 2 and Waterfront Commercial activities. While ship horns and chimes have been a source of noise complaints, this project does not change or mitigate those concerns.

Condition: None.

Lighting – Structure lighting will be evaluated during the building permit process. Parking areas will need to be suitably lit, lighting fixtures will be required to be "full cut-off," and no off-site glare is allowed.

Condition: None.

Vegetative Cover & Landscaping – Site concepts show approximately 28,000 square feet of vegetation in the proposed park area. The landscaping and park facilities are described on **page 4 and 7 of Attachment A2** and shown on **page 4 of Attachment A3**.

Condition: None.

Habitat – The closest anadromous resource is Gold Creek, approximately 1,000 feet to the west.

Condition: None.

Drainage and Snow Storage – Drainage and snow storage are discussed in **Attachment A2 page 5**. Off-site snow storage for seawalks is not anticipated, similarly to CBJ seawalks. Vehicle parking is covered. Drainage from vehicle area will include oil-water separation.

Condition: None.

Hazard Zones – The site is not in a mapped landslide or avalanche zone.

The dock and some proposed seawalk is in an AE special flood hazard area with an elevation of 23 feet, and will have to be designed and constructed in accordance with CBJ flood regulations.

Condition: None.

Public Health, Safety, and Welfare –

The proposed dock will be designed to structurally accommodate a ship on one side. The other side could accommodate dayboats, tenders, or small watercraft (**Attachment A2 page 12**). Modifications to this approved design would require amendment of the CUP.

Juneau docks are owned by multiple owners with varying policies and fees. CBJ is undertaking a systemic effort to normalize dockage and harmonize fees, allowing ships to be more flexibly accommodated at various docks.

Health: Shore power would improve heath through reduction of combustion byproducts. The dock will be built to accommodate shore power "when a municipal line is available." There are no current plans to provide a municipal line. Though debated in the community, AEL&P has suggested two (2) ways to provide an appropriate line to the subport: Via a submarine line laid from Douglas, or by burying a new line between the Juneau Douglas Bridge and the subport. With a new line, a powerhouse and transformer would be required on or near the site. Rough order of magnitude costs are expected in the mid- to high-tens of thousands. By comparison, the dock

electrification for Juneau -owned docks, estimated by PND Engineers (https://juneau.org/engineering-public-works/jcos, under "Climate"), is $12.9 million per berth (2019 dollars), without the need for new transmission infrastructure.

Safety: In their 2022 Juneau Tourism Survey, McKinley Research Group reports crowding on sidewalks and vehicle congestion downtown are the second and third highest concerns of Juneau residents (https://juneau.org/manager/tbmp , page 10). The proposed facility at the subport would move approximately 120,000 passengers and support services west of Main Street. Until infrastructure was upgraded or reconstructed, pinch points are the sidewalk at the west end of the project, and the seawalk connection with Whittier Street. Pedestrian accommodations are improved where the seawalk is developed.

The project includes dedicated ambulance access that is separated from the gangway and accessible through the parking garage (**Attachment A3, page 2 and 3**). The stairway and elevator will be configured to accommodate ambulance access. Approximately 80 feet of seawalk may be impacted by transient ambulance access.

Figure 13: *The green line shows ambulance access to the Emergency Vehicle Access. This route bypasses approximately 420 feet of seawalk along the waterfront, reducing conflict with pedestrians.*

Welfare: Cruise lines remit a per passenger fee that goes toward tourism-related improvements to offset impacts (https://juneau.org/manager/marine-passenger-fee-program). Cruise ship use of CBJ infrastructure has resulted in funding for lift station improvements (FY2012), Last Chance Basin well field development (FY2015), and improvements to Front and Franklin Streets (FY2017). Such projects benefit CBJ residents in the absence of tourists.

AEL&P estimates that electric rates would be 25% higher without the interruptible sales to Greens Creek Mine and Princess Cruise Lines. https://www.aelp.com/Energy-Conservation/Planning-For-Our-Energy-Future

According to the Juneau Economic Development Council's Economic Indicators for 2022, tourism employs seven (7) percent of employees, and provides three (3) percent (over $32 million), in salary earnings (https://www.jedc.org/research-library-reports-studies-by-jedc/).

The 2022 Visitor Industry Survey done by McKinley Research Group (see link above) indicates that 55 percent of Juneau residents say that tourism has an overall positive impact on their household (page 9).

CBJ Docks and Harbors requested a navigability study to verify that the proposed dock does not impede access to other docks, or impact larger vessels (such as fuel or material barges) transiting Gastineau Channel under the bridge. The study should include discussions with air operators and the Department of Transportation Federal Aviation Administration to verify access by aircraft landing and taxiing to the float plane docks (**Attachment E, page 56**).

Condition: The dock owner will, at their own expense, provide shore power within 24 months after an appropriately sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.

Condition: Prior to issuance of a building permit, the Applicant must provide a navigability study that includes explicit consideration of access impacts to:

- Alaska Steam Dock.
- Cruise Ship Terminal.
- USCG/NOAA docks.
- Large traffic, such as material or fuel barges, transiting Gastineau Channel under the bridge.
- The AJT Mining Properties, Inc. dock.
- Aircraft using the area for landing and taxiing to the float plane docks.

Property Value or Neighborhood Harmony –

Conditioning for tourism impacts on the Juneau community is challenging due to ship size increases and the ability to enforce limitations.

The dock is proposed to accommodate a ship 360 meters long (1181 feet), and 240,000 gross tons (**Attachment A2, page 8**). Below are the largest ships run by lines currently serving Juneau:

				CAPACITY		
Ship	**Line**	**Gross Tons**	**Length (feet)**	**Rooms**	**Double**	**Max**
Icon of the Seas	Royal Caribbean	250,800	1,198	2,805	5,610	7,600
Utopia of the Seas	Royal Caribbean	228,081	1,188	2,874	5,748	6,988
Wonder of the Seas	Royal Caribbean	236,857	1,187.8	2,867	5,734	6,988
Symphony of the Seas	Royal Caribbean	228,081	1,184.42	2,759	5,518	6,680
Harmony of the Seas	Royal Caribbean	226,963	1,188.1	2,747	5,494	6,687
Oasis of the Seas	Royal Caribbean	226,838	1,180	2,742	5,484	6,771
Allure of the Seas	Royal Caribbean	225,282	1,180	2,742	5,484	6,780
Carnival Celebration	Carnival	183,521	1,130	2,687	5,374	6,631
Mardi Gras	Carnival	181,808	1,130	2,641	5,282	6,631
Spectrum of the Seas	Royal Caribbean	169,379	1,138.8	2,137	4,246	5,622
Norwegian Encore	Norwegian	169,116	1,094	2,040	3,998	UNK
Ovation of the Seas	Royal Caribbean	168,666	1,138.6	2,090	4,180	4,905

Norwegian Encore and Quantum of the Seas are the largest to visit Juneau at this time. Depending on the source (Cruise Critic, Cruise Mapper, Wikipedia) Norwegian Encore and Ovation of the Seas are in the low 20s of worldwide ship size.

Industry trends are towards larger ships that exceed 4,000 passengers under double occupancy. Max capacity considers, for instance, if a room for two (2) is occupied by a family of four (4).

The inertia of the lightering process practically limits ship size to about 3,000 passengers. A dock will allow larger ships to occupy Juneau's fifth cruise ship position, increasing Juneau's cruise ship visitor capacity by 25 percent. If all docks were occupied every day of the season, this could be up to half a million additional visitors to Juneau each year considering current ship design (**Attachment B, page 14**).

Juneau planning documents and agreements limit the number of "large" ships to five (5). Definitions in use are:

- 750 feet in length in the amendment to the Long Range Waterfront Plan (**Attachment C, page 6, item 2**)
- 950 passengers in the Memorandum of Agreement between CBJ and the cruise lines (https://juneau.org/manager/tbmp , under "Visitor Industry Task Force").

There is no upper limit on a large ship.

The City Attorney has provided a memo outlining the challenges of limiting the number of passengers rather than ships (**Attachment D**). Among those:

- The U.S. Constitutional right to travel.
- Revenue bonds prohibit CBJ from undertaking actions that put debt service payments in jeopardy.

- CBJ regulation that may favor their own competing properties.

Docks at anchor cannot connect to water and sanitary services.

If CBJ were managing the docks, the cruise ship passenger limitation could be rotated through the docks for equity.

Condition: The dock is limited to one (1) large cruise ship (750 feet or more in length OR 950 or more passengers passengers) each 24 hour period beginning at midnight.

Condition: The dock will not accommodate hot berthing.

Condition: The dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity.

AGENCY REVIEW

CDD conducted an agency review comment period between May 30, 2023 and June 26, 2023. Agency review comments can be found in **Attachment E**.

Agency	Summary
CBJ Manager's Office, Manager	Notes and background on process.
USCG, Sector Juneau	Concerns with back-out parking on to Whittier Street.
CBJ Manager's Office, Tourism	1ST set of comments before dock added to CUP. 2nd set is questions on how the development fits into Juneau cruise ship operations.
CBJ Parks and Recreation	Seawalk width, park maintenance, and information on maintenance easements.
United States Coast Guard	Parking, access, and protection of dock infrastructure.
ADOT&PF	Mitigations will be worked out with the Applicant before ADOT&PF permitting.
CBJ Docks and Harbors	Navigability study, tidelands permits, electrification, and elucidation on finger floats.

CBJ Parks and Recreation asked for 20-foot seawalk widths with a CBJ maintenance easement, and explicit Applicant maintenance responsibility for the park. These concerns are addressed with the conditions on page 16-17 of this report. Parks and Recreation provided examples of seawalk easement maintenance language in place with other privately-owned docks (**Attachment E, page 10**).

The USCG expressed concerns that proposed development might extend into their property, due to confusion over an expired 35-foot easement. The Applicant intends to build the seawalk between their proposed building and the USCG property. The Applicant understands the 35-foot easement has expired (**Attachment E, page 46 and 48**).

The USCG expressed concern about compromising their bulkhead that runs along Applicant property. The Applicant states they are aware of the bulkhead. The Applicant will work with the USCG if there are any encroachments. The Applicant does not anticipate major excavation work near the bulkhead, and design will protect existing USCG buildings (**Attachment E, page 46**).

CBJ Docks and Harbors asked for a navigation study (**Attachment E, page 56)**, which has been made a condition (page 20 of this report). Other items of interest include:

- Permission to request tidelands from the Alaska Department of Natural Resources. This permission would be granted through the tidelands lease and expansion, under the Lands and Resources Department.
- Requirement for electrification. This is a condition.
- Clarity regarding dock fingers shown in renderings. These fingers could be used for dayboats, tenders or watercraft (**Attachment A2, page 12**).

PUBLIC COMMENTS

CDD conducted a public comment period between June 2, 2023 and June 20, 2023. Public notice was mailed to property owners within 500 feet of the proposed development (**Attachment F**). A public notice sign was also posted on-site two (2) weeks prior to the scheduled hearing (**Attachment G**). Public comments submitted at time of writing this staff report can be found in **Attachment H**.

CDD received one (1) comment.

Name	Summary
Bill Kramer	Concerns about cruise impacts.

Meetings conducted by the Applicant and NCL include:

- 11.18.2020 - 1st NCL Community Meeting/Presentation (online)
- 12.2.2020 - 2nd NCL Community Meeting/Presentation (online)
- 2.18.2021 - 3rd NCL Community Meeting/Presentation (online)
- 2.9.2022 – Southeast Conference – Mid-Session Summit, Juneau
- 10/29/2023: Juneau Chamber Luncheon
- 11.7.2022 - CBJ Committee of the Whole Presentation
- 11/10/22: Juneau Chamber Luncheon
- 12.2.2022 - Gallery Walk Public Presentation
- 1/11/23: Juneau Rotary - Alaska Room at Juneau Airport
- 1.30.2023 - Hanger Ballroom Presentation
- 2/1/2023: Southeast Conference – Mid-Session Summit - Juneau
- 3.19 - 3.25.2023 - Gold Metal Basketball Pop-Up Informational Booth

CONFORMITY WITH ADOPTED PLANS

2013 Comprehensive Plan

Chapter	Page No.	Item	Summary
5	50	5.5-IA5F: Public and private investment in new dock facilities for cruise ships.	This project provides private investment in new facilities but requires CBJ participation on a tidelands lease.
5	50	5.5-IA12: CBJ should look at measures that would convey the community's unique style and cultural roots to cruise ship passengers.	The proposal includes maintenance of sight lines from Egan to the waterfront, and includes indigenous art and forms in the architecture, decoration, and landscaping.

2022 Long Range Waterfront Plan, Amendment (Attachment C)

Page No.	Item	Summary
1	Provide infrastructure to prevent hot-berthing at existing docks.	A new dock does not prevent hot-berthing but creates an alternative. A proposed condition would prohibit hot-berthing.
1	Provide infrastructure to prevent large ship at anchor/dynamic positioning.	While not a goal of the project, construction of the dock may impede anchoring in Gastineau Channel.
1	Minimize congestion of pedestrians and tourism-related vehicles east of Seward Street.	If currently lightered passengers are accommodated at the new dock, accommodations for approximately 110 thousand passengers will be moved west of Seward Street.
2	Dock facility capable of accommodating one (1) large cruise ship plus government ships.	Current proposal is for one (1) large cruise ship. Opposite side of dock will not be constructed to accommodate the loads of large ships, but could handle dayboats, tenders, or small watercraft (**Attachment A2 page 12**).
3	Seawalk the length of the waterfront.	Current proposal includes seawalk on west and south sides of the development (waterfront). Seawalk ends at Whittier Street.
3	Use structures to accentuate view corridors or anchor visual interests.	Passenger gangway provides elevated view of waterfront. Gaps between structures creates visual continuity with park. Whittier Street terminates at the dock.
5	One (1) larger ship per day using one side of the facility.	Condition proposed.
5	Maximum of five (5) larger ships in port per day.	CBJ management issue.
5	No hot berthing at the new facility.	Condition proposed.

Page No.	Item	Summary
5	No larger ships allowed to anchor as the sixth ship in town.	CBJ management issue.
5	CBJ manages the dock to some extent through private partnership or agreement.	CBJ management issue.
5	Dock is electrified.	Condition proposed.
5	High quality uplands development for visitors and community.	Uplands include extensive retail and restaurant space, indigenous art incorporation, and underground staging of tourist transportation.
5	Year-round development orientation.	Vehicle parking available off season. Retail and restaurants available off-season.
6	No berthing or lightering outside of the area encompassed by the plan.	CBJ manages current lightering facilities and would deny access to a sixth ship at anchor, or anchored outside of the managed area. A proposed condition prohibits lightering from the proposed facility.
6	No more than five (5) ships greater than 750 feet in length.	CBJ management issue.
6	New docks should address impacts to navigation and anchorage.	This will be determined during dock design.
6	New docks should address impacts to view planes.	Passenger gangway provides elevated view of waterfront. Gaps between structures creates visual continuity with park. Whittier Street terminates at the dock, creating connection from Egan Drive to the waterfront.
6	New docks should address environmental impacts, including shore power to mitigate air pollution.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.
6	Uplands: manage vehicular traffic, including signalization.	Vehicle parking and bus transportation under-ground, with park on top.
6	Uplands: Stage tourist transportation efficiently.	Pedestrian traffic is routed through the structure and onto the seawalk. Tourists access busses at an underground island, minimizing need to walk behind maneuvering busses.
6	Uplands: Extend seawalk to the proposed dock.	Seawalk is proposed along the west and south sides of the project.
6	Uplands: Extend shuttle bus service.	The project provides accommodation for parking and maneuvering busses and large vans.

2004 Long Range Waterfront Plan, Original (Area B, Attachment I). The amendment recognized that uplands provisions of the original LRWP are valid and appropriate to the tidelands dock use, and used to manage the impacts of a large cruise ship dock and its impacts.

Chapter	Page No.	Item	Summary
3.3	47/48	Create a lively, mixed-use neighborhood. Mix commercial on ground floor with residential upstairs.	This can be evaluated and determined during the CUP process.
	47	Streets and plazas encourage travel through site and along waterfront.	Seawalks are proposed on the west and south sides of the development, adjacent to the Channel. Covered gathering areas between retail structures provide visual continuity with the waterfront.
	48/50	"Area B" properties provide significant parking, and development of the area may require accommodations elsewhere.	Vehicle parking will be maintained underground, and will be available for use during the off season.
	48	Building setbacks a maximum of ten (10) feet from street edge.	Setbacks on the west, south and east sides are approximately five (5) feet. Setbacks on the north side (from Egan Drive) are more due to the park.
	48/50	Parking should be behind or wrapped by buildings. Discourage parking on the waterfront.	Vehicle parking and tourist transportation are provided underground. This provides a sheltered area for tourists to wait.
	48	Buildings should be a maximum of 35 feet, unless view corridors, open space or enhancing building design are provided.	MU2 zoning height limit is 45 feet. Retail and visitor structures include corridors between structures providing continuity with the waterfront. Over an acre of open space is provided. The structures focus toward the waterfront and provide indigenous art.
	48	View corridors should be preserved.	Covered corridors between structures provide continuity with the waterfront.
	48	Set aside a minimum of 16 feet for a seawalk.	A seawalk is proposed along the west and south sides, meeting the minimum 16 feet.
	48	Create a mix of medium buildings that create an appealing visual rhythm.	Renderings show a varied roof line, covered corridors between structures, and accommodations for totem poles.
	48	Historic maritime architecture with deep recessed building openings and strong detailing.	Modern architecture highlights indigenous cultures. Covered decks and walkways create recessed structure openings.
	48/50	Views along internal streets should be preserved, accentuating view corridors and anchoring visual interests.	Internal streets are not proposed. Covered corridors between structures create visual continuity with the waterfront. The gangway to the second story provides elevated orientation to Juneau's waterfront.

2018 Juneau Renewable Energy Strategy

Chapter	Page No.	Item	Summary
Apx A,B	A13, B8	Long Term actions: Require all cruise ships and other large commercial ships to have the capacity to plug into Juneau's electric energy supply when in port.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.
Apx A,B	A13, B8	Mandate new commercial docks to provide electric plug-ins for cruise ships and other commercial vessels, and require that ships use electric power whenever available.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.

2011 Juneau Climate Action and Implementation Plan

Chapter	Page No.	Item	Summary
Strategy T6-A	43	Long Term actions: Require all cruise ships and other large commercial ships to have the capacity to plug into Juneau's electric energy supply when in port.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.
Strategy T6-A	43	Mandate new commercial docks to provide electric plug-ins for cruise ships and other commercial vessels, and require that ships use electric power whenever available.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.

Juneau Solid Waste Action Plan (no date) – no specific requirements.

Juneau 2008 Solid Waste Management Strategy – no specific requirements.

2015 Juneau Economic Development Plan – no specific insights or requirements.

The **Juneau Commission on Sustainability Annual Report (2022)** listed dock electrification as the top transportation priority. https://juneau.org/engineering-public-works/jcos

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 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?***

   Analysis: The application is for up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. The project includes a floating steel dock up to 70 feet wide and 500 feet long.

   The uplands uses listed at CBJ 49.25.300:

   - 1.300: Multi-family dwellings
   - 2.200: Storage and display of goods with greater or equal to 5,000 square feet and/or 20 percent of gross floor area of outside merchandising of goods.
   - 5.300: Libraries, museums and art galleries.
   - 8.100 Restaurants without drive-through.
   - 10.510 Moorage, commercial
   - 21.300: Visitor, cultural facilities related to features of the site

   Each use requires a conditional use permit because the project constitutes major development:

   - More than 12 residences
   - More than 10,000 square feet of commercial uses

   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: No further analysis required.

   Finding: Yes. With the recommended conditions, the proposed development will comply with Title 49, including vehicle parking, lighting, vegetative cover, structures design and seawalk access.

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

   Analysis: No further analysis needed.

   Finding: No. With appropriate conditions, the requested use, in MU2 and Waterfront Commercial zoning districts, will not 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?

Analysis: No further analysis needed.

Finding: No. With appropriate conditions, the requested use, in MU2 and Waterfront Commercial zoning districts, will substantially decrease the value or be out of harmony with the property in the neighboring area.

6. Will the proposed development be in conformity with officially adopted plans?

Analysis: No further analysis required.

Finding: Yes. The proposed use, with the recommended conditions, will conform with the 2013 Comprehensive Plan, 2022 Long Range Waterfront Plan Amendment, 2004 Long Range Waterfront Plan, 2018 Juneau Renewable Energy Strategy, and 2011 Juneau Climate Action and Implementation Plan.

RECOMMENDATION

Staff recommends 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 Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

The approval is subject to the following conditions:

1. A Temporary Certificate of Occupancy will not be issued for the dock until the tidelands lease is recorded.
2. The minimum width of the Applicant – constructed seawalk on the south side of the lot will be 16 feet wide. The minimum width of the Applicant-constructed seawalk on the west side of the lot will be 20 feet.
3. Before Temporary Certificate of Occupancy for any phase or element of the project, the Applicant will record an easement for CBJ maintenance and management of the seawalk. The easement will be at least 16 feet wide on the south side of the lit, and 20 feet wide on the west side of the lot. The easement will be comparable to such easements in place for other dock owners.
4. The Applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use.
5. The dock owner will, at their own expense, provide shore power within 24 months after an appropriately-sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.
6. Prior to issuance of a building permit, the Applicant must provide a navigability study that includes explicit consideration of access impacts to:
   - Alaska Steam Dock.
   - Cruise Ship Terminal.
   - USCG/NOAA docks.
   - Large traffic, such as material or fuel barges, transiting Gastineau Channel under the bridge.
   - The AJT Mining Properties, Inc. dock.
   - Aircraft using the area for landing and taxiing to the float plane docks.
7. The dock is limited to one (1) large cruise ship (750 feet or more in length OR 950 or more passengers) each 24 hour period beginning at midnight.

8. The dock will not accommodate hot berthing.
9. The dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity.

STAFF REPORT ATTACHMENTS

Item	Description
Attachment A1	Application Packet – Application Forms
Attachment A2	Application Packet - Summary Documents
Attachment A3	Application Packet - Site plans and elevations
Attachment A4	Application Packet - Renderings
Attachment A5	Application Packet - Traffic Impact Analysis – Final Draft
Attachment B	Assembly Committee of the Whole: 2023 Cruise Season Presentation Materials
Attachment C	Ordinance 2022-12(am): Amendment to the Long Range Waterfront Plan
Attachment D	City Attorney Memo: "Preliminary Legal Issues with Managing Tourism"
Attachment E	Agency Review Comments
Attachment F	Abutters Notices
Attachment G	Public Notice Sign
Attachment H	Public Comments
Attachment I	2004 Long Range Waterfront Plan, Chapter 3.3 (Area B)

Original Application

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

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation | Contact Person: Fred Parady

Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801 | Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)

E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____
Landowner/Lessee (Signature) — Date

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APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same | Contact Person: Same

Mailing Address: Same | Phone Number(s): Same

E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

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

Intake Initials	
1/25/23	
Case Number: USE23-003	Date Received: 1-25-23

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

I:\FORMS\PLANFORM\DPA_Final Draft.docx

Updated 5/2022– Page 1 of 1

Original Application

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase build square feet 1ST PHASE 34,000 sf, per narrative

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	$ 1,000.00	ph I class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$			

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
USE23-003	1-25-23

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

Huna Totem Corporation
WOOSH-JEE-EEN • PULLING TOGETHER

Revised Materials

May 18, 2023

Ms. Irene Gallion
Senior Planner
Community Development Division
City and Borough of Juneau
4th Floor – Marine View Center
230 South Franklin Street
Juneau, Alaska 99801

Dear Ms. Gallion:

As we discussed yesterday, enclosed please find the updated materials we are submitting for our Conditional Use Permit Application USE23-003 for our project Aak'w Landing project. The updated materials combine reflect the original submittal for the uplands portion of the project with the requested inclusion of the tidelands portion. Included are the following:

1. The original Development Permit Application
2. An email attachment from the additional landowner for the relevant tidelands of the State of Alaska.
3. The original Conditional Use Permit Application showing the case number.
4. An updated project summary description.
5. Two drawings of the planned dock alignment.
6. An updated Architectural Narrative dated 5.17.23.
7. An updated Zoning and Parking Study also dated 5.17.23, which updates the Site and Building Specifics numbers to reflect
8. The completed Traffic Impact Analysis.

All other attachments in the original remain as submitted. We hope to complete review in a timely manner in order to make the agenda for the Planning Commission shown on the calendar for Tuesday, July 11, 2023.

Thank you for your time in reviewing these materials and your insight into the process. We look forward to moving into the next steps necessary to advance the Aak'w Landing project.

Cordially,

Fred Parady
Chief Operating Officer

9301 Glacier Hwy Suite 200 Juneau, AK 99801 Phone (907) 789-8500 Fax (907) 789-1896

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications. This form and all documents associated with it are public record once submitted.

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation | Contact Person: Fred Parady

Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801 | Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)

E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

_____
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____
Landowner/Lessee (Signature) — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same | Contact Person: Same

Mailing Address: Same | Phone Number(s): Same

E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

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

Intake Initials	
1/25/23	
Case Number	Date Received
USE23-003	1-25-23

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Updated 6/2022 - Page 1 of 1

AK DNR Acknowledgement

Fred Parady

From: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Sent: Friday, April 21, 2023 3:14 PM
To: Fred Parady
Subject: RE: Aak'w Landing Tidelands
Attachments: Aak'w Landing Concept Plans 2022.11.22.pdf; 2023 04 17 HTC CBJ Tidelands DEVELOPMENT PERMIT APPLICATION.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Fred,

Just gave you a call back but appears I've missed you, so figured I'd follow up via email.

As we discussed on the phone last week, it seems premature for DNR to sign the CBJ Development Permit Application (attached) as we have not seen or reviewed any application requesting use of state land for this proposal. The preliminary drawings you sent on April 17th were helpful in determining the location of the proposed tideland lease we discussed over the phone, however, I cannot sign any document granting "complete understanding and permission" for an activity until we've received, reviewed, adjudicated, and approved a complete tideland lease application from the entity requesting the use of state tidelands (whether that be CBJ or Huna Totem Corporation – as it is still unclear who is requesting this use).

The CBJ Development Permit Application does, however, note that alternative written approval may be accepted. I would like to offer this email as a proof that we have received the tentative drawings ("Aak'w Landing Concept Plans 2022.11.22") and have confirmed that this proposal, as indicated on PDF page 6, involves use of state-owned, DMLW-managed submerged lands. Placement of permanent infrastructure and long-term, commercial use of state-managed lands requires written authorization from DNR -DMLW. We look forward to receiving and reviewing your tideland lease application for this requested activity.

I hope this email will sufficiently address your needs to move forward with the City in obtaining your preliminary approvals for this project. Please feel free to give me a call if you have any questions.

Thank you,

Megan G. Hillgartner
Southeast Regional Manager
Department of Natural Resources
Division of Mining, Land and Water
P: (907) 465-3406

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, April 17, 2023 11:27 AM
To: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Subject: Aak'w Landing Tidelands

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CBJ Lands Acknowledgement

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

To be completed by Applicant

PROPERTY LOCATION

Physical Address: O Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1 Tidelands

Parcel Number(s): n/a

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation | Contact Person: Fred Parady

Mailing Address: 9301 Glacier Highway, Suite 200, Juneau 99801 | Phone Number(s): 907.789.8504, 907.723.3903

E-mail Address: fparady

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B. I (we) grant permission for the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Dan Bleidorn — CBJ Lands Manager
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X Daniel Bleidorn — 05/26/2023
Landowner/Lessee (Signature) — Date

Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ — _____
Landowner/Lessee (Signature) — Date

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APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Huna Totem Application | Contact Person: Fred Parady

Mailing Address: Same | Phone Number(s): 907.789.8504, 907.723.3903

E-mail Address: Same

X _____ — 5.26.2023
Applicant's Signature — Date of Application

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

Intake Initials	
Case Number	Date Received

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Updated 6/2022– Page 1 of 1

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.
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To be completed by Applicant

PROJECT SUMMARY

The project proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,600 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet
Total Area of Existing Structure(s) 0 square feet
Total Area of Proposed Structure(s) Phase 1 150,000, future phase build- square feet 1st PHASE 34,000 sf, per narrative ~~All Phases~~

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	$ 4,000 00	ph I class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50 00			
Pub. Not. Sign Deposit	$ 100 00			
Total Fee	$			

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
USE23-003	1-25-23

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

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

Huna Totem Dock

Case Number:	PAC2022 0047
Applicant:	Huna Totem Corporation, Fred Parady
Property Owner:	Aak W Landing LLC
Property Address:	Egan Dr.
Parcel Code Number:	1C060K010031
Site Size:	125,406 SF/2.8789 Acres
Zoning:	MU2 Mixed Use 2 (Willoughby)
Existing Land Use:	Seasonal restaurant/Construction trailer

Conference Date:	October 26, 2022
Report Issued:	November 2, 2022

DISCLAIMER: Pre-application conferences are conducted for purposes of providing applicants with a preliminary review of a project and timeline. Pre-application conferences are not based on a complete application, and are not a guarantee of final project approval.

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
Fred Parady	Huna Totem, COO	FParady@hunatotem.com
Russell Dick	Huna Totem, President/CEO	Russell.Dick@hunatotem.com
Mickey Richardson	Huna Totem, Dir of Marketing	Mickey@hunatotem.com
Wayne Jensen	JYW Architects, President	Wayne@jensenyorbawall.com
Corey Wall	JYW Architects, Vice President	Corey@jensenyorbawall.com
Irene Gallion Emily Suarez David Peterson	Planning	Irene.Gallion@juneau.org Emily.Suarez@juneau.org David.Peterson@juneau.org

Sydney Hawkins	Permit Tech II	Sydney.Hawkins@juneau.org
Jill Maclean	CBJ CDD Director	Jill.Maclean@juneau.org
Alex Pierce	CBJ Tourism Manager	Alexandra.Pierce@juneau.org
Dan Bleidorn	CBJ Lands Manager	Dan.Bleidorn@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.

Flood plain development: FEMA mapping shows the flood plain area ending at the beach. Elements of the proposal closer to Egan Drive are below the 27 foot special flood hazard area elevation, but are outside of the mapped area. The Director has determined that flood proofing will not be required for development outside of the mapped area.

Lot coverage: See #7 below.

Construction across lot lines: A reminder that CDD cannot permit construction that crosses lot lines (CBJ 49.25.430).

Tidewater Lot Line setbacks: According to CBJ 49.25.430(4)(G): In any zoning district, yard setbacks are not required from tidewater lot lines. Reference #3 below.

Seawalk requirements: See the attached Ordinance 2005-29(am). Property owners within the area of the Long Range Waterfront Plan shall dedicate all easements necessary for construction of a seawalk 16 feet in width.

Project Overview

The project proposed phased development of mixed use, including retail, community park, docking, and associated parking.

Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 180 cars.

Materials provided by the applicant include:

- Existing Site Plan
- Seawalk (Grade) Level and Site Plan (with bus parking).
- Seawalk (Grade) Level and Site Plan (with off-season parking).
- Upper Plaza Level Phase 1.
- Upper Plaza Level Future Phases.
- Site Section.
- Zoning and parking study.
- Architectural Narrative for CBJ Pre-Application Conference.

The Applicant is working through early development stages. There are two meetings on November 7, 2022:

- Assembly Lands, Resources and Economic Development: The lease of the tidelands will be discussed in light of 53.09.260. Coast Guard land ownership and seawalk requirements will be discussed. Focus is on the specifics of the lease.
- Assembly Committee of the Whole: Huna Totem will be presenting development ideas and concepts to the Assembly. Focus will be on the vision for the community.

Coast Guard land ownership negotiations may result in modifications to the

The project will require a conditional use permit (CUP), because of public interest will be require a public meeting before the application goes to the Planning Commission.

Planning Division

1. **Zoning** – MU2, Town Center Parking area
2. **Subdivision** – Not applicable.
3. **Setbacks** –
    a. Minimum front yard setback: 5 feet
    b. Minimum street side yard setback: 5 feet
    c. Minimum rear yard setback: 5 feet
    d. Minimum side yard setback: 5 feet
    e. 49.25.430 (4)(G) - Yard setbacks. Tidewater lot line setback is zero (0)
4. **Height** – Maximum height permissible use: 45 feet
5. **Access** – Primary access is from Whittier Street. At this time the Applicant is unsure if access off Egan Drive will be required. Egan Drive is an Arterial. If access off Egan Drive is proposed, a driveway permit will be required from The Alaska Department of Transportation and Public Facilities.

    Contact: Michael K. Schuler

    Email: michael.schuler@alaska.gov

    Phone: 465-4499
6. **Parking & Circulation**– Parking per submitted materials. Note that the parking shown on Whittier is illustrative, and is not considered in parking calculations provided by the Applicant. CBJ does not permit back-out parking for commercial operations (CBJ 49.40.235(b)(6)

    The Applicant does not anticipate pursuing a waiver for parking at this time. If pursued, a waiver application should be made at the same time as the Conditional Use Permit application.
7. **Lot Coverage** – Maximum lot coverage is 80%. CDD's interpretation is that the park area on top of the garage is not lot coverage.

The definition of "lot coverage" means the percentage of horizontal lot area that is occupied by all buildings on the lot, each measured at the outside of those exterior walls of the floor having the greatest horizontal dimensions. The garage creates horizontal lot area by providing park space on the roof.

Phase 1 proposal current lot coverage is 8%.

8. **Vegetative Coverage** – Per CBJ 49.50.300 - Minimum vegetative cover is 5%. (Met)
9. **Lighting** – Proposed lighting will need to be downward cast full cut off. Lighting conditions established by the commission. Verified during building permit process.
10. **Noise** – Anticipated noise from this project is not expected to be excessive for the zoning district.
11. **Flood** –

Elements of the proposed structure and improvements are in the VE flood zone with elevations of 23 to 26 feet. VE Zone is a Special Flood Hazard Area (SFHA) inundated by 1% annual chance flood; coastal floods with velocity hazards. New development that follows within the definitions stipulated in 49.80 shall obtain a floodplain development permit (FDP). Proposed structures will need to be design to meet the requirements of CBJ 49.70 Article IV, and 49.70.400(j) for additional provisions in zones VE and V.

12. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – The project is not within a mapped hazard area. The project does not appear to need a Hillside Endorsement. A Hillside Endorsement will be required if slopes in excess of 18% are created, or cut into.

13. **Wetlands** – Wetlands are not anticipated on this lot. Fill of wetlands will require a United States Army Corp of Engineers fill permit.

    Contact them at: 907-753-2689

14. **Habitat** – Check with the U.S. Fish and Wildlife on the presence of eagle nests in the area. The presence of eagle nests may impact construction scheduling. No anadromous waterbodies are on the subject parcel, or within 50 feet.

15. **Plat or Covenant Restrictions** –There were not applicable Plat notes in Plat number 2009-37.

16. **Traffic** – A traffic impact analysis (TIA) will be required per CBJ 49.40.300 (a)(1)

    Parking level: 5,300 SF and 9,500 SF: Total SF: 14,500 SF (Retail)

    Phase 1: 10,000 SF Plaza level (Retail)

    Total: 24,800 SF retail

    According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a variety store generates 64.03 average annual daily traffic (AADT). Generating 1,587.94 AADT.

    Per plans parks are approximately 60,000 SF, or approximately 1.4 Acres (Scaled of off Plaza Level Phase 1 drawings) According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a City park generates 1.89 average annual daily traffic (AADT).

    The applicant will review the parking analysis done by the previous applicant, and modify if necessary.

17. **Nonconforming situations** – There are not nonconforming situations evident

Building Division

18. **Building** – Building plans will be reviewed during the permitting process, no comments at this time.

19. **Outstanding Permits** –

a. BLD20190242 – "Temp power for job trailer."

General Engineering/Public Works

20. **Engineering** –

a. Note that a single water meter would be required. Does not anticipate many challenges since the project will have engineers involved.

b. Per discussion above, review building elevations with FEMA elevation requirements for this area.

21. **Drainage** – None at this time.

22. **Utilities** – (water, power, sewer, etc.) None at this time.

Fire Marshal

23. **Fire Items/Access** – No comments at this time.

Other Applicable Agency Review

24. The Traffic Impact Analysis will be submitted to the Alaska Department of Transportation and Public Facilities for their evaluation and review. If they have concerns, the Commission may condition the project to address them.
25. The application will be circulated to the Alaska Department of Transportation and Public Facilities, the United States Army Corps of Engineers, the Alaska Department of Natural Resources, the United States Fish and Wildlife Service, the Alaska Department of Fish and Game, the Federal Aviation Administration, and the United States Coast Guard.

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. Development Permit Application
2. Allowable/Conditional Use Permit 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. Traffic Impact Analysis. The Final draft will be required to go to the Planning Commission.

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. None

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. $1,000 Class IV Permit
2. Public Notice Sign $150. $100 refundable if the sign is brought back by the Monday after the Commission meeting.

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

Submit your Completed Application

You may submit your application(s) online via email to permits@juneau.org
OR 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
Web: www.juneau.org/community-development

Attachments:
49.70 Article IV
49.15.330
Ordinance 2005-29(am)
Development Permit Application
Allowable/Conditional Use Permit Application

49.15.330 Conditional use permit.

(a) *Purpose.* 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.

(b) *Preapplication conference.* Prior to submission of an application, the developer shall meet with the director for the purpose of discussing the site, the proposed development activity, and the conditional use permit procedure. The director shall discuss with the developer, regulation which may limit the proposed development as well as standards or bonus regulations which may create opportunities for the developer. It is the intent of this section to provide for an exchange of general and preliminary information only and no statement by either the developer or the director shall be regarded as binding or authoritative for purposes of this code. A copy of this subsection shall be provided to the developer at the conference.

(c) *Submission.* The developer shall submit to the director one copy of the completed permit application together with all supporting materials and the permit fee.

(d) *Director's review procedure.*

(1) The director shall endeavor to determine whether the application accurately reflects the developer intentions, shall advise the applicant whether or not the application is acceptable and, if it is not, what corrective action may be taken.

(2) After accepting the application, the director shall schedule it for a hearing before the commission and shall give notice to the developer and the public in accordance with section 49.15.230.

(3) The director shall forward the application to the planning commission together with a report setting forth the director's recommendation for approval or denial, with or without conditions together with the reasons therefor. The director shall make those determinations specified in subsections (1)(A)—(1)(C) of subsection (e) of this section.

(4) Copies of the application or the relevant portions thereof shall be transmitted to interested agencies as specified on a list maintained by the director for that purpose. Referral agencies shall be invited to respond within 15 days unless an extension is requested and granted in writing for good cause by the director.

(5) Even if the proposed development complies with all the requirements of this title and all recommended conditions of approval, the director may nonetheless recommend denial of the application if it is found that the development:

(A) Will materially endanger the public health or safety;

(B) Will substantially decrease the value of or be out of harmony with property in the neighboring area; or

(C) Will not be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.

(e) *Review of director's determinations.*

(1) At the hearing on the conditional use permit, the planning commission shall review the director's report to consider:

(A) Whether the proposed use is appropriate according to the table of permissible uses;

(B) Whether the application is complete; and

(C) Whether the development as proposed will comply with the other requirements of this title.

(2) The commission shall adopt the director's determination on each item set forth in paragraph (1) of this subsection (e) 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.

(f) *Commission determinations; standards.* Even if the commission adopts the director's determinations pursuant to subsection (e) of this section, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the 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) Lack general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

(g) *Specific conditions.* The commission may alter the director's proposed permit conditions, impose its own, or both. Conditions may include one or more of the following:

(1) *Development schedule.* A reasonable time limit may be imposed on construction activity associated with the development, or any portion thereof, to minimize construction-related disruption to traffic and neighborhood, to ensure that development is not used or occupied prior to substantial completion of required public or quasi-public improvements, or to implement other requirements.

(2) *Use.* Use of the development may be restricted to that indicated in the application.

(3) *Owners' association.* The formation of an association or other agreement among developers, homeowners or merchants, or the creation of a special district may be required for the purpose of holding or maintaining common property.

(4) *Dedications.* Conveyance of title, easements, licenses, or other property interests to government entities, private or public utilities, owners' associations, or other common entities may be required.

(5) *Performance bonds.* The commission may require the posting of a bond or other surety or collateral approved as to form by the city attorney to guarantee the satisfactory completion of all improvements required by the commission. The instrument posted may provide for partial releases.

(6) *Commitment letter.* The commission may require a letter from a public utility or public agency legally committing it to serve the development if such service is required by the commission.

(7) *Covenants.* The commission may require the execution and recording of covenants, servitudes, or other instruments satisfactory in form to the city attorney as necessary to ensure permit compliance by future owners or occupants.

(8) *Revocation of permits.* The permit may be automatically revoked upon the occurrence of specified events. In such case, it shall be the sole responsibility of the owner to apply for a new permit. In other cases, any order revoking a permit shall state with particularity the grounds therefor and the requirements for reissuance. Compliance with such requirements shall be the sole criterion for reissuance.

(9) *Landslide and avalanche areas.* Development in landslide and avalanche areas, designated on the landslide and avalanche area maps dated September 9, 1987, consisting of sheets 1—8, as the same may be amended from time to time by assembly ordinance, shall minimize the risk to life and property.

(10) *Habitat.* Development in the following areas may be required to minimize environmental impact:

(A) Developments in wetlands and intertidal areas.

(11) *Sound.* Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.

(12) *Traffic mitigation.* Conditions may be imposed on development to mitigate existing or potential traffic problems on arterial or collector streets.

(13) *Water access.* Conditions may be imposed to require dedication of public access easements to streams, lake shores and tidewater.

(14) *Screening.* The commission may require construction of fencing or plantings to screen the development or portions thereof from public view.

(15) *Lot size or development size.* Conditions may be imposed to limit lot size, the acreage to be developed or the total size of the development.

(16) *Drainage.* Conditions may be imposed to improve on and off-site drainage over and above the minimum requirements of this title.

(17) *Lighting.* Conditions may be imposed to control the type and extent of illumination.

(18) *Other conditions.* Such other conditions as may be reasonably necessary pursuant to the standards listed in subsection (f) of this section.

(Serial No. 87-49, § 2, 1987; Serial No. 2006-15, § 2, 6-5-2006; Serial No. 2015-03(c)(am), § 9, 8-31-2015 ; Serial No. 2017-29, § 3, 1-8-2018, eff. 2-8-2018)

49.70.400 Floodplain.

(a) *Purpose.* The purpose of this article is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas. Other purposes are to:

(1) Reserved;

(2) Prevent the erection of structures in areas unfit for human usage by reason of danger from flooding, unsanitary conditions, or other hazards;

(3) Minimize danger to public health by protecting the water supply and promoting safe and sanitary drainage;

(4) Reduce the financial burdens imposed on the community, its governmental units, and its individuals by frequent and periodic floods and overflow of lands;

(5) Reserved;

(6) Ensure that potential buyers are notified that property is in a special flood hazard area; and

(7) Ensure that those who occupy the special flood hazard area assume financial responsibility for their development.

(b) *Interpretation.*

(1) In the interpretation and application of this article, all provisions are considered minimum requirements and are liberally construed in favor of the governing body.

(2) This article is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. Where the provisions of this article and another ordinance conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

(3) This article shall apply to all areas of special flood hazard areas (SFHAs) within the jurisdiction of the City and Borough of Juneau.

(4) The special flood hazard areas identified by the Federal Insurance Administrator (FIA) in a scientific and engineering report entitled the "Flood Insurance Study" (FIS) and the flood insurance rate maps (FIRMs) dated September 18, 2020 for the City and Borough of Juneau, Alaska are adopted. The FIS and FIRMs shall be on file with the community development department and available to the public at 155 South Seward Street, Juneau, Alaska.

(c) *Implementation.* The director is responsible for administering and implementing the provisions of this chapter and is responsible for maintaining for public use and inspection appropriate records and information relevant to implementation of this chapter. Such records and information must include:

(1) Actual elevations, in relation to mean lower low water, of the lowest floor, including basement, of all new or substantially improved structures located in the special flood hazard area (SFHA), and whether or not such structures have basements;

(2) Actual elevations, in relation to mean lower low water, of all new and substantially improved floodproofed structures and the required floodproofing certifications;

(3) Flood insurance studies (FISs);

(4) Flood insurance rate maps (FIRMs);

(5) Any reports or studies on flood hazards in the community, such as written reports by the U.S. Army Corps of Engineers, U.S. Geological Survey, or private firms provided to the director; and

(6) A file of all floodplain permit applications, permits, exceptions, and supporting documentation.

(d) *Enforcement.* Enforcement of this chapter is per CBJ 49.10.600—49.10.660.

(e) *Floodplain development permit required.* A floodplain development permit is required for any development or industrial uses located within a special flood hazard area, including placement of manufactured homes. The director must:

(1) Review all floodplain development permit applications for development in the special flood hazard area for compliance with the provisions of this chapter, and to determine if other permits may be necessary from local, state, or federal governmental agencies.

(2) Interpret the location of the special flood hazard area boundaries and regulatory floodway. If there appears to be a conflict between a mapped boundary and actual field conditions, the director must determine and interpret the documents. When base flood elevation data has not been provided, the director shall obtain, review, and reasonably utilize base flood elevation and floodway data available from any federal, state, municipal, or any other source to implement the provisions of this chapter.

(3) If the director determines that a proposed development is within a special flood hazard area, a permit fee must be collected and the following information must be provided before processing a floodplain development permit:

(A) Elevation of the lowest floor, including a basement, of all structures;

(B) Elevation to which any structure has been floodproofed;

(C) Certification by an engineer or architect that the floodproofing methods for any nonresidential structure meet generally accepted floodproofing standards;

(D) Description of the extent to which any watercourse will be altered or relocated as a result of proposed development;

(E) Description of the plan for maintenance of the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished; and

(F) When base flood elevation data have not been provided, the director shall obtain, review and reasonably apply any base flood elevation and floodway data available from federal, state or other sources.

(f) *Methods of reducing losses.* In order to accomplish its purpose, this article includes methods and provisions to:

(1) Restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or flood heights or velocities;

(2) Require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction;

(3) Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;

(4) Control filling, grading, dredging, and other development that may increase flood damage; and

(5) Prevent or regulate the construction of flood barriers that will unnaturally divert floodwaters or that may increase flood hazards in other areas.

(g) *General standards for flood hazard protection.* In special flood hazard areas the following standards apply:

(1) *Anchoring.*

(A) Design, modify, and anchor new construction and substantial improvements to prevent flotation, collapse, or lateral movement of the structure(s).

(B) A manufactured home must be anchored to prevent flotation, collapse, or lateral movement and be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors.

(C) An alternative method of anchoring may be used if the system is designed to withstand a wind force of 90 miles per hour or greater. Certification must be provided to the director that this standard is met.

(2) *Construction materials and methods.*

(A) Construct new construction and substantial improvements with materials and utility equipment resistant to flood damage.

(B) Use methods and practices that minimize flood damage for new construction and substantial improvements.

(C) Design or locate electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities so as to prevent water from entering or accumulating within the components during conditions of flooding.

(D) Require adequate drainage paths around structures on slopes to guide floodwaters away from existing and proposed structures for new construction and substantial improvements within zones AH and AO.

(3) *Utilities.*

(A) Design new and replacement water supply systems to minimize or eliminate infiltration of floodwaters into the system.

(B) Design new and replacement sanitary sewage systems to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters.

(C) Locate on-site waste disposal systems to avoid impairment to them or contamination from them during flooding.

(4) *[Subdivision and development proposal criteria.]* Subdivision and development proposals must meet the following criteria:

(A) Be designed to minimize flood damage;

(B) Locate and construct utilities and facilities, such as sewer, gas, electrical, and water systems to minimize flood damage;

(C) Provide adequate drainage to reduce exposure to flood damage; and

(D) Include base flood elevation data if the development consists of at least 50 lots or five acres, whichever is the lesser. If base flood elevation data is not available, the proposal must provide the data and backup information for how the base flood elevation data was generated for the proposal.

(5) *[Floodplain development permit requirements.]* Review of floodplain development permits must include:

(A) Review of the flood insurance rate map and flood insurance study for flood zone determinations for new or substantially improved structures;

(B) For new or substantially improved structures:

(i) Submittal of the proposed and finished lowest floor elevations in zones A, AE, AO, and AH.
(ii) Submittal of the proposed and finished bottom elevation of the lowest horizontal structural member of the lowest floor and its distance from the mean lower low water mark in zones V and VE; and
(iii) Submittal of specific requirements for zones V and VE as set forth in subsection 49.70.400(i).

(C) In zones A and V, where elevation data are not available through the flood insurance study or from another authoritative source, applications for floodplain development permit shall be reviewed to ensure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and may be based on historical data, high water marks, photographs of past flooding, and other similar or relevant data. Failure to elevate construction at least two feet above grade in these zones may result in higher insurance rates.

(D) Provision of an elevation certificate to demonstrate that the lowest floor of a structure is at or above base flood elevation. The certification must be provided on a form approved by the National Flood Insurance Program and prepared by a registered land surveyor or professional engineer who is licensed in the State of Alaska and authorized to certify such information. This requirement may be waived by the director if an approved record elevation demonstrates that the lowest floor is substantially above the base flood elevation due to natural ground level.

(6) *Other permits.* The applicant must certify that all other necessary permits have been obtained from any federal or state governmental agencies.

(7) *[Maintaining watercourse.]* Maintain altered or relocated portions of a special flood hazard area mapped watercourse so that the flood-carrying capacity is not diminished. The department must notify the state coordinating agency, if any, and the Federal Emergency Management Agency prior to

issuance of a floodplain development permit that seeks to alter or relocate any watercourse within a special flood hazard area.

(h) *Specific standards for flood hazards protection.* In special flood hazard areas where base flood elevation data is provided, the following provisions are required:

(1) *New structures or substantial improvements.* Fully enclosed areas below the lowest floor of new construction or substantial improvements, that are useable solely for parking of vehicles, building access, or storage in an area other than a basement, must automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect licensed in the State of Alaska or must meet or exceed the following minimum criteria:

(A) Provide a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;

(B) Height of the bottom of all openings must be no higher than one foot above grade; and

(C) Openings may be equipped with screens, louvers, or other coverings or devices provided that the automatic entry and exit of floodwaters is allowed.

(2) *Residential construction.* New construction and substantial improvement of any residential structure:

(A) Construct the lowest floor, including basement, elevated to or above the base flood elevation within zones A, AE, or AH; or

(B) Construct the lowest floor elevated to the base flood depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO.

(3) *Manufactured homes.* New or substantially improved manufactured homes must:

(A) Be placed at or above, the base flood elevation, within zones A, AH, or AE, and shall be elevated to, or above, the base flood elevation, and comply with subsection (g); or

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; and meet the provisions of subsection (g)(1).

(4) *Recreational vehicles.* Recreational vehicles placed within any special flood hazard area must be:

(A) Situated on the site for fewer than 180 consecutive days;

(B) Fully licensed, operational, and approved for road use; or

(C) Meet the requirements of subsection (h)(3).

(5) *Nonresidential construction.* New construction or substantial improvement of any nonresidential structure must:

(A) Elevate the lowest floor, including basement, to or above the base flood elevation within zones A, AE, and AH;

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; or

(C) Floodproof the area below the base flood elevation within zones A, AE, AH, and AO, so that:

(i) The structure and utility and sanitary facilities are watertight with walls substantially impermeable to the passage of water;

(ii) Structural components shall have the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

(D) A floodproof structure must be designed by an engineer or architect licensed in the State of Alaska, certifying that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on the engineer's or architect's development or review of the structural design, specifications, and plans. Certification must be provided to the director;

(E) Applicants proposing to floodproof nonresidential buildings must be notified at the time of floodplain development permit application that flood insurance premiums are based on rates that are one foot below the floodproofed level.

(6) *Industrial uses.* Industrial uses within the special flood hazard area are subject to the following provisions:

(A) Sand and gravel operations, recreation activities, open space, and parking lots may be allowed in 100-year floodplains if the use does not increase the flood hazard.

(B) Industrial equipment and raw materials stored in 100-year floodplains must be adequately bermed or otherwise protected.

(C) Disposal of hazardous materials in 100-year floodplains is prohibited. No new development that involves storage of hazardous materials will be permitted in the 100-year floodplain unless there is no feasible and prudent alternative and adequate safety measures are provided to prevent accidental discharge.

(D) Establishment of sanitary landfills in floodplains is prohibited.

(7) *Increasing water surface elevation in special flood hazard area mapped watercourses where floodways are not mapped.* Notwithstanding any other provisions of this article, development in zones A, AE, and AH may increase the water surface elevation of the base flood:

(A) Up to one foot with the submittal of an analysis completed by an engineer licensed in the State of Alaska demonstrating the cumulative effects of the proposed, existing and anticipated, development to the base flood; or

(B) By more than one foot only after a conditional letter of map revision and final letter of map revision is approved by the Federal Emergency Management Agency flood insurance administrator.

(i) *Additional provisions in floodways.*

(1) Residential and nonresidential structures are prohibited in floodways, no exceptions apply. Culverts and bridges are not subject to this prohibition.

(2) Encroachments, including fill, new construction, and other development, except subdivisions, within a floodway are prohibited unless an engineer licensed in the State of Alaska submits a hydrologic and hydraulic analyses to the director indicating that the encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge. The hydrologic and hydraulic analyses must be performed in accordance with standard engineering practice acceptable by the Federal Emergency Management Agency.

(3) Development along a floodway cannot increase the water surface elevation unless a conditional letter of map revision and final letter of map revision that revises the floodway are approved by the Federal Emergency Management Agency.

(j) *Additional provisions in zones VE and V.*

(1) New construction and substantial improvements in zones V and VE must be elevated on pilings and columns so that:

(A) The bottom of the lowest horizontal structural member of the lowest floor, excluding the pilings or columns, is elevated to or above the base flood elevation; and

(B) The pile or column foundation and structure attached thereto is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Wind and water loading values must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used are those required by applicable state statute and local code. A registered professional engineer or architect licensed in the State of Alaska must develop or review the structural design, specifications, and plans for the construction and must certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of subsections (j)(1)(A) and (B) of this section.

(C) The use of fill for structural support of buildings is prohibited.

(2) In zones VE and V, new habitable construction must be located landward of the reach of mean high tide.

(3) In zones VE and V, new construction and substantial improvements must have the space below the lowest floor either free of obstruction or constructed with nonsupporting breakaway walls, open wood latticework, or insect screening intended to collapse under wind and water loads without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system.

(4) Breakaway walls must have a design safe loading resistance of not less than ten pounds per square foot and no more than 20 pounds per square foot. Use of breakaway walls that exceed a design safe loading resistance of 20 pounds per square foot (either by design or when so required by local or state codes) may be permitted only if a registered professional engineer or architect licensed in the State of Alaska certifies that the designs proposed meet the following conditions:

(A) Breakaway wall collapse must result from a water load less than that which would occur during the base flood; and

(B) The elevated portion of the building and supporting foundation system must not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and nonstructural). Maximum wind and water loading values to be used in this determination must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used shall be those required by applicable state statute and local code.

(C) Enclosed space within breakaway walls are limited to parking of vehicles, building access, or storage. Such space must not be used for human habitation.

(k) *Warning and disclaimer of liability.* The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected, can and will occur. Flood heights may be increased by human or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, §§ 2—9, 1990; Serial No. 2013-19(b), § 2, 7-15-2013 ; Serial No. 2020-42, § 2, 8-24-2020, eff. 9-23-2020 ; Serial No. 2021-06, § 2, 4-26-2021, eff. 5-26-2021)

49.70.410 Exceptions.

(a) The planning commission shall hear all applications for an exception from the provisions of this article, and are limited to the powers granted in this article and those necessarily implied to ensure due process and to implement the policies of this article.

(b) In passing upon such application, the planning commission must consider all technical evaluations, relevant factors, standards specified in other sections of this article, and:

(1) The danger that materials may be swept onto other lands and cause injury to other persons or property;

(2) The danger to life and property due to flooding or erosion damage;

(3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;

(4) The importance of the services provided by the proposed facility to the community;

(5) The necessity to the facility of a waterfront location, where applicable;

(6) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;

(7) The compatibility of the proposed use with existing and anticipated development;

(8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;

(9) The safety of access to the property in times of flood for ordinary and emergency vehicles;

(10) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

(11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

(c) Exceptions may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing subsections (b)(1)—(b)(11) of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the exception increases.

(d) Upon consideration of the factors of subsection (b) of this section and the purposes of this article, the commission may deny or grant the application and may attach such conditions to the grant of an exception as it deems necessary to further the purposes of this article.

(e) Exceptions may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places, without regard to the procedures set forth in the remainder of this section.

(f) Exceptions must not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(g) Exceptions must only be issued upon a determination that the exception is the minimum necessary, considering the flood hazard, to afford relief.

(h) Exceptions must only be issued upon:

(1) A showing of good and sufficient cause;

(2) A determination that failure to grant the exception would result in exceptional hardship to the applicant; and

(3) A determination that the granting of an exception will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances or conflict with existing local laws or ordinances.

(i) Reserved.

(j) Warning and disclaimer of liability. The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected,

can and will occur. Flood heights may be increased by manmade or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof, or the Federal Insurance Administration for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, § 10, 1990; Serial No. 2021-06, § 3, 4-26-2021, eff. 5-24-2021)

Presented by: The Manager
Introduced: 09/12/2005
Drafted by: J.W. Hartle

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2005-29(am)

An Ordinance Relating to the Seawalk in the Area Encompassed by the Long Range Waterfront Plan.

WHEREAS, the Assembly has adopted the Long Range Waterfront Plan; and

WHEREAS, that plan includes a seawalk extending along the entire downtown waterfront to provide a useable transportation corridor; and

WHEREAS, the CBJ Land Use Code currently requires property owners developing or redeveloping their property to construct the seawalk and dedicate an easement for it; and

WHEREAS, having the City and Borough construct the seawalk will facilitate development of a coherent, useable corridor; and

WHEREAS, the LID process can be used to provide for construction of the seawalk along properties not under development.

NOW, THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough code.

Section 2. Amendment of Subsection. CBJ 49.70.960 Special waterfront areas, is amended at subsection (c)(6) to read:

...

(6) Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to twenty percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners of property along

the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk sixteen feet in width.

(A) *Reserved.*

(B) *Reserved.*

(C) The seawalk shall not be required for existing buildings located along the water's edge until additions or alterations, or both, in excess of 50 percent of the gross square footage of the existing structure are proposed or undertaken within a 36-month period as determined by the City and Borough building division. General maintenance or repair work is exempt from this requirement.

(D) *Reserved.*

...

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 10th day of October, 2005.

Bruce Botelho, Mayor

Attest:

Laurie J. Sica, Clerk

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com
Designing Community Since 1935

Date: June 19, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Planning Study

Total Project Area
475,377 sf.

Discussion: Area of Uplands and Dock are combined for the Conditional Use Permit and to show the total size of the project. The two portions of the project are considered individually below.

Uplands Portion of Project
Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Park above. Retail both at Seawalk and Upper Plaza (Park) level. 103,100 sf footprint

- 150,000 sf total developed area, including:
  - One-story bus parking and loading garage
  - Two-story car parking garage
  - 34,000 sf Retail, including:
    - 4,700 sf Whittier Street-facing (Seawalk Level)
    - 19,300 sf Seawalk-facing (Seawalk Level & Mezzanine)
    - 10,000 sf Welcome Center (Upper Plaza Level)
- 1+ acre of Park and Plaza over bus and vehicle garage

Proposed Future Phase Development: Additional Retail and Use TBD facilities at Upper Plaza (Park) level

- 9,000 sf additional Retail (43,000 sf total, including Phase 1)
- 40,000 sf Future Phase, Use TBD

Parking

Parking Provided. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, for a total of 117 bus and car stalls. Alternate "Off-Hours" striping in the bus garage will allow for passenger car parking after-hours or off-season for a total of 79 car stalls (plus the Circulator) in this area of the garage for a building total of 172 car stalls.

Discussion: CBJ Codes calculations are based on car-sized parking stalls. Given the large capacity of the buses, using the "Off-Hours" striping stall total to determine parking capacity seems reasonable. However, the proposed development is allowable even if parking capacity is determined with bus stalls counted as a single stall.

Phase 1 Parking Required:	34,000 sf Retail (1 stall per 750 sf):	**46 stalls required**
Future Total Parking Required:	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use TBD	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	53 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		70-110 stalls required total

CBJ Parking Requirement:

• Commercial/Retail	1 per 750 sf
• Restaurants	1 per 750 sf
• Museum	1 per 1,500
• Recreational Space	1 per 10 seats
• Housing, 400 sf Eff.	.3 spaces per
• Housing, 1-bedroom	.4 spaces per
• Housing 2-bedroom	.6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

Dock Portion of Project
Parcel: 1C100-K83-0032 (CBJ Tidelands) and unlabeled adjacent Alaska State Tidelands
Project Area: 350,000 sf (125,000 sf on CBJ Tidelands, 225,000 sf on State Tidelands).

Discussion: Project Area is only a portion of the much larger CBJ- and State-owned parcels. Project Area includes area physically occupied by the Dock structures, the "shadow" of the 360-meter long cruise ship floating above, and approximately 20% additional space around the dock and ship to ensure compliance.

Property Zoning: MU2 (taken from adjacent C-1 Lot Zoning)
Maximum Lot Coverage: 80% (280,000 sf)
Minimum Vegetative Cover: 5% (17,500 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)

Discussion: Dimensional standards and requirements listed are for MU2 zoning. Not clear how all standards—particularly vegetative cover—apply to tideland lots which are entirely over water. However, the project will comply with a strict reading of all requirements:

- *The constructed Dock takes up an area much smaller than the allowable Maximum Lot Coverage (143,960 sf vs the allowable 280,000 sf)*
- *The Park on the Uplands is large enough to fulfill Minimum Vegetative Cover requirements (50,000 sf vs. the required 23,769 sf for the Uplands and Dock together)*
- *The Dock height will be lower than the 45' Maximum Height as determined from the datum on the Uplands.*

Allowable Uses:

- Private Moorage: 1,3 (49.25.300, 10.520)

(1, 3. Department approval required if minor dev., conditional use permit required if major development.)

Proposed Development: Floating Dock with access ramps to the adjacent C-1 parcel. No occupiable buildings are proposed in this portion of the development.

Parking: As noted above, all parking is being provided on the Uplands portion of the project.

Discussion: Parking requirements for the project have been determined by the Uplands development areas without modifiers—i.e., the parking calculations assume that all visitors to the Uplands facilities—even the Welcome Center—arrive via personal vehicle and not on the cruise ship. As noted above, the project provides 172 parking stalls for a total build-out requirement of 70-110 stalls.

Parking requirements for the vehicles serving the cruise ship and dock itself are not defined by code. The project includes more parking areas for buses, vans, and coaches than are currently provided at the other cruise ship docks. (For example, the AJ Dock facility provides 21 dedicated coach and bus stalls, the proposed Aak'w Landing project proposes 24 dedicated coaches and bus stalls).

Other Planning Considerations

Circulation: The project has been designed to prioritize safe and efficient movement of pedestrians and vehicles. The goal is to create a high-quality experience both for visitors arriving to Juneau for the first time via the adjacent cruise ship dock and for local residents who wants to enjoy the publicly-accessible Park and view areas or waterfront retail / restaurant facilities on the site.

Cruise Ship Arrival

- Pedestrian traffic to and from the cruise ship arrives onto the site via the Dock SkyBridge, which connects at the Upper Plaza (Park) level. This will provide a location for large groups of newly-arrived visitors to get sorted and organized in an area away from the more linear Seawalk-level retail areas below. This level will be entirely pedestrian, with all vehicles located a level or two below.
- The curving Skybridge will provide orienting views to and through the upper-level buildings before visitors arrive at the Upper Plaza. Major pedestrian routes are marked with large canopies supported by totem pole columns and other artwork.
- Directly in front of a visitor arriving at the Upper Plaza is a 10,000 sf Welcome Center—a unique facility for any dock in Juneau. Visitors can walk around or through the Welcome Center to be sorted into tours or provided maps and suggestions for independent activities.
- The slowly rising SkyBridge arcs over the dining Deck and gives visitors a view of the Seawalk-level retail and other enticing attractions below. The large dining Deck and SkyBridge act as visual markers to orient visitors when they return to the site.

Tour Departure

- To the rear of the Welcome Center, two separate sets of escalators and stairs take visitors to the loading islands on the parking level below. Electronic and static signage helps separate and efficiently guide the visitors to their tour departure areas.
- In the parking garage, visitors are loaded and unloaded from raised loading islands. Pedestrians do not ever cross bus or car traffic lanes on foot in the garage.
- Buses and commercial traffic have a separate entrance and traffic patterns from passenger vehicles. During on-hours, commercial traffic and passenger vehicles are entirely separate.

Park and Upper Plaza

- Over half of the upper level of the project is devoted to Park and open Plaza spaces. The Park gently slopes towards Egan Drive and the sidewalk to provide easy pedestrian access to this very prominent feature.
- The Park will be heavily landscaped with a variety of activity and leisure spaces such as: performance stages for music and dance, open areas for play and gathering, landscaped natural areas to display native art, covered seating areas with hook-ups for food trucks and carts, etc.

Pedestrian Traffic and Seawalks

- Based on current predictions, the majority of visitors will leave the site on leave the site via commercial vehicles as described above. However, pedestrians to and from the Upper Plaza will have number of clear and attractive walking options.
- Pedestrians descending through the Park towards Egan will be routed either to the NE corner (Whitter/Egan signalized intersection) or to the NW corner and onto the Egan sidewalk walking towards Gold Creek. The landscaped berm at the rear of the Park will not allow pedestrian traffic at random locations down to the Egan sidewalk.

- A large stair and elevator are located at the open SW corner of the Upper Plaza to take pedestrians down towards the dining Deck and Seawalk-level retail below. This corner of the site is open to the Tidelands and is one of the only portions of the site which will always have open waterfront views.
- The large (75- 95' deep) dining Deck is located on the "flagpole" portion of the site and will also always be open to the waterfront to the south.
- Adjacent to the dining Deck, a 16' wide Seawalk will take pedestrians along retail spaces as they walk east towards Whittier. The corner retail space at the SE corner of the site will have stairs and elevators which can take visitors back up to the Upper Plaza Level.
- Pedestrians on Whittier can proceed either to the wide sidewalks and signalized intersection / pedestrian crossing at Whittier/Egan, or they can proceed down Heat Street towards downtown. CBJ improvements to Heat Street to create an attractive extension of the Seawalk from downtown would enhance the visitor's walking experience but are not seen as a critical or immediate need.
- A portion of 16'+ Seawalk is planned at the SW corner of the project along the adjacent Tidelands property. The Seawalk is shown as a possible future project along the west side of the project on CBJ Lot 1A, but this project will depend on CBJ plans for this property. A Seawalk here would link the Seawalk near the SW dining Deck back to Egan, but is not required since pedestrians can route up to the Upper Plaza and along the west side of the Park down to Egan.

Emergency Access

- Emergency vehicles can access the site from Egan and Whittier and will have complete access to the parking levels.
- A controlled vehicle access lane through the parking level, onto the SW Seawalk and to an at-grade vehicle bridge to the cruise ship dock will allow for emergency vehicle access to the entire dock. This route is not anticipated to be used for non-emergency vehicles.
- It is hoped to develop the Park access ramps and walkways such that food trucks and service vehicles could be brought to the Upper Plaza level without needing a driveway off Egan. Such access ramps would allow for emergency vehicle access to the Upper Plaza, although such access is not required by code.

Snow Storage and Drainage: All vehicle traffic on the site is inside the covered parking garage, with covered canopies over the access drive lanes from Whittier. Canopies over the south-facing Seawalk protect walking traffic and the majority of the retail spaces are accessible directly from the interior parking garage. Snow removal at the non-canopy covered Seawalks and at the Park / Upper Plaza is anticipated to be intermittent with no off-site snow storage required. Snow will not be pushed off the site into the water.

Drainage off the site will be internally collected and routed to the channel. Catch basins in vehicle traffic areas will have oil-water separators as required.

FEMA and Floodplain Requirements: All retail and permanently-occupied spaces at the lower Seawalk Level have floors above the flood plain level. The rear portion of the parking garage slopes below the floodplain and this portion of the garage will be engineered to withstand flooding and tidally-caused uplift pressures.

Lighting: Exterior lighting—both on the buildings and in the exterior spaces--will comply with code requirements.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Conditional Use Application

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.
- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the CBJ Tideland Lots to the west if this is desired in the future.
- The entire Bus Staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the Bus Staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

- The Park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the Park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.
- Shop and Cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.

- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the s[illegible] planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Cruise Ship Dock.

- 500’ x 70’ steel floating dock of similar construction to that utilized at Icy Strait Point Berth II and Ward Cove Cruse Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design vessel during cruise season weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for the cruise fleet.
- The floating berth shall be accessed with a 140-foot-long gangway rated for port of call standard equipment.
- Mooring locations to be equipped with electric capstans for line handling and will be accessible by catwalks.
- The dock includes basic facility lighting, electrical service, and wash down water from the abutment seaward.
- The proposed design includes the cable trays and structure for integrating future shore power connections once the municipal feed is available.

Project Summary

Aak'W Landing Conditional Use Permit Application

The project proposes a phased development of mixed use, including retail, food and beverage, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail and food and beverage operations, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.

External lighting is to be developed.

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined.

Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

The pier portion of the project will utilize a proven steel float solution that will be built with a deck up to 70-feet wide and 500 feetlong, allowing for the best facility layout and passenger handling solution.

Drawings for the above project are attached.

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- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

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- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
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- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

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graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.

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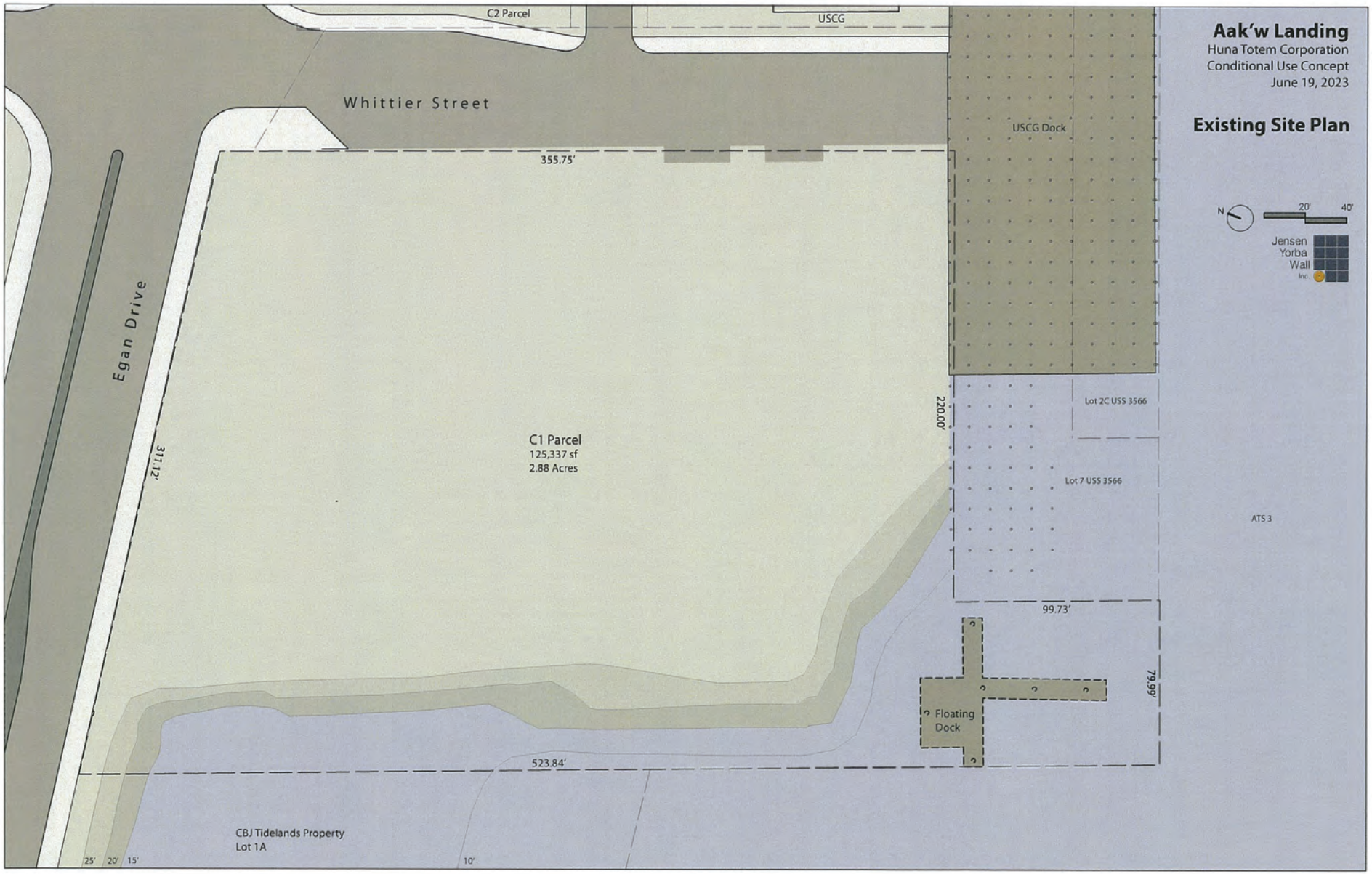
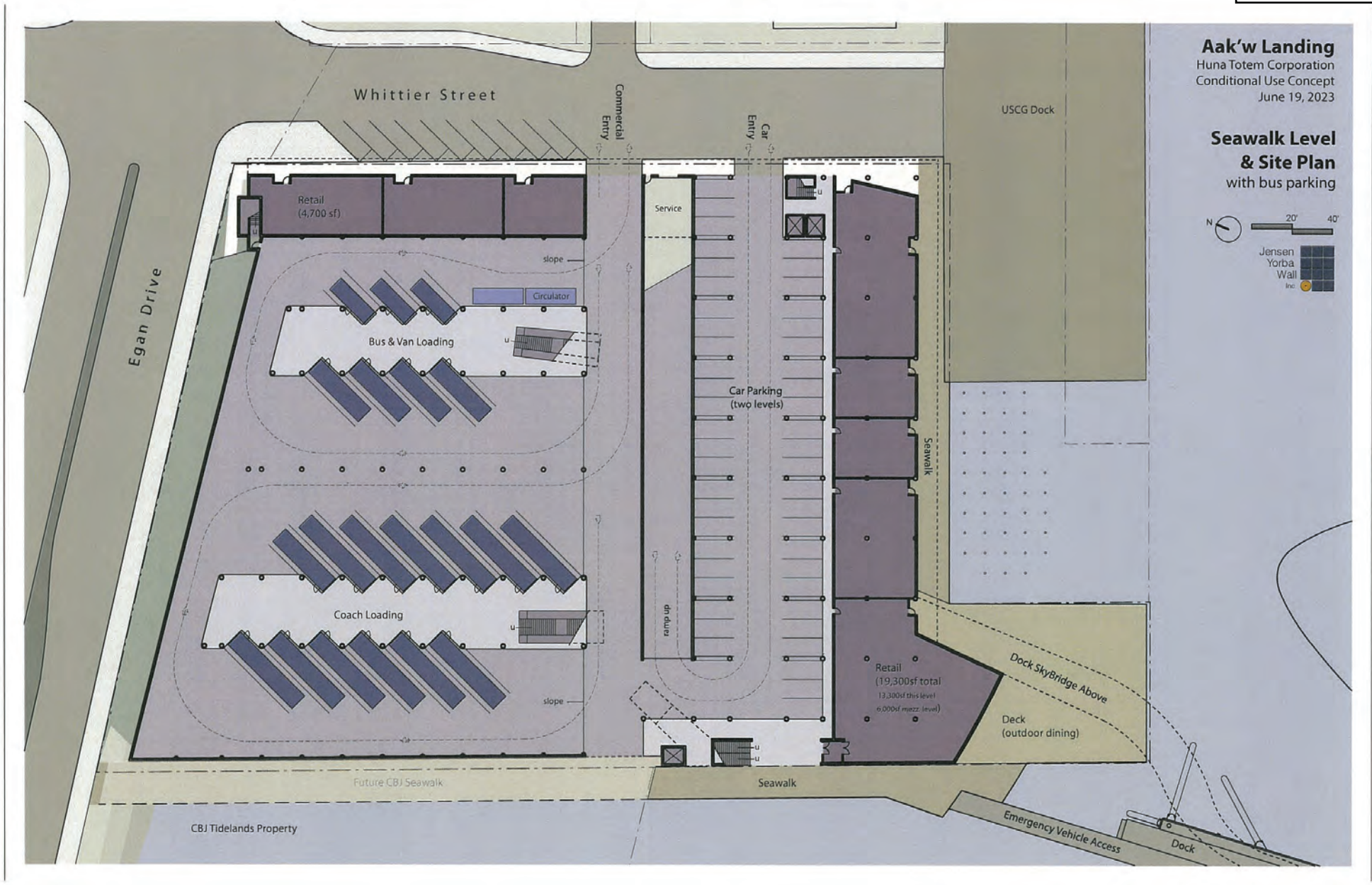
Cruise Ship Dock.

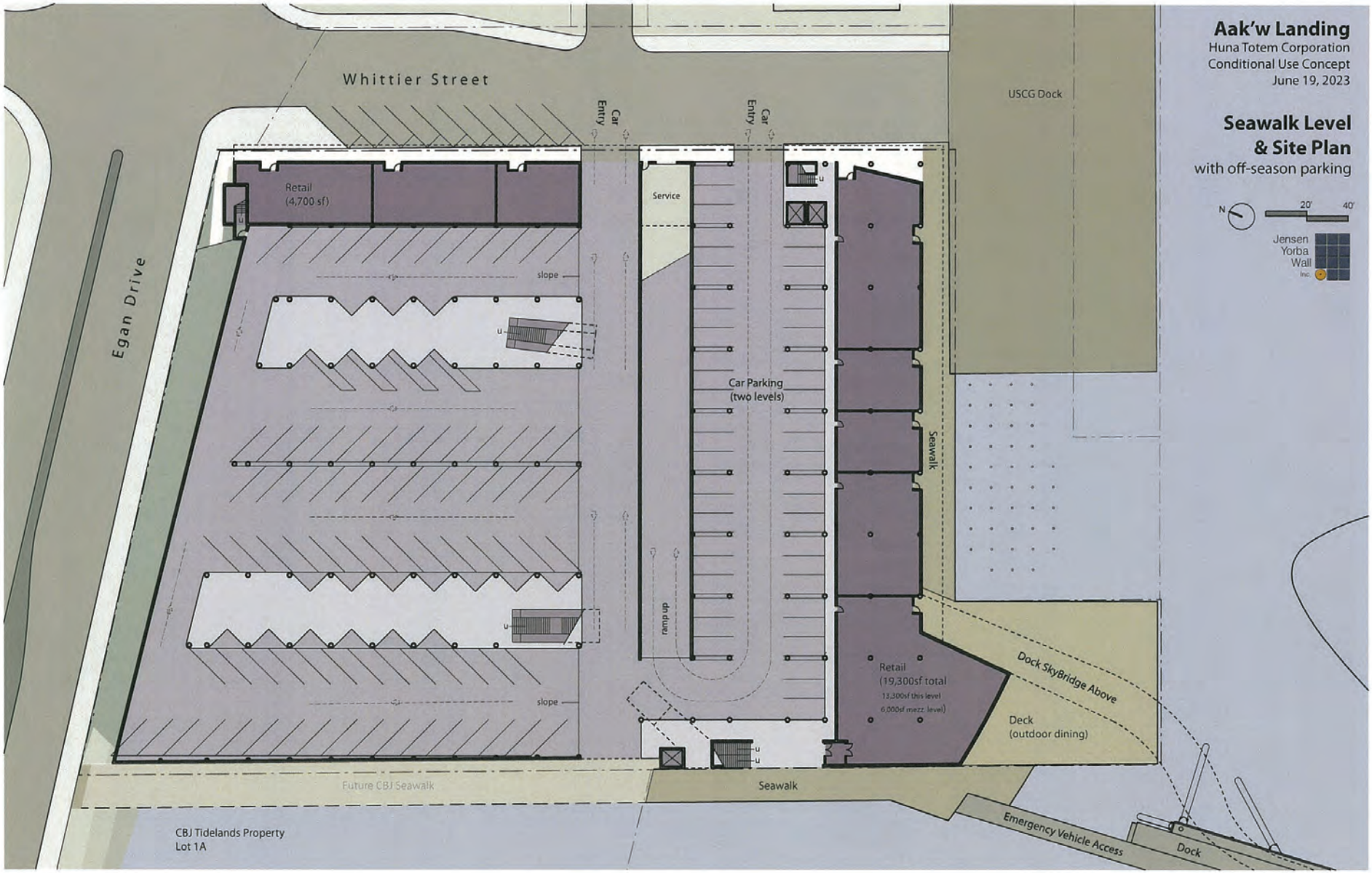
- 500' x 70' steel floating dock of similar construction to that utilized at Icy Strait Point Berth II and Ward Cove Cruise Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design vessel during cruise season weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for the cruise fleet.
- The opposite side of the dock from the cruise ship berth will not be constructed to take the structural loads of large ships, but could be configured for tour day boat, tenders and other small watercraft such as canoes or kayaks.
- The floating berth shall be accessed with a 140-foot-long gangway rated for port of call standard equipment.
- Mooring locations to be equipped with electric capstans for line handling and will be accessible by catwalks.
- The dock includes basic facility lighting, electrical service, and wash down water from the abutment seaward.
- The proposed design includes the cable trays and structure for integrating future shore power connections once the municipal feed is available.



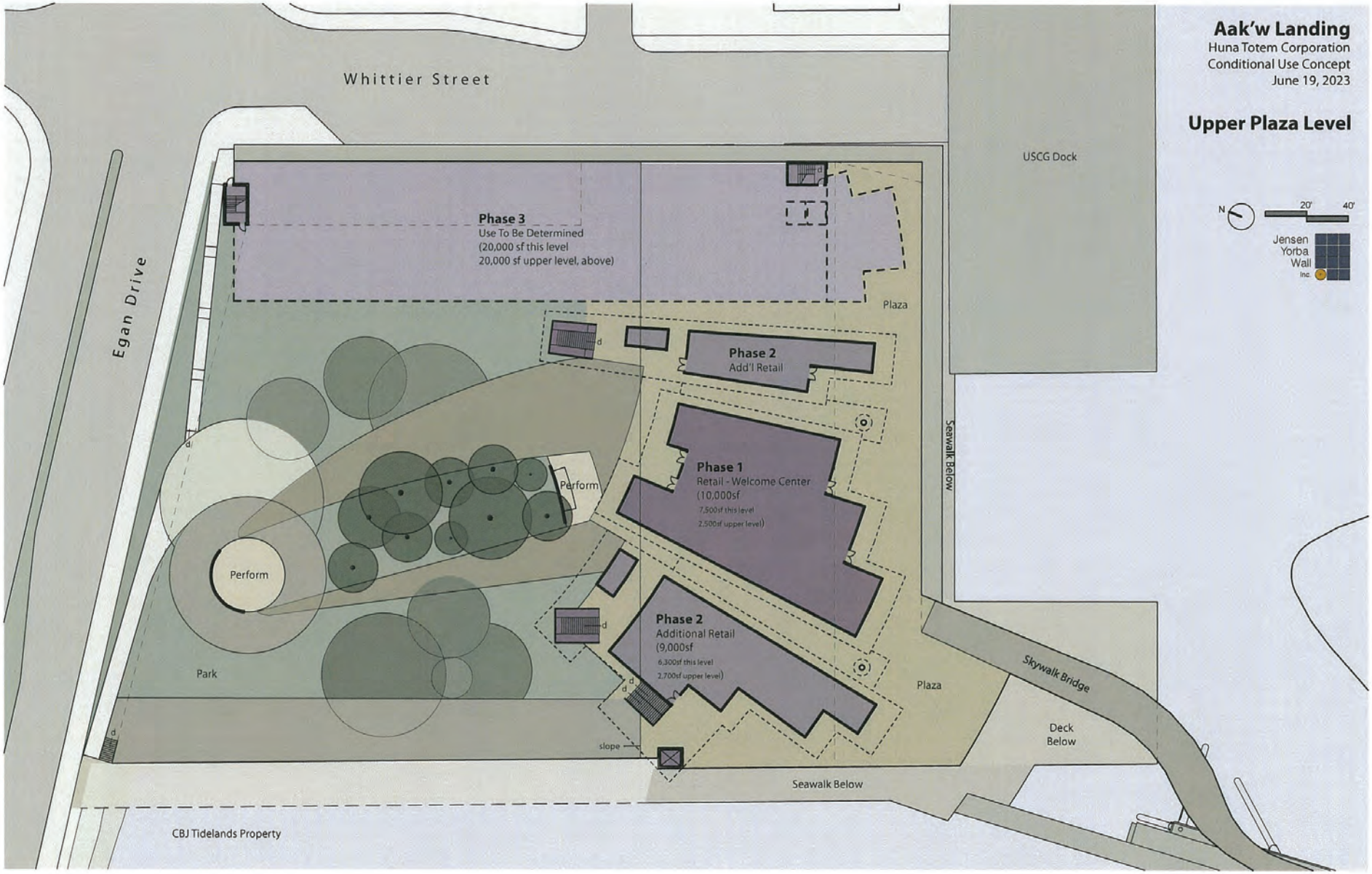
Attachment A3 - Application Packet - Site plans and elevations



Attachment A3 - Application Packet - Site plans and elevations



Attachment A3 - Application Packet - Site plans and elevations



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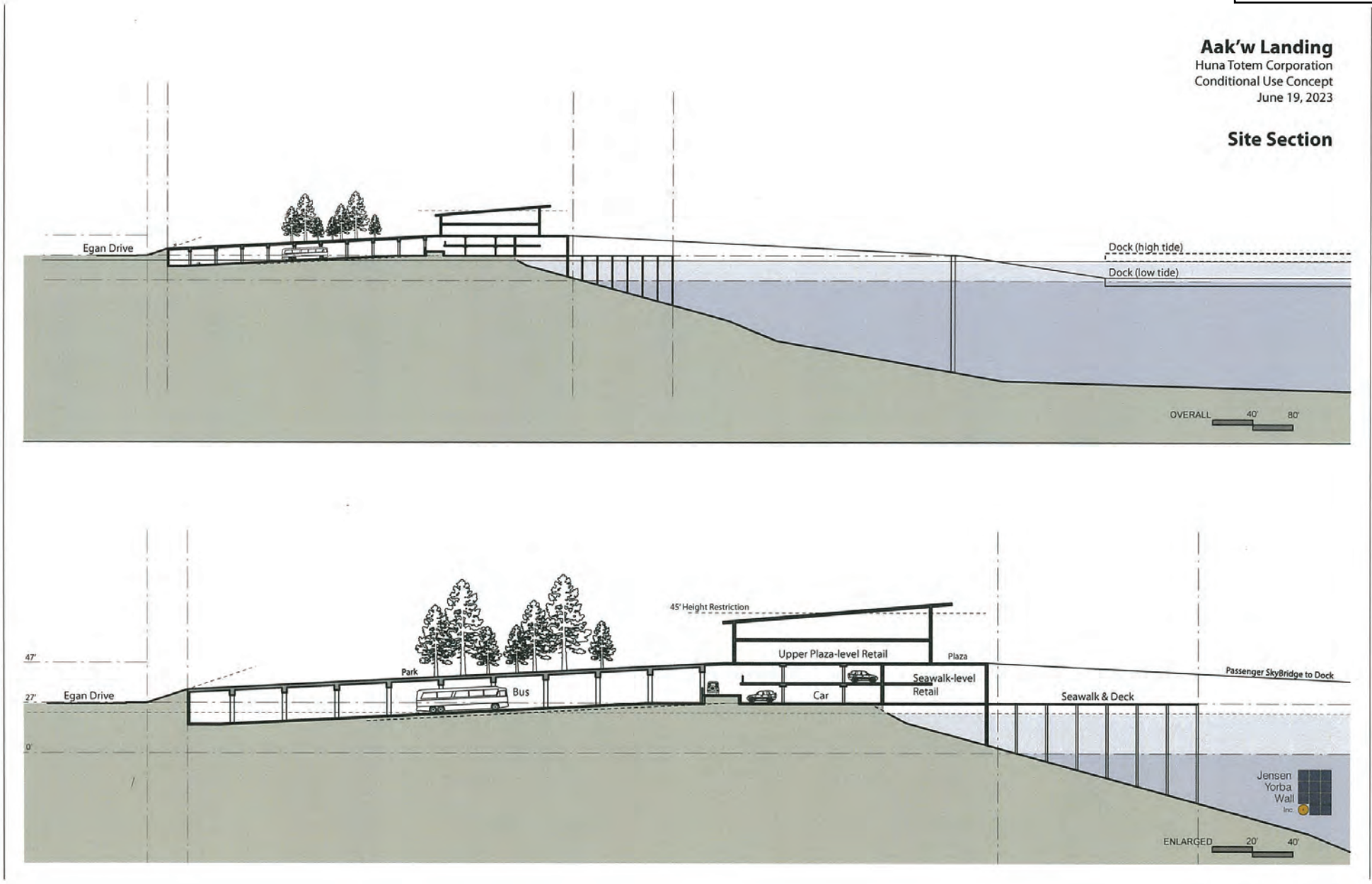

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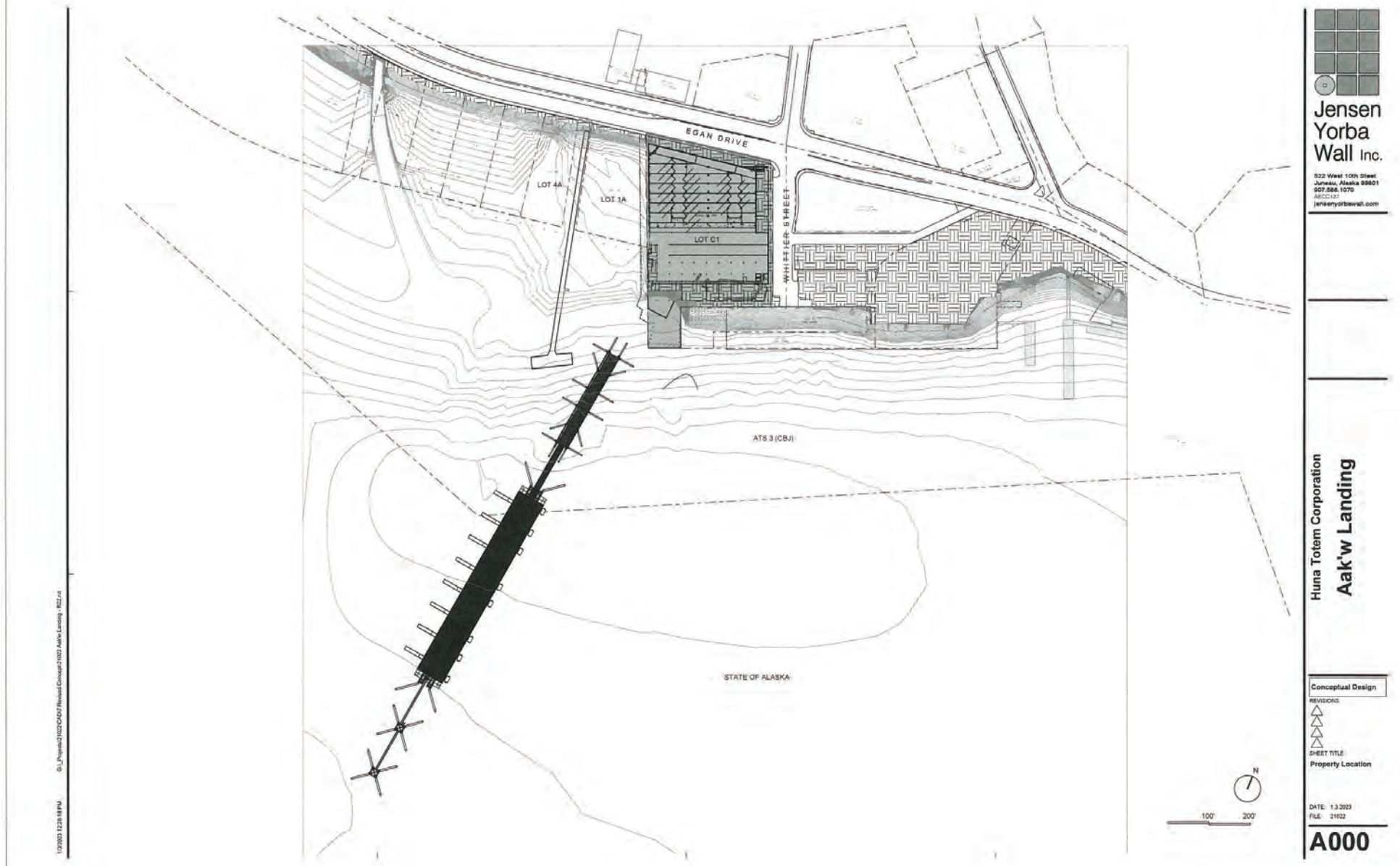

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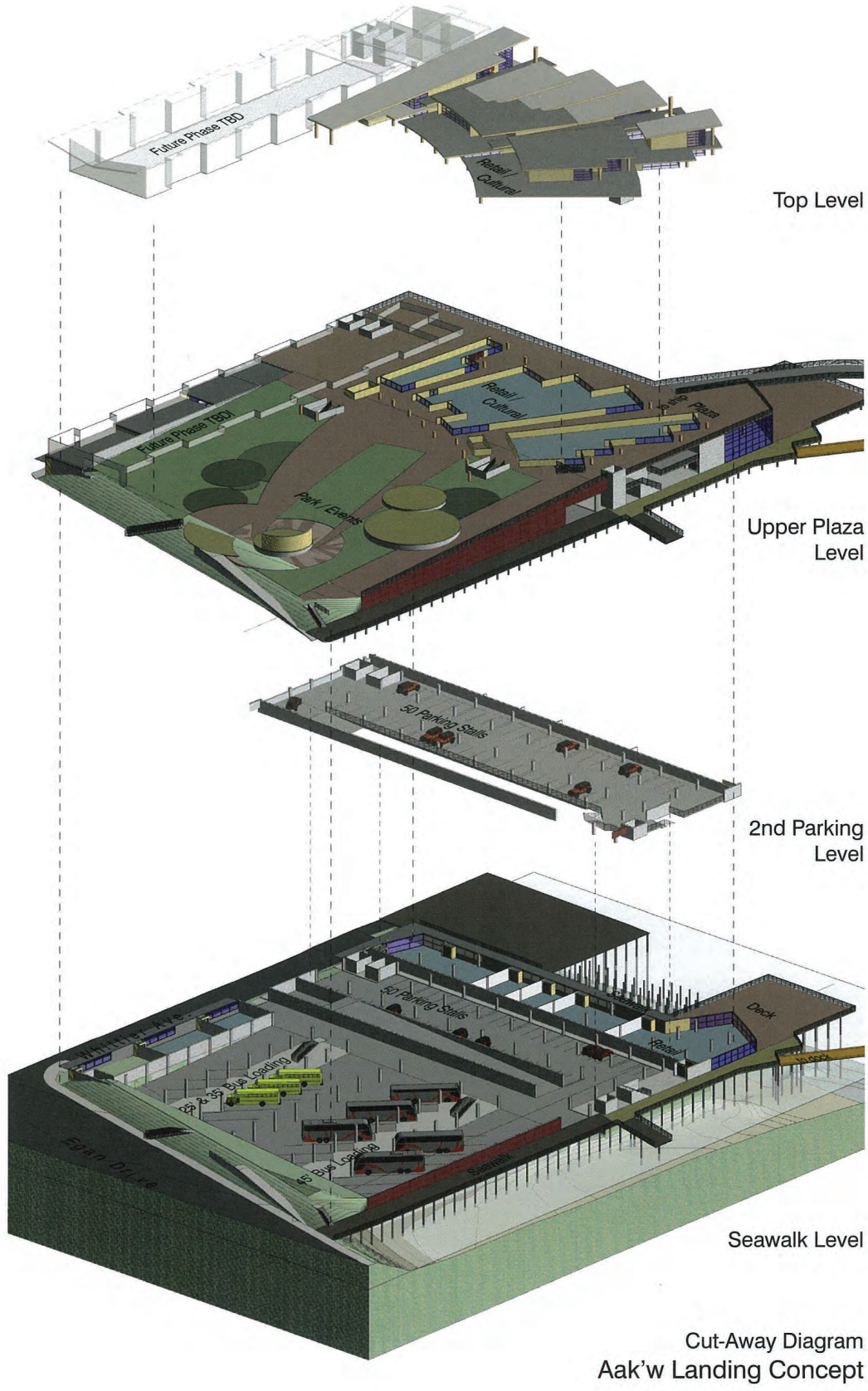

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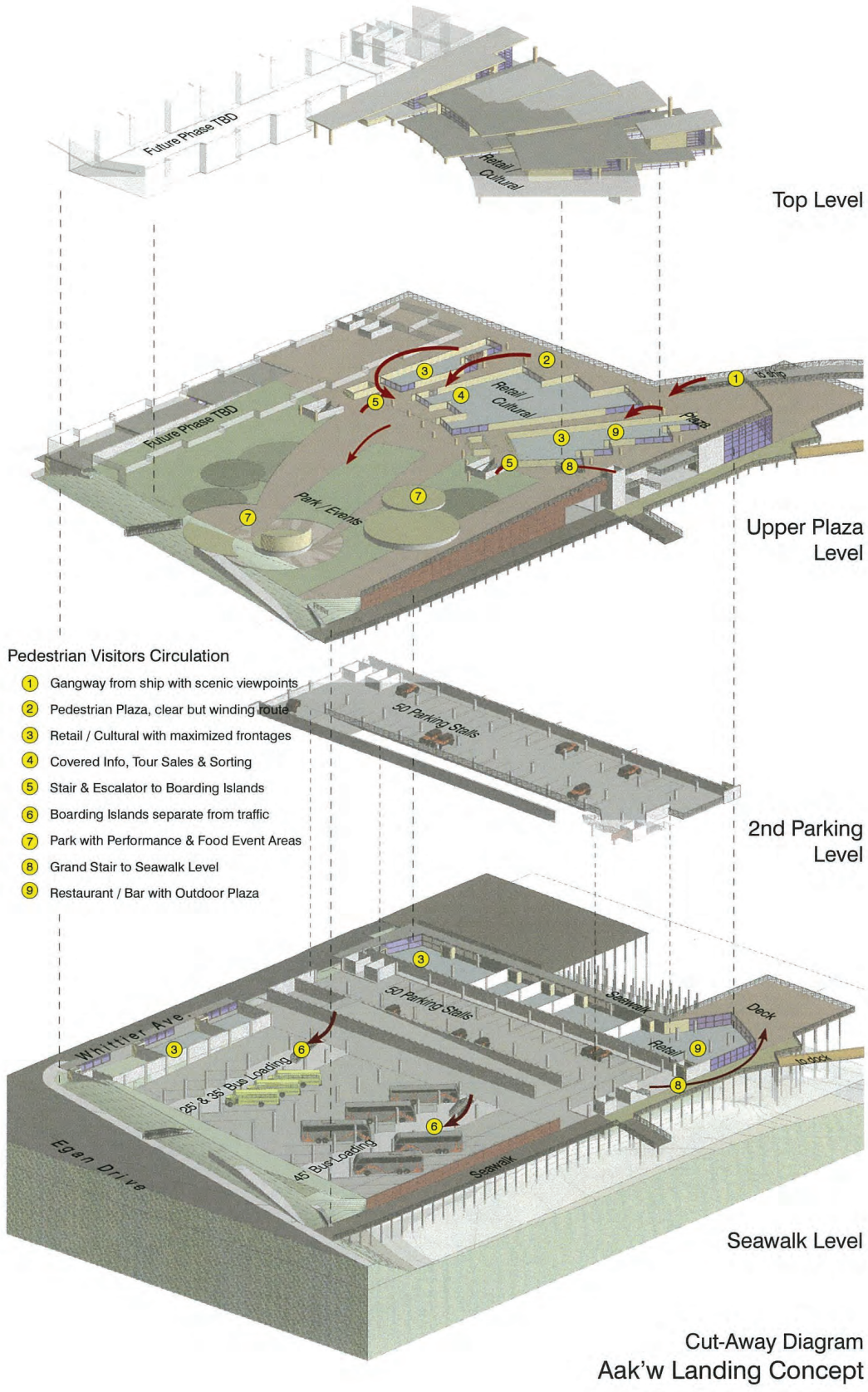

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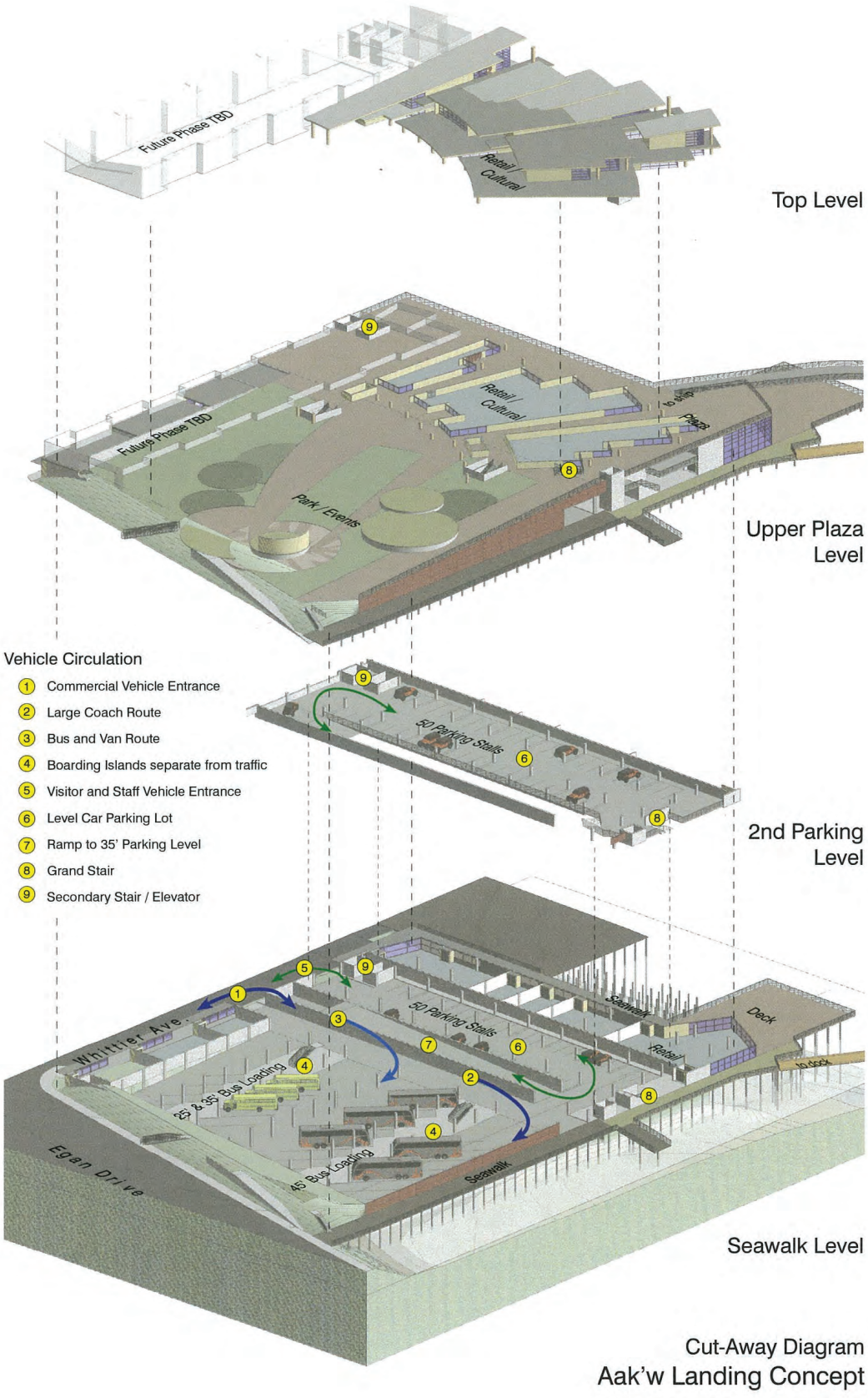

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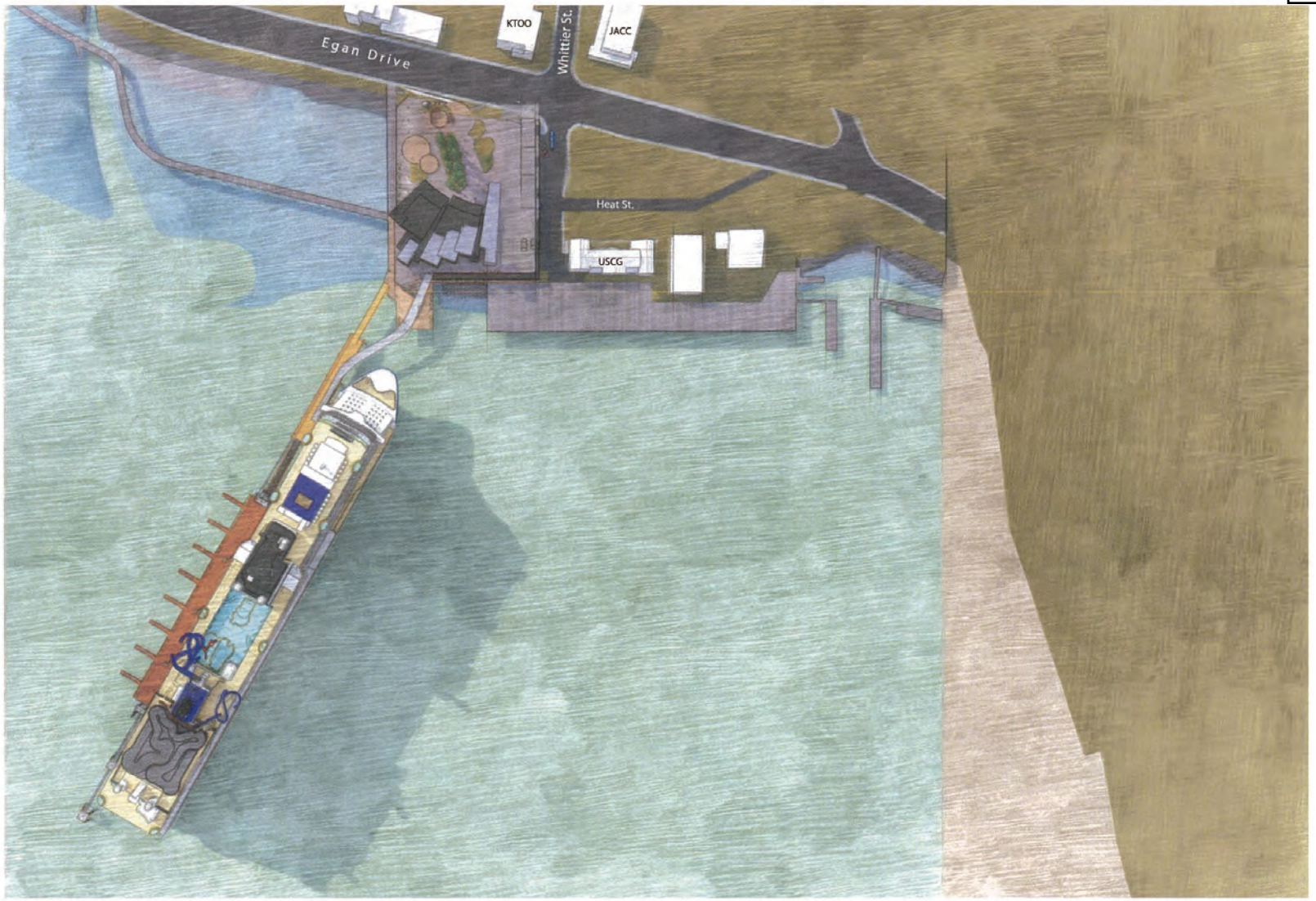
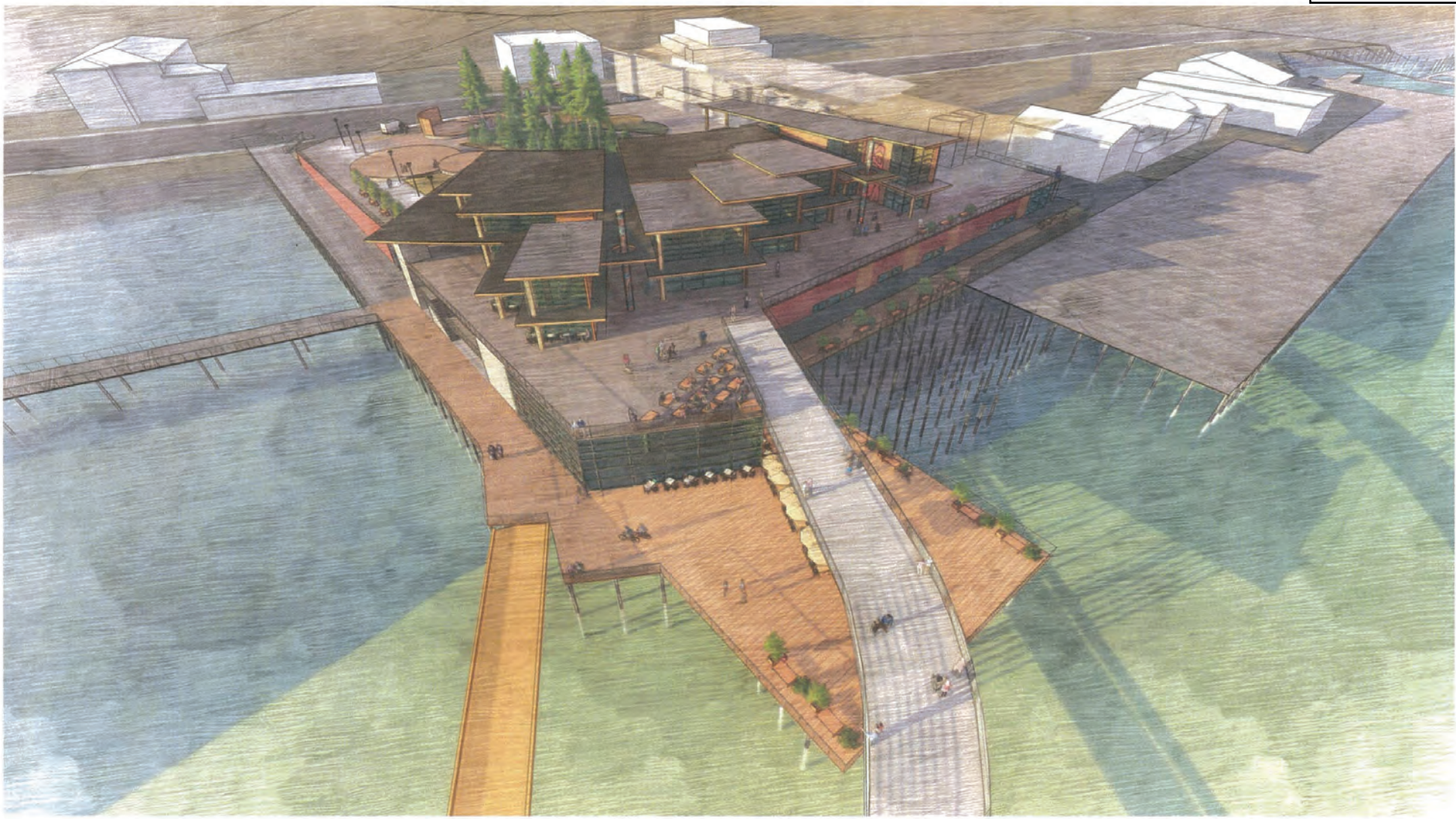


Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Overhead View



Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Aerial View from Southwest

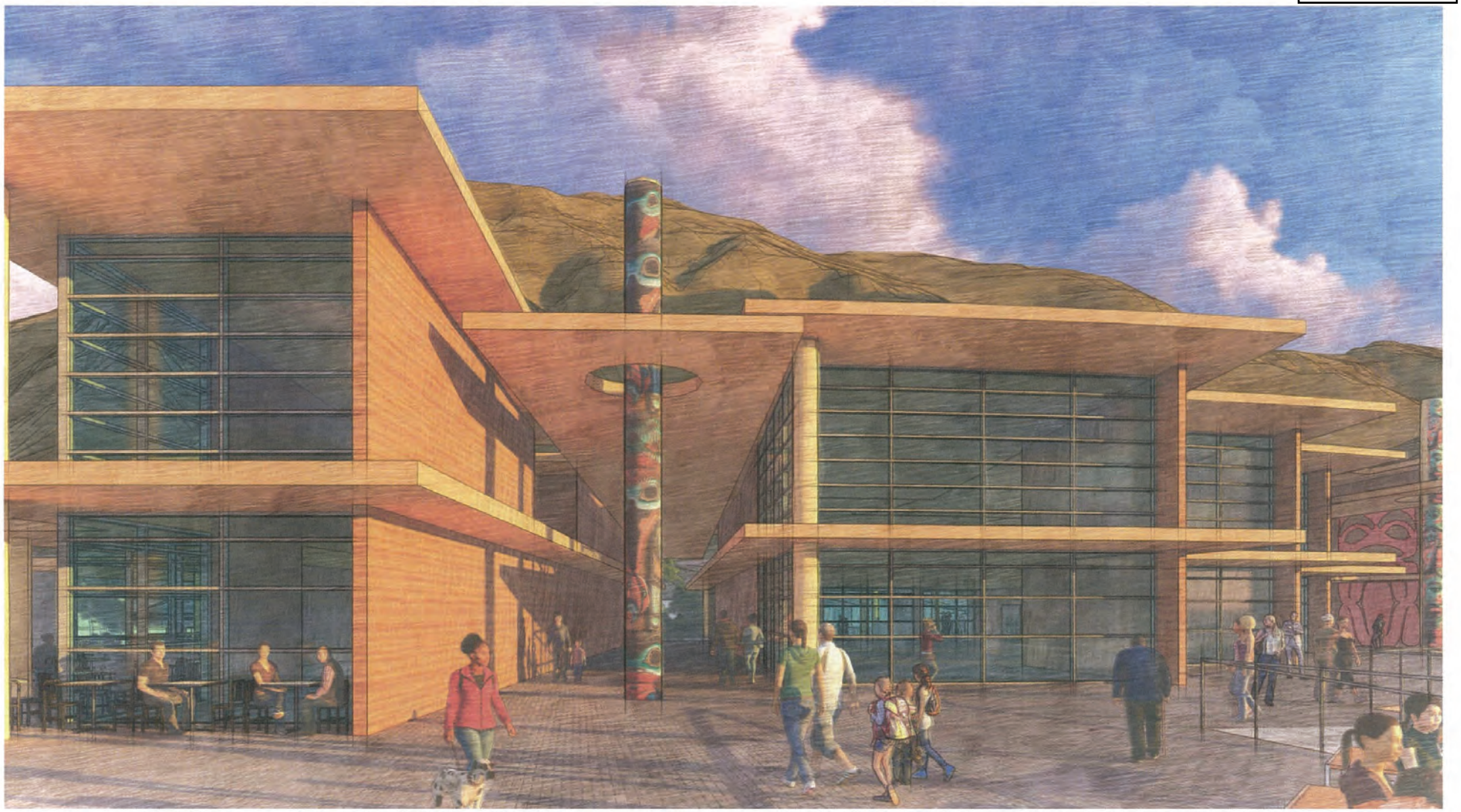
Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Skybridge

Attachment A4 - Application Packet - Renderings



Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Attachment A4 - Application Packet - Renderings

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above

Attachment A4 - Application Packet - Renderings

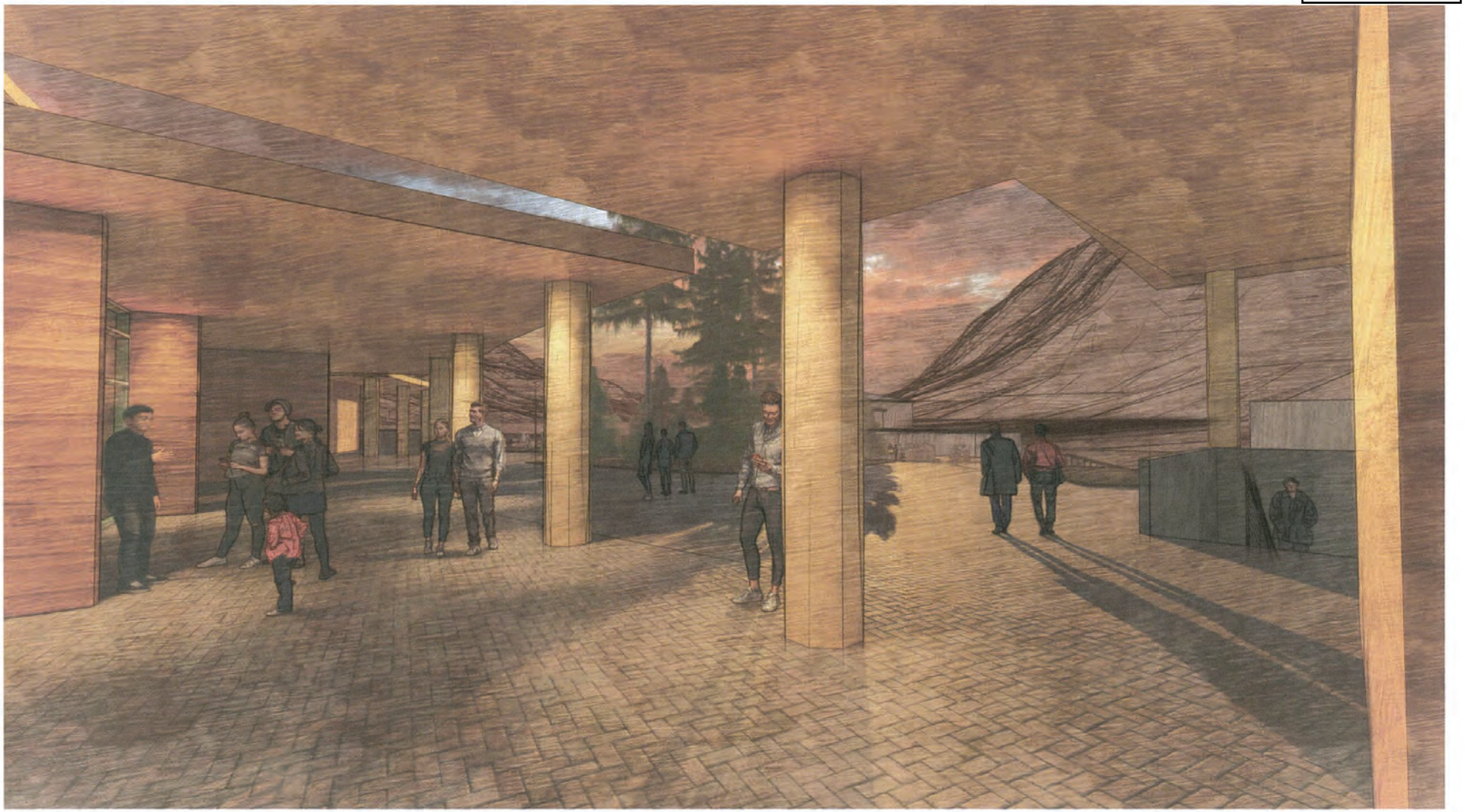
Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

South Seawalk

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

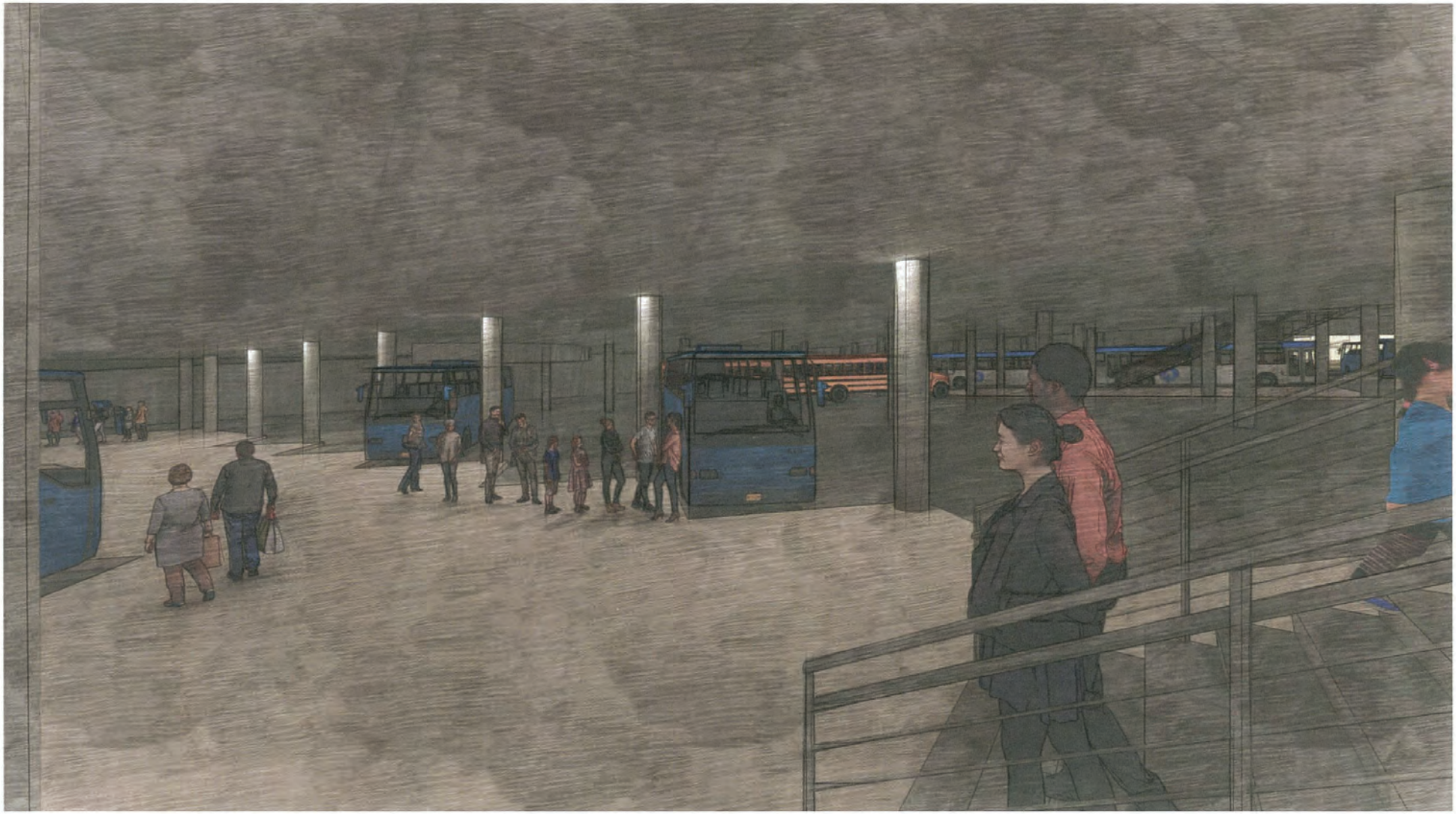
Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above

Attachment A4 - Application Packet - Renderings



Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead



Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Tour Arrival / Departure Area

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Lower Park

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Corner of Egan and Whittier
Whittier-Level Retail

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Corner of Egan and Whittier
Future Phase Development Option - Housing

Attachment A4 - Application Packet - Renderings

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Attachment A4 - Application Packet - Renderings

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Attachment A4 - Application Packet - Renderings

DOWL

MEMORANDUM

TO: Corey Wall (Jensen Yorba Wall, Inc.)

FROM: LaQuita Chmielowski, P.E. (DOWL)
Cynthia Roe (DOWL)

DATE: May 12, 2023

SUBJECT: Traffic Impact Analysis for Aak'w Landing Development

BACKGROUND

This memorandum evaluates potential traffic impacts associated with the proposed Aak'w Landing multi-use development. The proposed development is located at the southwest corner of Egan Drive and Whittier Street on Lots C1, Juneau Subport, in Downtown Juneau, Alaska. The first two phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space and 11,000 square feet of high-turnover restaurant space. Land use for the third phase of development has not been finalized at this time, though for analysis purposes 20,000 square feet of retail space is assumed. Access to the development will be provided via a new driveway at the base level of the parking garage on Whittier Street. Opening year for the development is expected to be 2025. The proposed development site plan is included in the Appendix.

This study examines existing intersection operations in the study area, along with future operation in 2035 with and without the Aak'w Landing multi-use development.

EXISTING CONDITIONS

Existing conditions were analyzed in the study area including existing roadway characteristics, traffic volumes, intersection operations, and crash history.

Roadway Characteristics & Study Intersections

The proposed development is located on Lot C1; the majority of development traffic is expected to travel via Egan Drive. Figure 1 shows the study area and intersections of interest. Table 1 shows the existing traffic control at each study intersection, while Table 2 provides the functional classification, posted speed limit, and cross section for the roadways in the study area. The Egan Drive / 10th Street, Egan Drive / Whittier Street, and Egan Drive / Main Street intersections are signalized with protected permitted left-turn phasing, along with pedestrian-only phases for the east and west legs.

Table 1: Traffic Control at Study Intersections

Intersection	Traffic Control
Egan Drive & W 10th Street	Traffic Signal
Egan Drive & Glacier Avenue	None - Free Movement from Side Street onto Egan Drive
Egan Drive & Whittier Street	Traffic Signal
Egan Drive & Willoughby Avenue	None - Free Movement from Side Street onto Egan Drive
Willoughby Avenue & Whittier Street	Stop Controlled on Whittier Street and Warrior Street
Egan Drive & Main Street	Traffic Signal

Figure 1: Study Area Intersections Map

Table 2: Study Area Roadway Characteristics

Roadway	Functional Classification	Posted Speed (mph)	Number of Lanes	Pedestrian Facilities	Bike Facilities
Egan Drive	Principal Arterial	40 mph	4	Yes	No
W 10th Street	Major Collector	20 mph	2	Yes	Yes
Whittier Street	Major Collector	None Posted	2	Partial[1]	No
Willoughby Street	Major Collector	None Posted	2	Yes	No
Main Street	Major Collector	20 mph	2	Yes	No
Glacier Avenue	Minor Collector	20 mph	2	Yes	No

[1]Non-continuous sidewalks on the west side of Whittier Street

Existing Traffic Volumes

Existing traffic volumes were collected on Tuesday, March 21, 2023. Data was collected at the six existing study intersections using 16-hour turning movement counts (6:00 AM to 10:00 PM). In addition, a 24-hour CountCAM station on Egan Drive collected traffic speed data. The AM peak hour of traffic was identified as 7:30 – 8:30 AM, while the PM peak hour was identified as 4:00 – 5:00 PM.

A seasonal adjustment factor (SAF) of 1.12 was applied to the traffic count data to represent typical traffic conditions. The SAF was calculated using data from the nearby Alaska Department of Transportation & Public Facilities (DOT&PF) permanent count station located on Egan Drive, northwest of Glacier Highway Access Road.[1] Figure 2 shows the seasonally adjusted existing AM and PM peak hour turning movement volumes at the study intersections.

[1] Data from https://alaskatrafficdata.drakewell.com

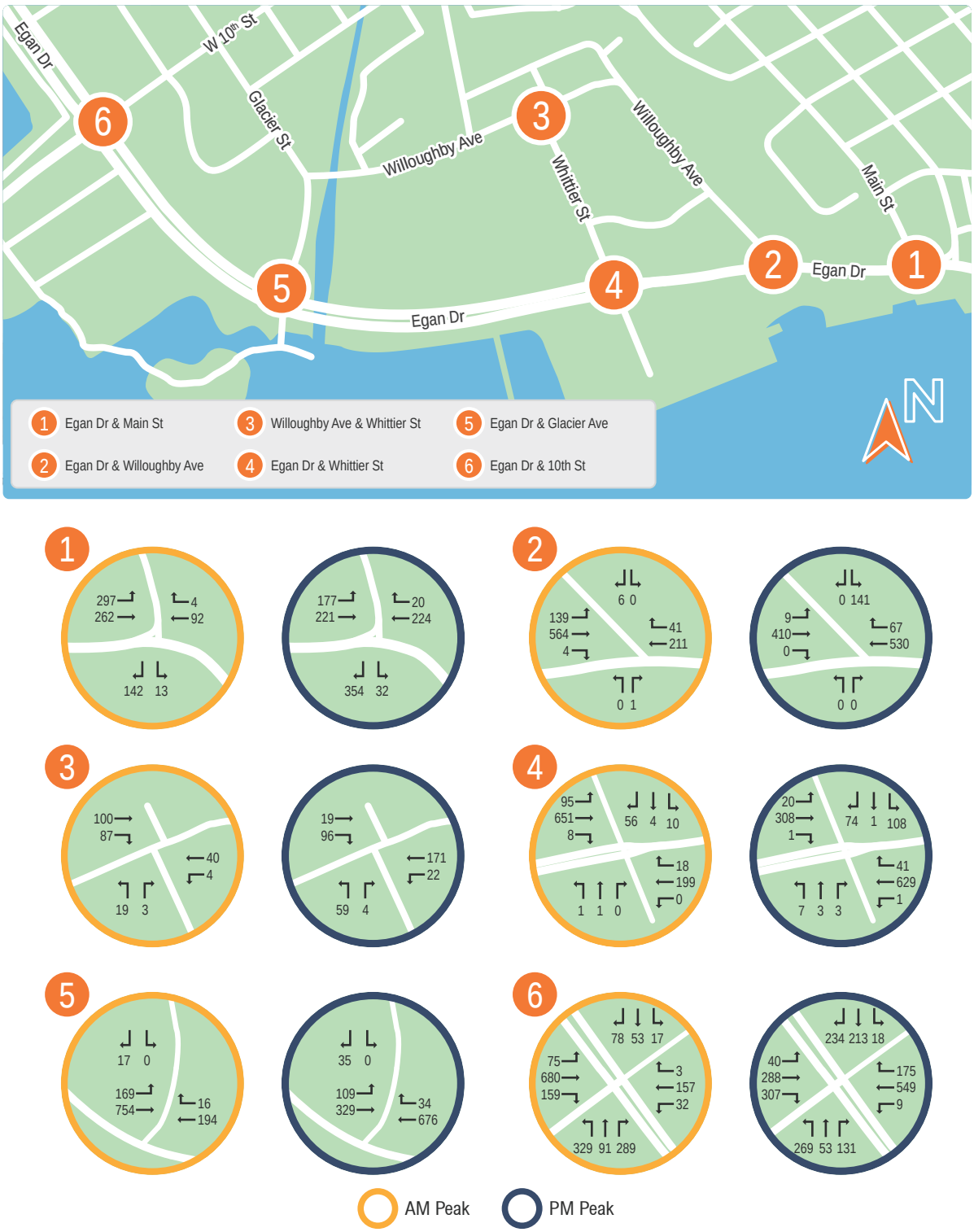


Figure 2: Existing AM and PM Peak Hour Traffic Volumes

Mobility Standards

Traffic operations were modeled in Synchro/SimTraffic version 11. Synchro reports are provided in the Appendix. This study uses the Highway Capacity Manual 6th edition (HCM)[2] methodology to calculate intersection level of service (LOS). The Alaska Administrative Code (AAC)[3] establishes a minimum LOS for the development's construction and design years. These code and policy documents state the following minimum acceptable LOS for the construction and design years:

- LOS C is acceptable if the existing conditions are LOS C or better
- LOS D is acceptable if the existing conditions are LOS D
- If the existing conditions are poorer than LOS D, a lower LOS is acceptable if the operation does not deteriorate more than ten percent (10%) in terms of delay time or any other appropriate measure of effectiveness compared with the background condition (i.e., without the development).

Existing Intersection Traffic Operations

Table 4 shows the existing delay and LOS at study intersections (reported using the 6th Edition HCM delay methodology). Overall intersection delay is reported at the signalized intersections, while delay is only reported for the critical movements (or highest delay approach) at stop-controlled intersections.

The only intersection operating at LOS C or worse is the Egan Drive / Whittier Street intersection which operates at LOS E with existing signal timing and turn movement configuration during the PM peak hour.

Table 3: Existing Conditions Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	25	—	B	17	—
Egan Drive & Glacier Avenue	A/A	9	SBR	A/B	12	SBR
Egan Drive & Whittier Street	A	7	—	**E**	**56**	**—**
Egan Drive & Willoughby Avenue	A/B	14	NBR	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	10	NBL	A/B	12	NBL
Egan Drive & Main Street	A	5	—	A	6	—

[2] HCM 6th Edition: Highway Capacity Manual, Transportation Research Board, 2016.

[3] Section 17 Alaska Administrative Code 10.070, https://www.akleg.gov/basis/aac.asp#17.10.070

Crash History

Tables 5 and 6 show crash history for the study intersections for the seven most recent years of available crash data (January 1, 2015, to December 31, 2021). The Egan Drive and Whittier Street intersection had six crashes occur over this period. Table 5 shows the crash rate at each study intersection, along with the statewide crash rate (based on intersection traffic control and number of approaches). The statewide averages are based on data from 2008 to 2012 and represent the most recent data available.[4] All of the intersections have crash rates that are below the statewide average for intersection types. Table 6 shows the breakdown of crashes by crash type at the intersections.

Table 4: Total Crashes and Crash Rate by Intersection (2015 – 2021)

Intersection	Crash Rate [a]		Crash Severity			Total Crashes
	Intersection	Statewide Average	Fatal	Injury	PDO	
Egan Drive & W 10th Street	0.63	1.57	0	7	21	28
Egan Drive & Glacier Avenue	0.06	—	0	1	1	2
Egan Drive & Whittier Street	0.15	1.57	0	2	4	6
Egan Drive & Willoughby Street	0	—	0	0	0	0
Willoughby Avenue & Whittier Street	0	0.52	0	0	0	0

[a] Crash rate for intersections = Crashes per million entering vehicles (MEV).

Table 5: Crash Type by Intersection (2015 – 2021)

Intersection	Angle	Single Vehicle Run-off	Rear End	Sideswipe	Bicycle	Motorcycle
Egan Drive & W 10th Street	12	1	12	2	0	1
Egan Drive & Glacier Avenue	0	0	1	0	1	0
Egan Drive & Whittier Street	2	0	4	0	0	0
Egan Drive & Willoughby Avenue	0	0	0	0	0	0
Willoughby Avenue & Whittier Street	0	0	0	0	0	0

FUTURE CONDITIONS

2035 No-Build Traffic Operations

Figure 3 shows the expected AM and PM peak hour turning movement counts in 2035, without the proposed Aak'w Landing development. Future traffic volumes were generated using an annual growth rate of 2.0% per year. This growth rate was assumed based on prior experience then concurred by DOT&PF staff.[5] Table 7 shows the expected delay and LOS at study

[4] Alaska Highway Safety Improvement Program Handbook, Alaska DOT&PF, January 2017.

[5] Email from DOT&PF staff on March 28, 2023.

intersections in 2035, without the Aak'w Landing development. The Egan Drive / Whittier Street intersection continues to degrade and operates at LOS F with existing signal timing and turn movement configuration during the PM peak hour. All other intersections operate within an acceptable level for mobility standards.

Table 6: 2035 No-Build Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	26	—	C	22	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/B	14	SBR
Egan Drive & Whittier Street	B	17	—	**F**	**84**	**—**
Egan Drive & Willoughby Avenue	A/C	18	NBR	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	11	NBL	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

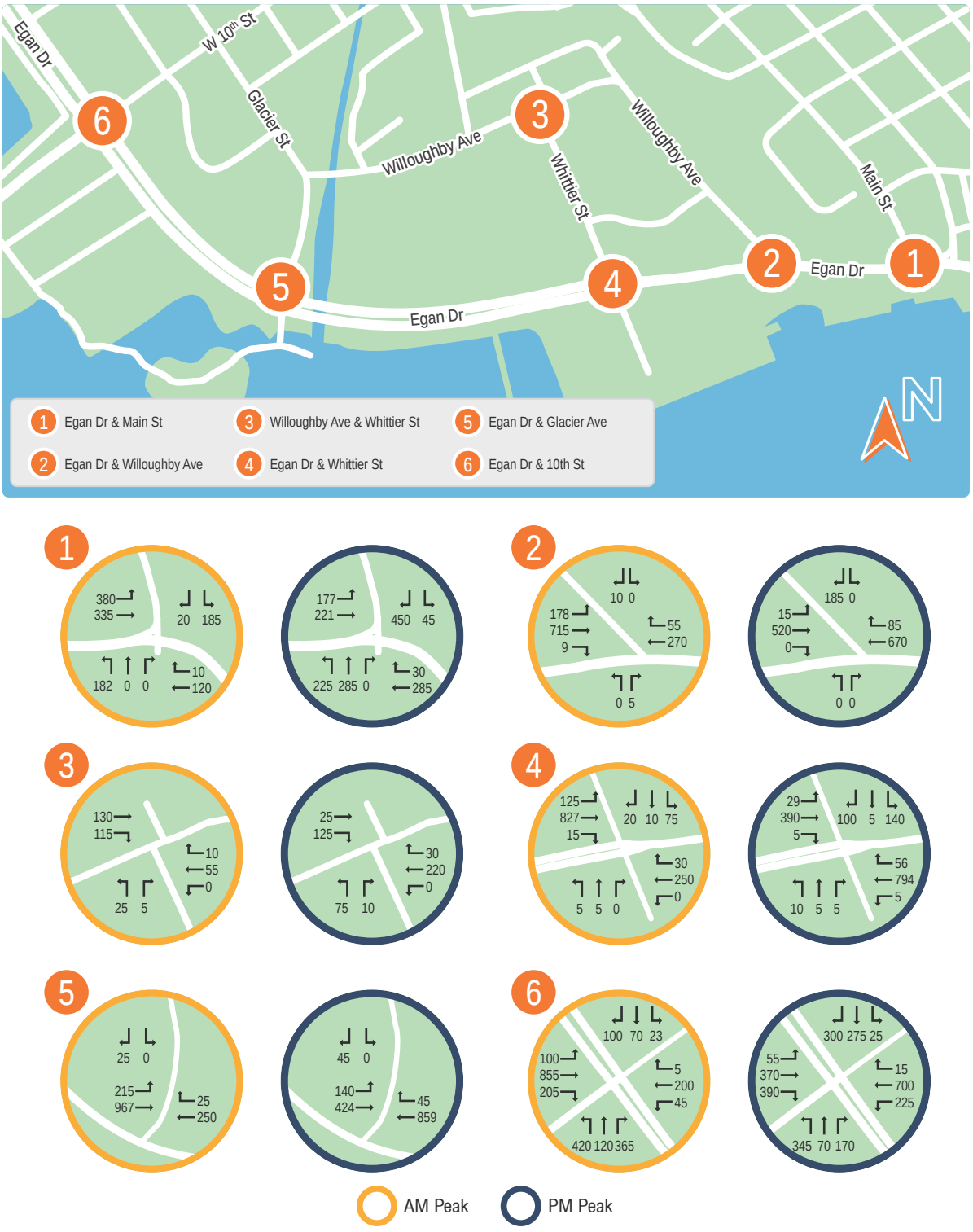


Figure 3: Future 2035 No-Build Traffic Volumes

Trip Generation

Trip generation rates for the proposed development are based on the data published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual (Trip Generation Manual), 11th Edition* [6] and data provided by Jensen Yorba Wall (Client) related to expected cruise ship behavior.[7] Table 8 shows the size and type of unit expected at the development by land use code and development phase.[8] This information was used to calculate the expected number of vehicle trips during a typical weekday and the entering and exiting vehicle trips during the AM peak and PM peak hours as shown in Table 9.

Table 7: Development Land Use Types and Units

Development Phase	Description	ITE Code	Quantity	Units
1	Cruise Ship	-	1	Berth
1	Shopping Plaza (40-150k)	821	32	KSF
1	High-Turnover (Sit-Down Restaurant)	932	11	KSF
2	Shopping Plaza (40-150k)	821	20	KSF
3	Shopping Plaza (40-150k)	821	20	KSF

Table 9: Development Vehicle Trips

Development Phase	Description	Qty.	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Total	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
1	Cruise Ship	1	-	188	-	45	45	90	-	45	45	90
1	Shopping Plaza (40-150k)	32	94.49	3024	3.53	57	56	113	9.03	139	150	289
1	High-Turnover (Sit-Down Restaurant)	11	107.2	1179	9.57	53	52	105	9.05	61	39	100
2	Shopping Plaza (40-150k)	20	94.49	1890	3.53	36	35	71	9.03	87	94	181
3	Shopping Plaza (40-150k)	20	94.49	1890	3.53	36	35	71	9.03	87	94	181

Due to the high number of passengers associated with cruise ships in addition to the planned volume of scheduled vehicle trips, all development trips were converted to their person trip equivalent before conducting an internal trip capture analysis using the *ITE Trip Generation Handbook*.[9] For land uses similar to the development site the *Trip Generation Handbook* provides vehicle occupancy rates ranging from 1.13 to 1.69. Given the multiple land uses associated with the development site and cruise ship passengers' dependency on ride-share options to leave the site a conservative vehicle occupancy rate of 1.2 was used to estimate the

[6] *ITE Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021.

[7] Due to a lack of data related to recreational port land use in the *ITE Trip Generation Manual* data provided by the Client was used. Email from Jensen Yorba Wall, April 25, 2023.

[8] Estimated from concept drawing provided by Jensen Yorba Wall, Concept Drawings Email January 6,2023

[9] *ITE Trip Generation Handbook*, 3rd Edition, Institute of Transportation Engineers, September 2017.

number of people per vehicle trip. With guidance from the National Cooperative Highway Research Program (NCHRP) Report 684[10] and Client provided data[11] for known development trips being added to the system (e.g., busses for tours) the total number of person trips, internal person trips, and external person trips were estimated. Table 9 shows the total person trips less the number of internal trips and walking trips associated with cruise ship passengers resulting in the total external trips generated by the development.

Table 8: Peak Hour Development Trips

Vehicle Trip Inventory	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
All Person Trips – All Phases	413	408	821	846	851	1,697
Less Internal Trip Capture	-50	-50	-100	-202	-202	-404
Person Trips Subtotal - All Phases	363	358	721	644	649	1,293
Less Cruise Ship Passengers	-189	-180	-369	-284	-350	-634
Off-Site Person Trips (W/O Cruise Ship Passengers)	174	178	352	360	299	659
Off-Site Vehicle Trips (W/O Cruise Ship)	145	149	294	300	250	550
Off-Site Cruise Ship Trips	45	45	90	45	45	90
Total External Vehicle Trips	**190**	**194**	**384**	**345**	**295**	**640**

The development is expected to add 384 AM peak hour and 640 PM peak hour trips to the transportation network.

Trip Distribution

Trip distribution involves estimating where traffic is coming from and going to when accessing the development. The trip distribution was established based on PM peak hour volumes on Egan Drive and adjusted based on Client provided data and concurrence with DOT&PF staff. [12] Development traffic was distributed using the following assumptions for trip origins and destinations:

- 60% to/from Egan Drive from the West
- 30% to/from Egan Drive from the East
- 10% to/from Egan Drive from the North

Figure 4 shows the expected development-related traffic expected at study intersections during the AM and PM peak hours.

[10] *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board, 2011.

[11] Email from Jensen Yorba Wall, April 25, 2023. A follow up call with Jensen Yorba Wall confirmed 15% of daily person trips occur in the AM and PM peak hours.

[12] Email from DOT&PF staff on May 5, 2023.

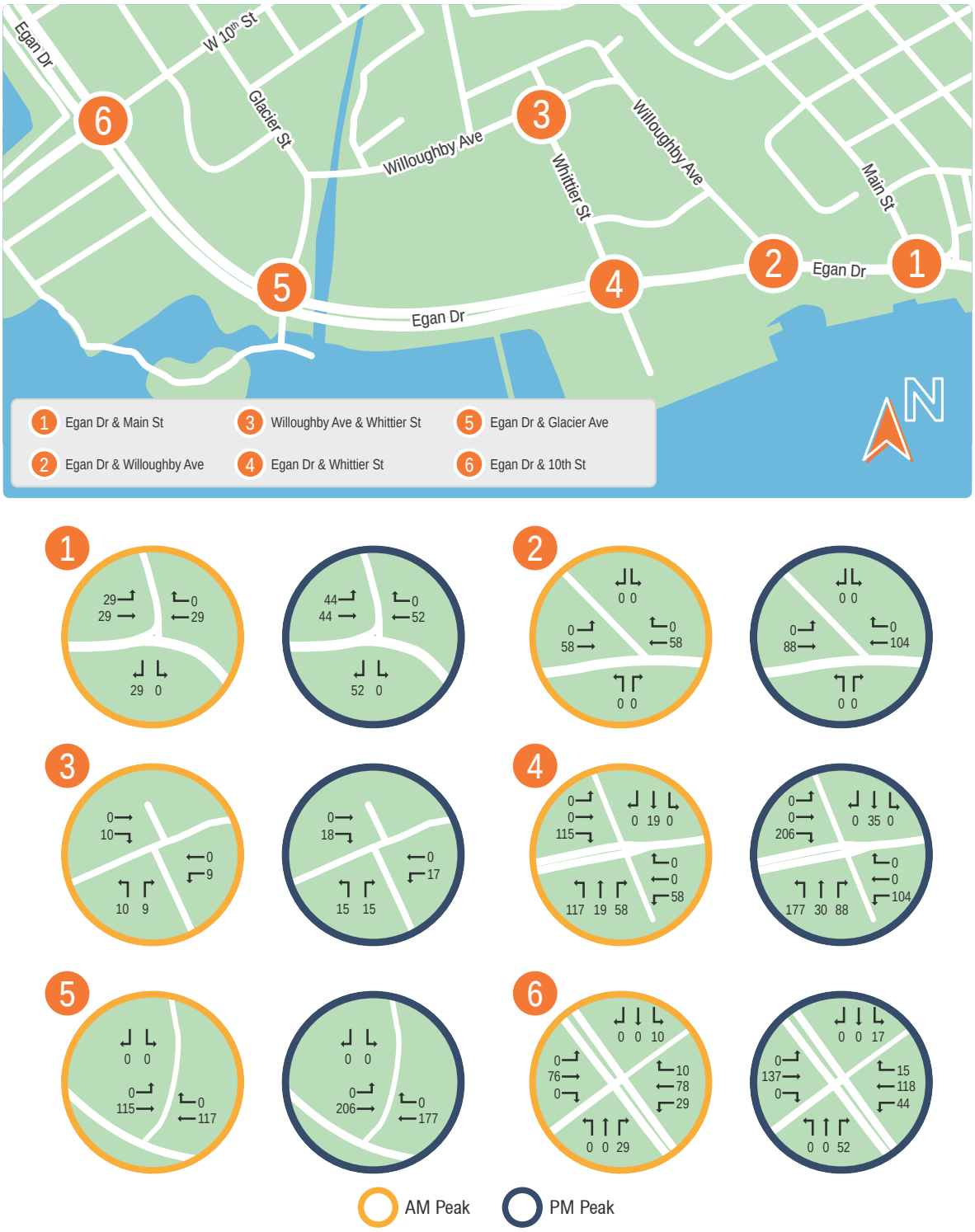


Figure 4: Added Development Traffic Volumes

2035 Traffic Operations with Development

2035 Future Baseline

Figure 5 shows the total traffic expected at study intersections in 2035, with the development. Table 10 shows the expected traffic operations at each study intersection under existing signal timing and turn movement configuration conditions. These conditions result in LOS F at the Egan Drive / Whittier Street intersection during the PM peak hour and LOS D at the Egan Drive / 10th Street intersection during the AM peak hour. All other intersections operate within an acceptable level for mobility standards.

Table 10: 2035 Traffic Operations with Development

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	**D**	**40**	**—**	C	25	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/C	16	SBR
Egan Drive & Whittier Street	**F**	**95**	**—**	**F**	**239**	**—**
Egan Drive & Willoughby Avenue	A/C	18	NB	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	11	NB	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

As required by AAC, mitigation is required due to unacceptable levels of operation (LOS D or worse) at the Egan Drive / Whittier Street and Egan Drive / W 10th Street intersections under baseline operation conditions. Although the Egan Drive / Whittier Street intersection experienced LOS F before adding development traffic, the left-turn traffic volumes for the north and southbound legs of the intersection significantly increase delay at the intersection during the AM and PM peak hours. Similarly, left-turn traffic volume from Egan Drive onto W 10th Street increases delay at the intersection during the AM peak hour.

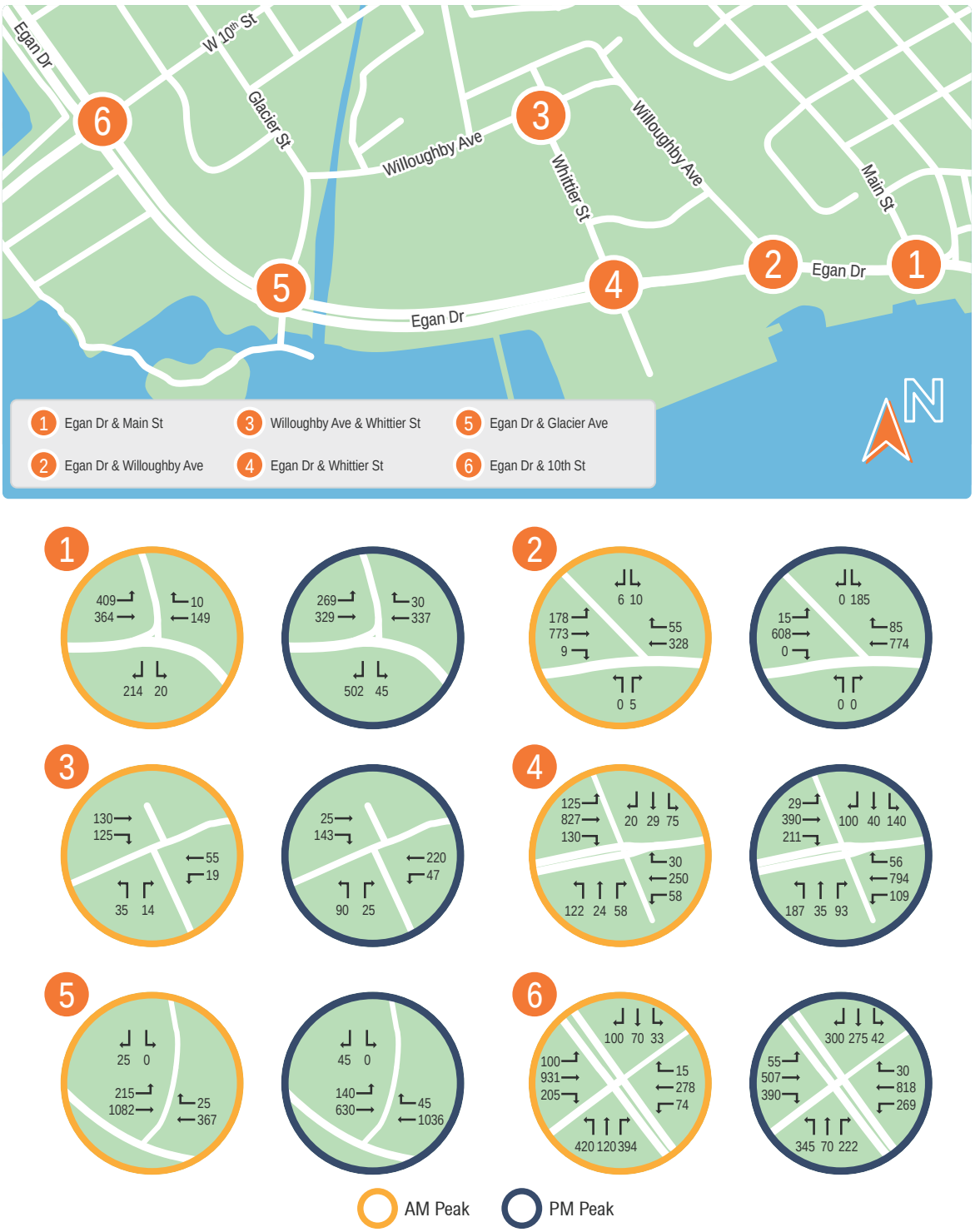


Figure 5: Future 2035 Build Volumes

2035 Future Alternative
Based upon the needs shown in the 2035 Future Baseline scenario, the following improvements to Egan Drive intersections were included in the 2035 Future Alternative:

- Re-striping of the north and south legs of the Egan Drive / Whittier Street intersection to include a single left-turn lane and a single shared through-right-turn lane
- Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

With these changes, as shown in Table 11, all intersections now operating within an acceptable LOS.

Table 11: 2035 Traffic Operations with Development (With Mitigation)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	26	—	C	30	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/C	16	SBR
Egan Drive & Whittier Street	B	17	—	C	30	—
Egan Drive & Willoughby Avenue	A/C	18	NBR	A/B	11	EBL
Willoughby Avenue & Whittier Street	A/B	11	NBL	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

CONCLUSIONS

The proposed Aak'w Landing development is a three-phase multi-use development opening in Downtown Juneau during the year 2025. The first two phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space and 11,000 square feet of high-turnover restaurant space. Land use for the third phase of development has not been finalized at this time, though is assumed 20,000 square feet of retail space will be constructed. Access to the development will be provided via a new driveway at the base level of the parking garage on Whittier Street. The proposed development as currently planned will add approximately 83,000 square feet of multi-use space off Egan Drive, generating 384 trips in the AM and 640 trips in the PM peak hours. During the evaluation of the development, operational concerns led to the following mitigation requirements:

- **Egan Drive / W 10th Street Intersection**
  - Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.
- **Egan Drive / Whittier Street Intersection**
  - Re-striping of the north and south legs of the Egan Drive / Whittier Street intersection to include a single left-turn lane and a single shared through-right-turn lane
  - Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

Appendix

Site Information

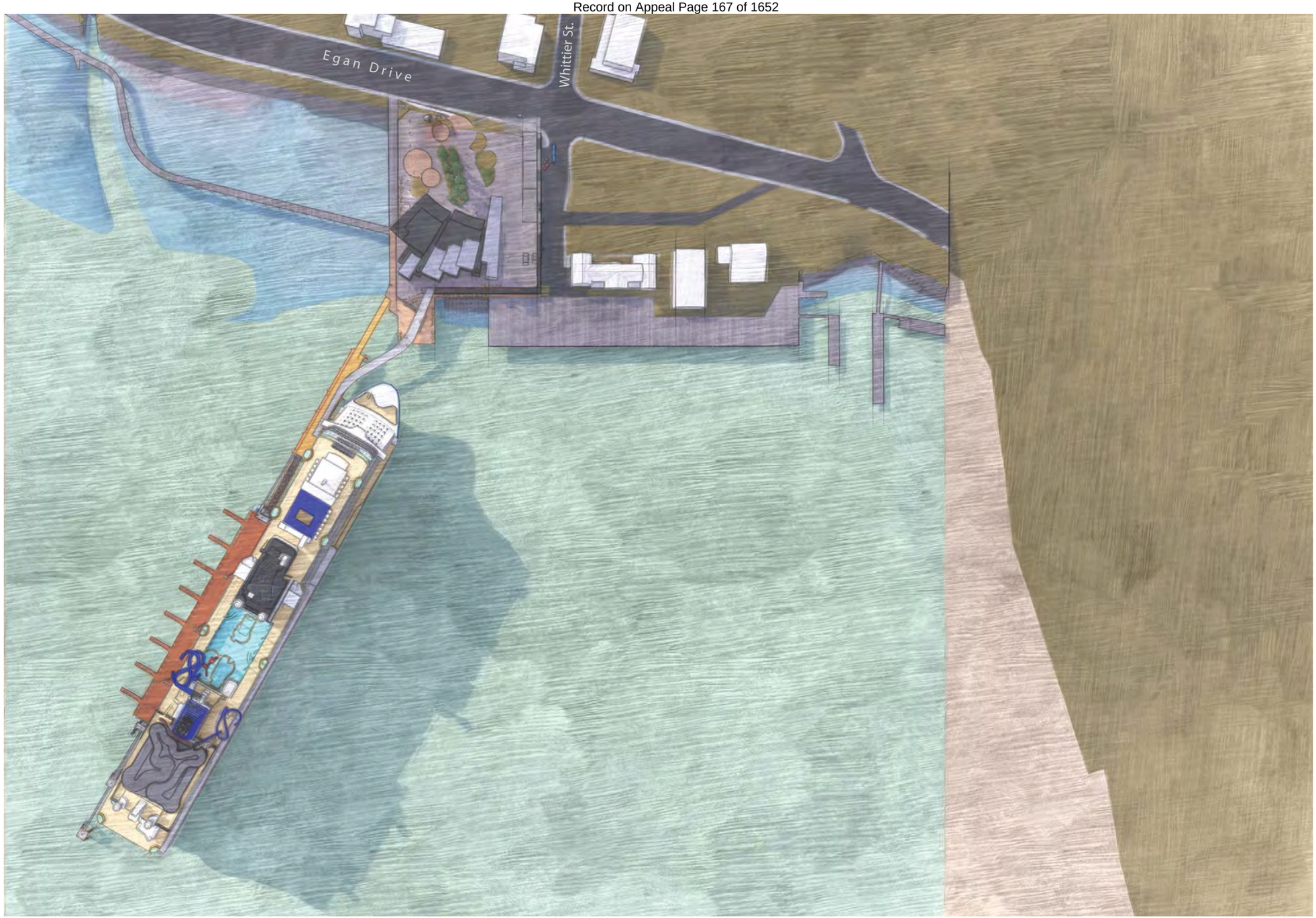
HCM Analysis – Existing

HCM Analysis –No-Build

HCM Analysis – Build

Site Information

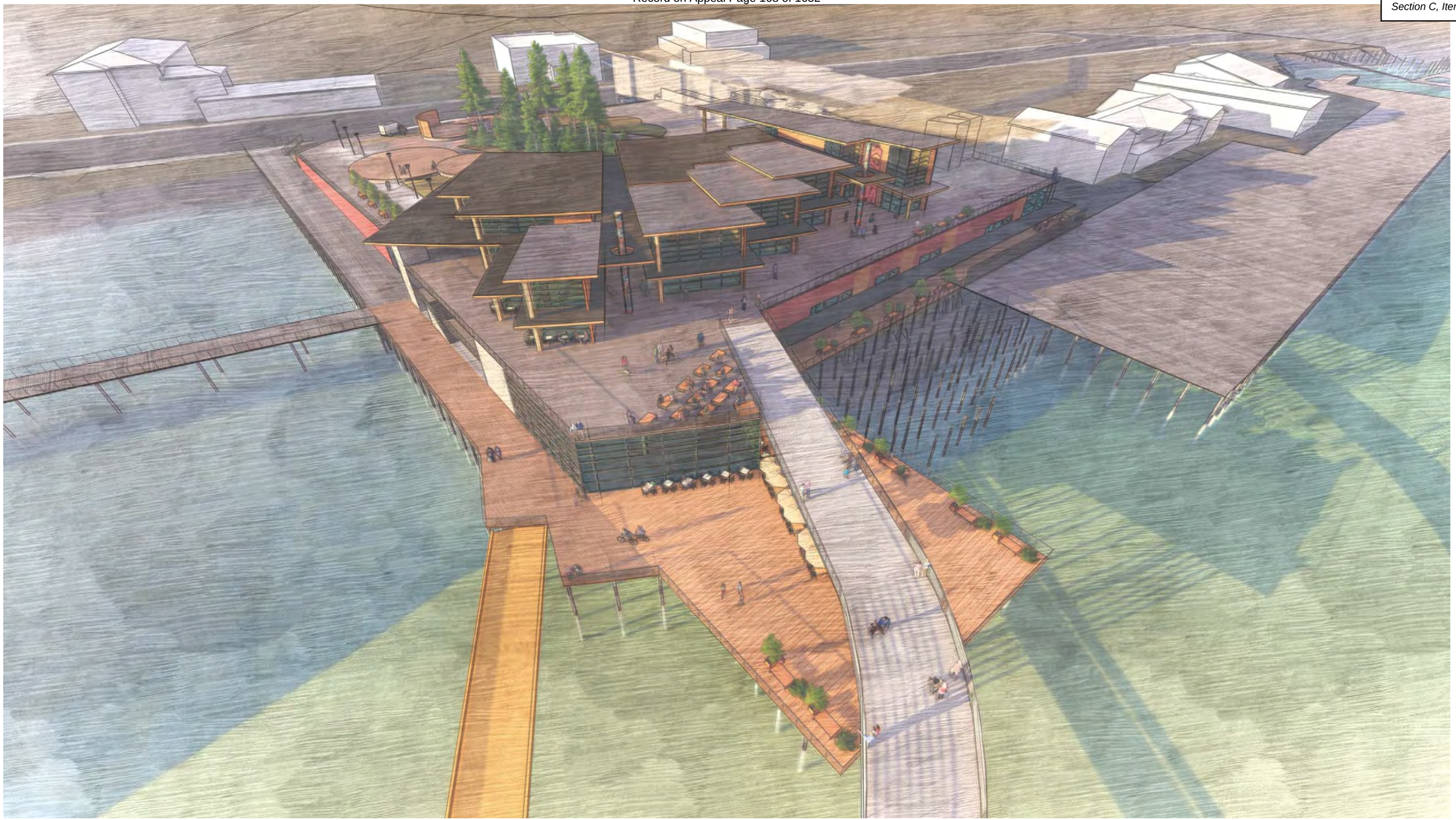
Attachment A5 - Application Packet - Traffic Impact Analysis – Final Draft



Aak'w Landing
Huna Totem Corporation

Overhead View

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Skybridge

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

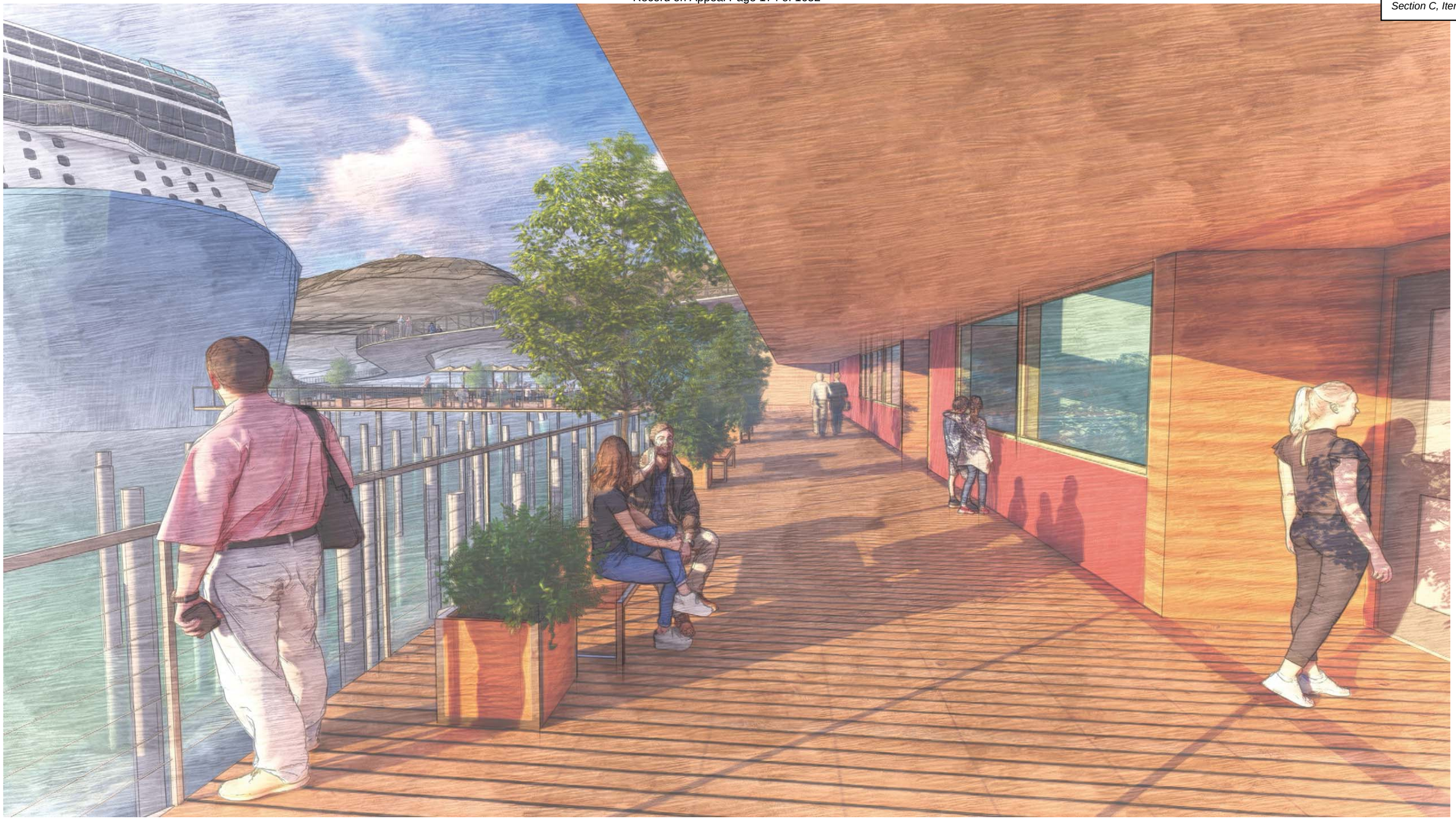
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above



Aak'w Landing
Huna Totem Corporation

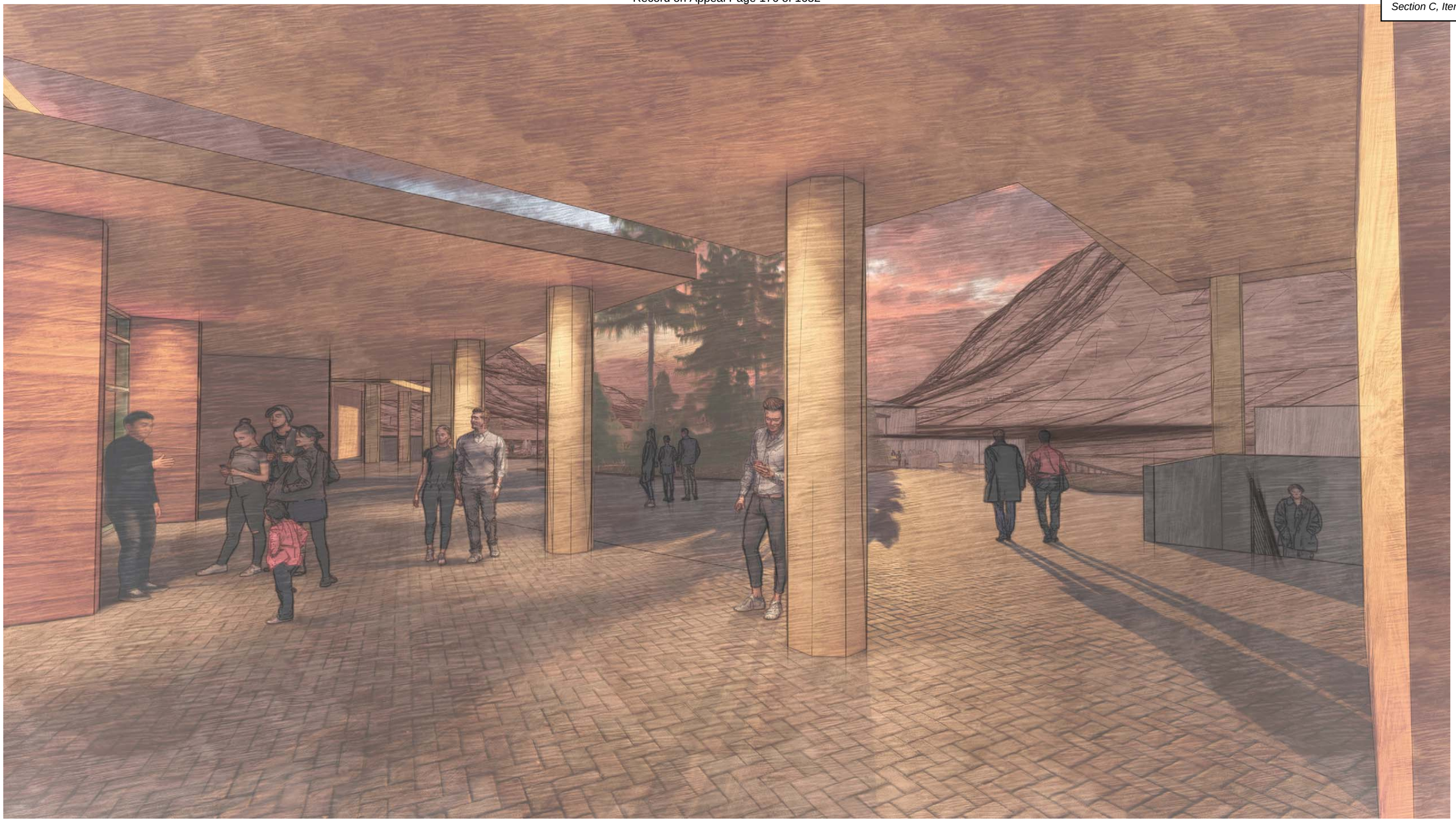
South Seawalk

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

Aak'w Landing
Huna Totem Corporation

Tour Arrival / Departure Area

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Lower Park

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation

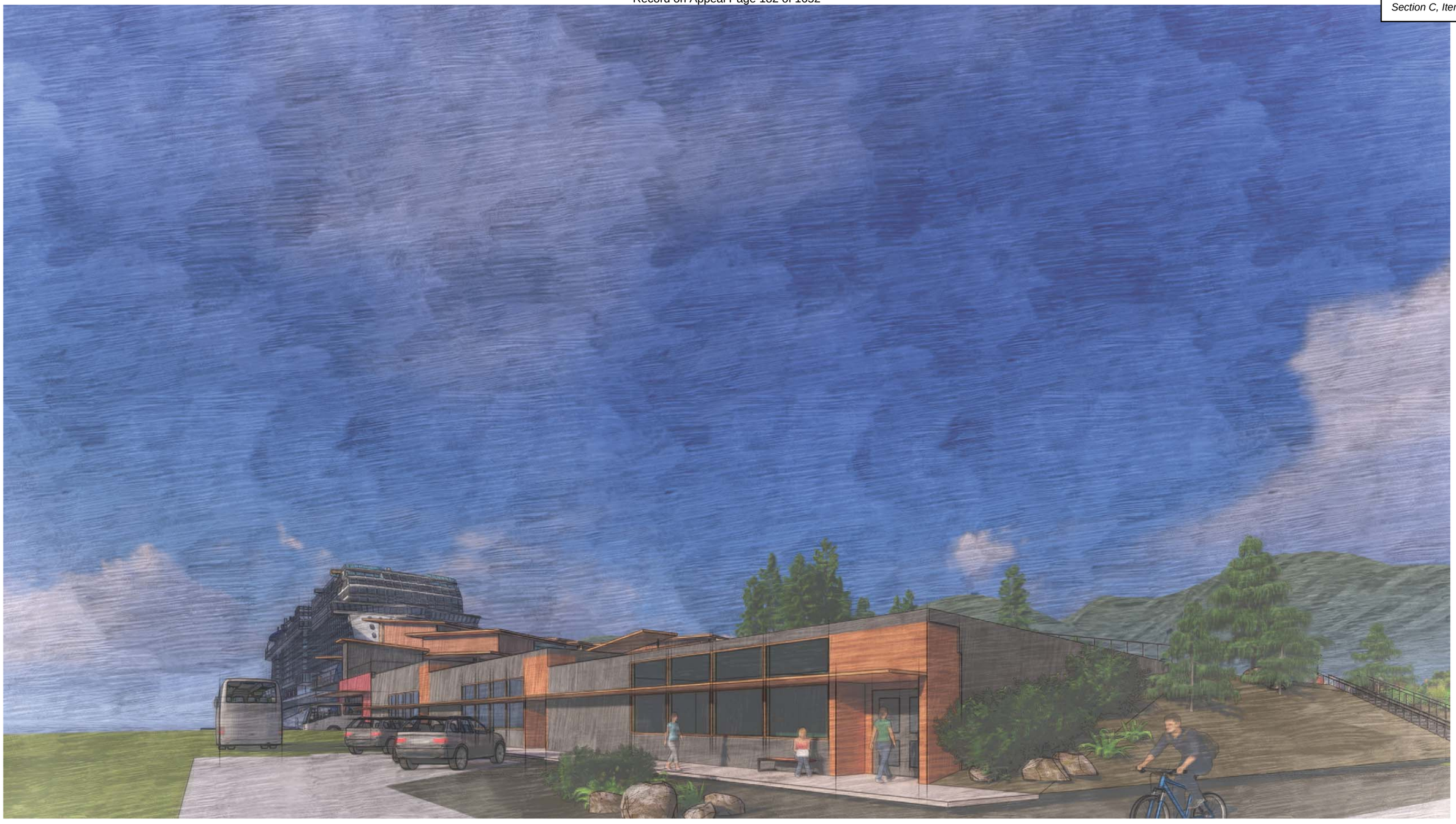
Upper Plaza fromWest
Phase 2 Retail / Dining to left

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left



Aak'w Landing
Huna Totem Corporation

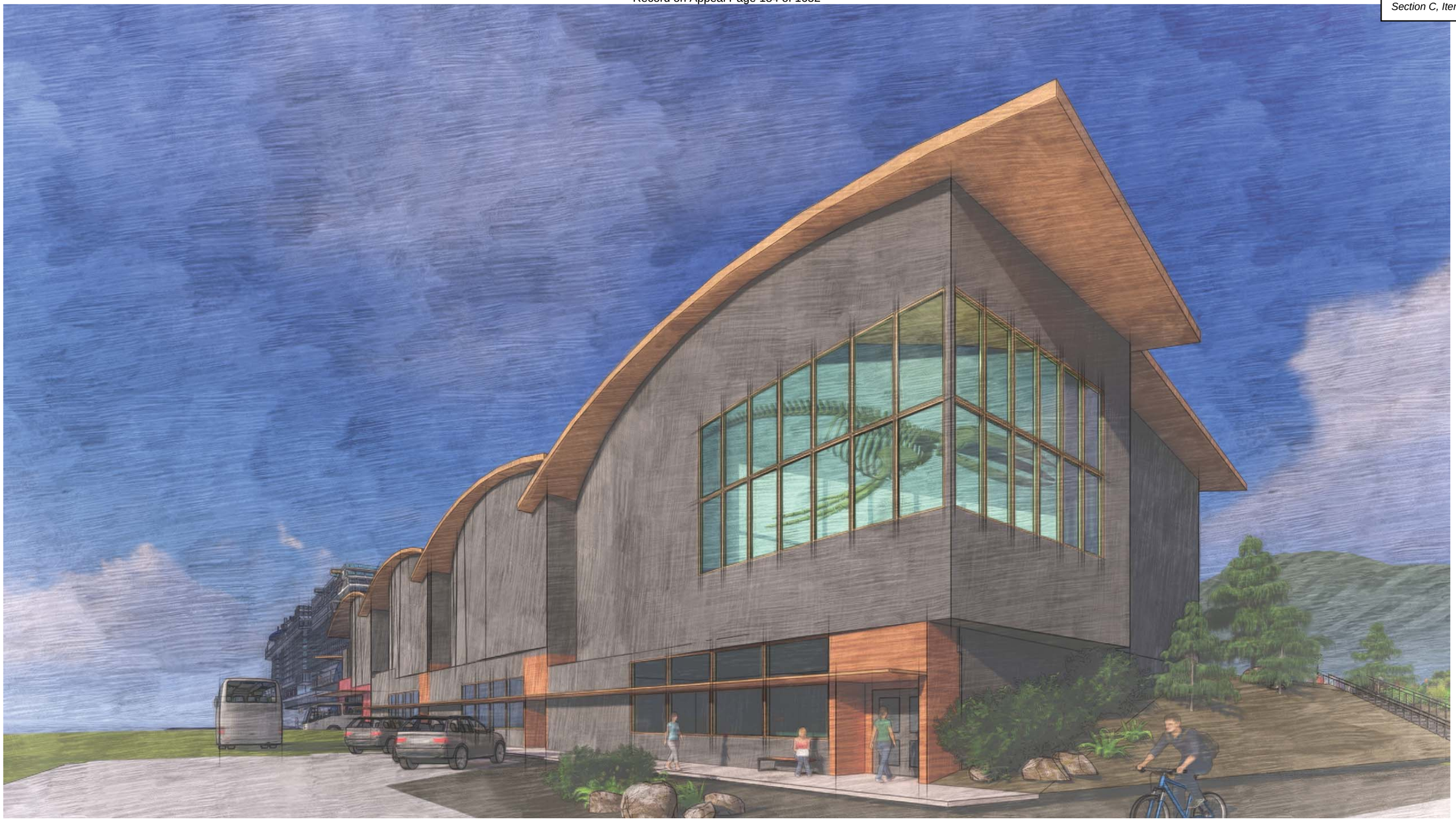
Corner of Egan and Whittier
Whittier-Level Retail

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aak'w Landing
Huna Totem Corporation

Corner of Egan and Whittier
Future Phase Development Option - Housing

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aak'w Landing
Huna Totem Corporation

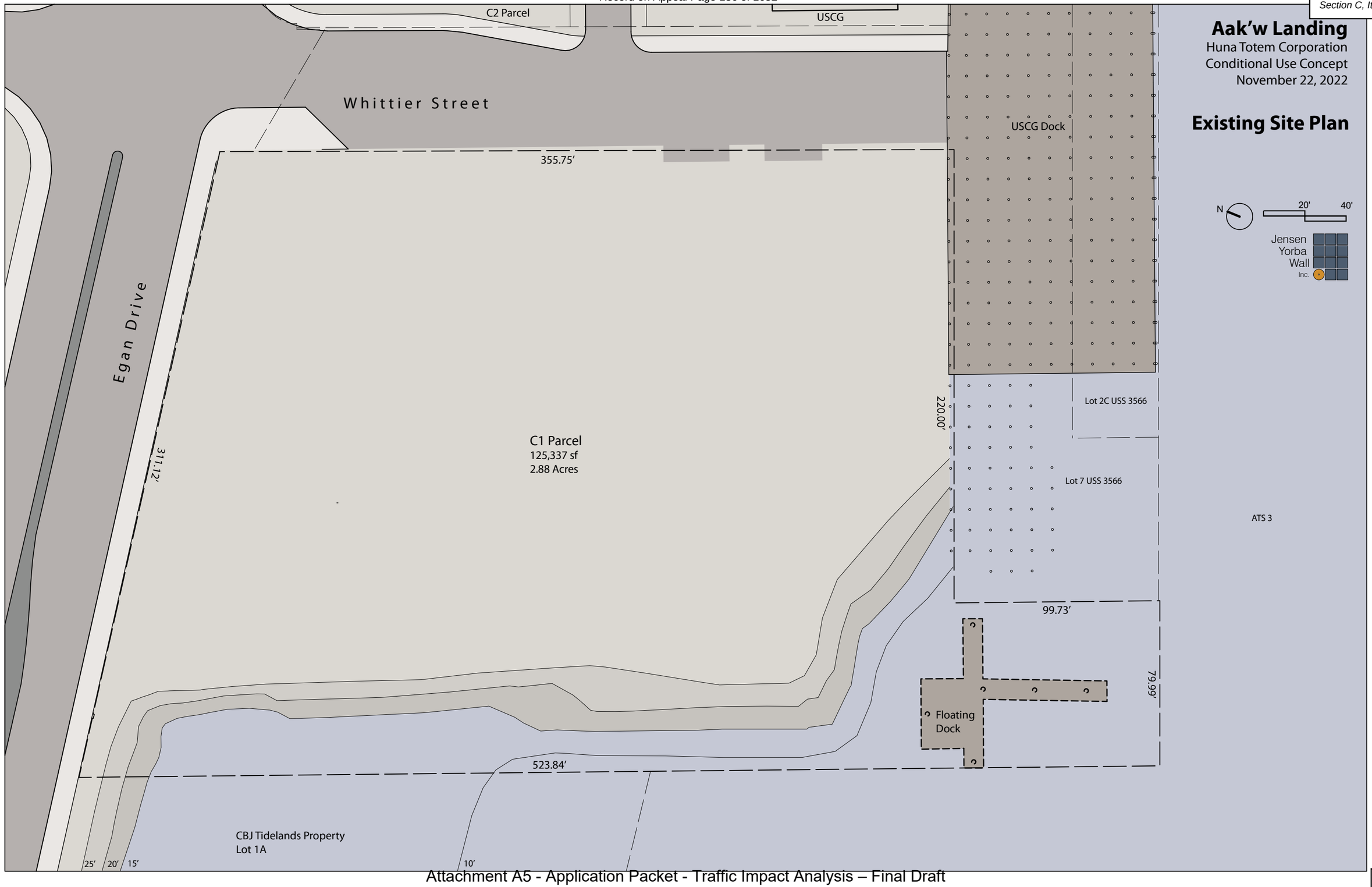
Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Existing Site Plan



Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with bus parking

N 20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Commercial Entry

Car Entry

USCG Dock

Egan Drive

Retail (4,700 sf)

Service

slope

Circulator

Bus & Van Loading

Car Parking (two levels)

Seawalk

Coach Loading

ramp up

Retail (13,300sf)

Dock SkyBridge Above

Deck (outdoor dining)

slope

Seawalk

CBJ Tidelands Property

Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with off-season parking

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

Car Entry

Car Entry

USCG Dock

Retail (4,700 sf)

Service

slope

Car Parking (two levels)

Seawalk

ramp up

Retail (13,300sf)

Dock SkyBridge Above

Deck (outdoor dining)

slope

Seawalk

CBJ Tidelands Property

Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Upper Plaza Level

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

USCG Dock

Phase 3
Use To Be Determined
(20,000 sf @ this level
20,000 sf @ level above)

Plaza

Phase 2
Add'l Retail

Phase 1
Retail - Welcome Center
(7,500sf @ this level)

Seawalk Below

Perform

Perform

Phase 2
Additional Retail
(14,000sf total @ this level
10,000 sf @ level above)

Park

Plaza

Skywalk Bridge

Deck
Below

slope

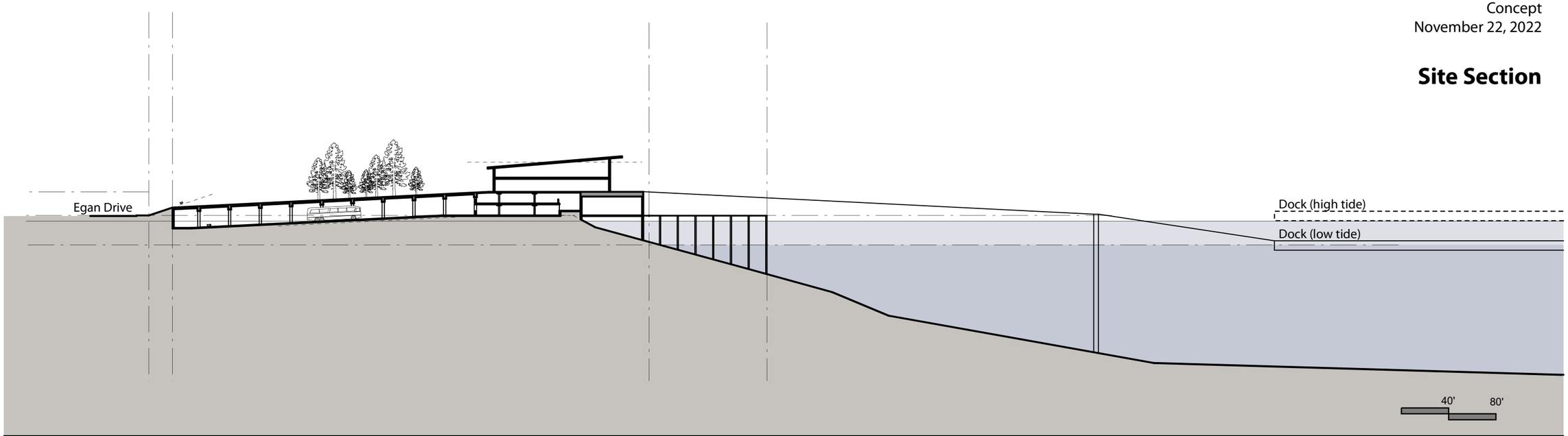
Seawalk Below

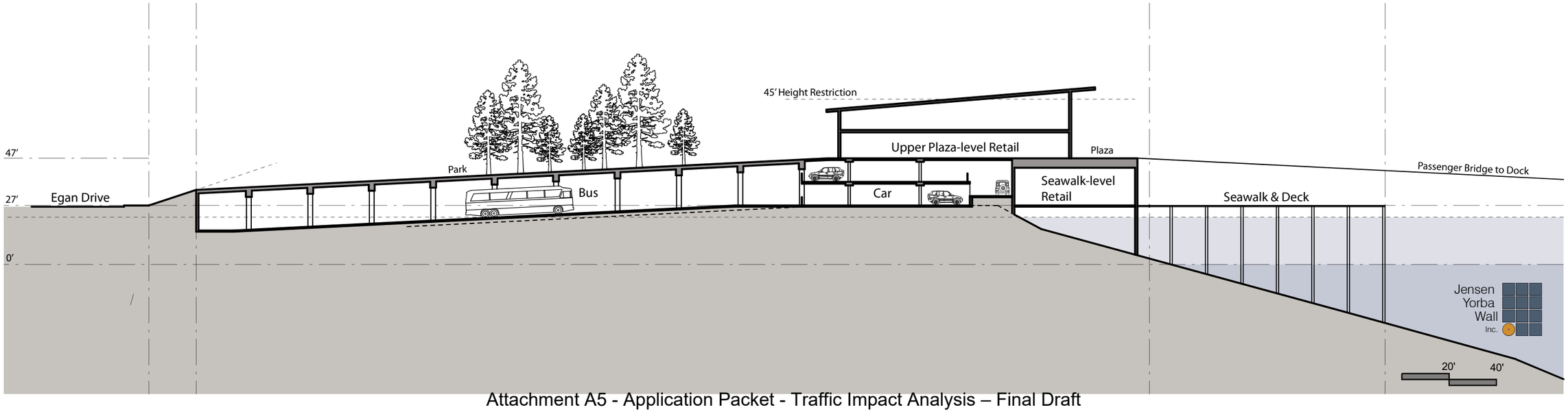
CBJ Tidelands Property

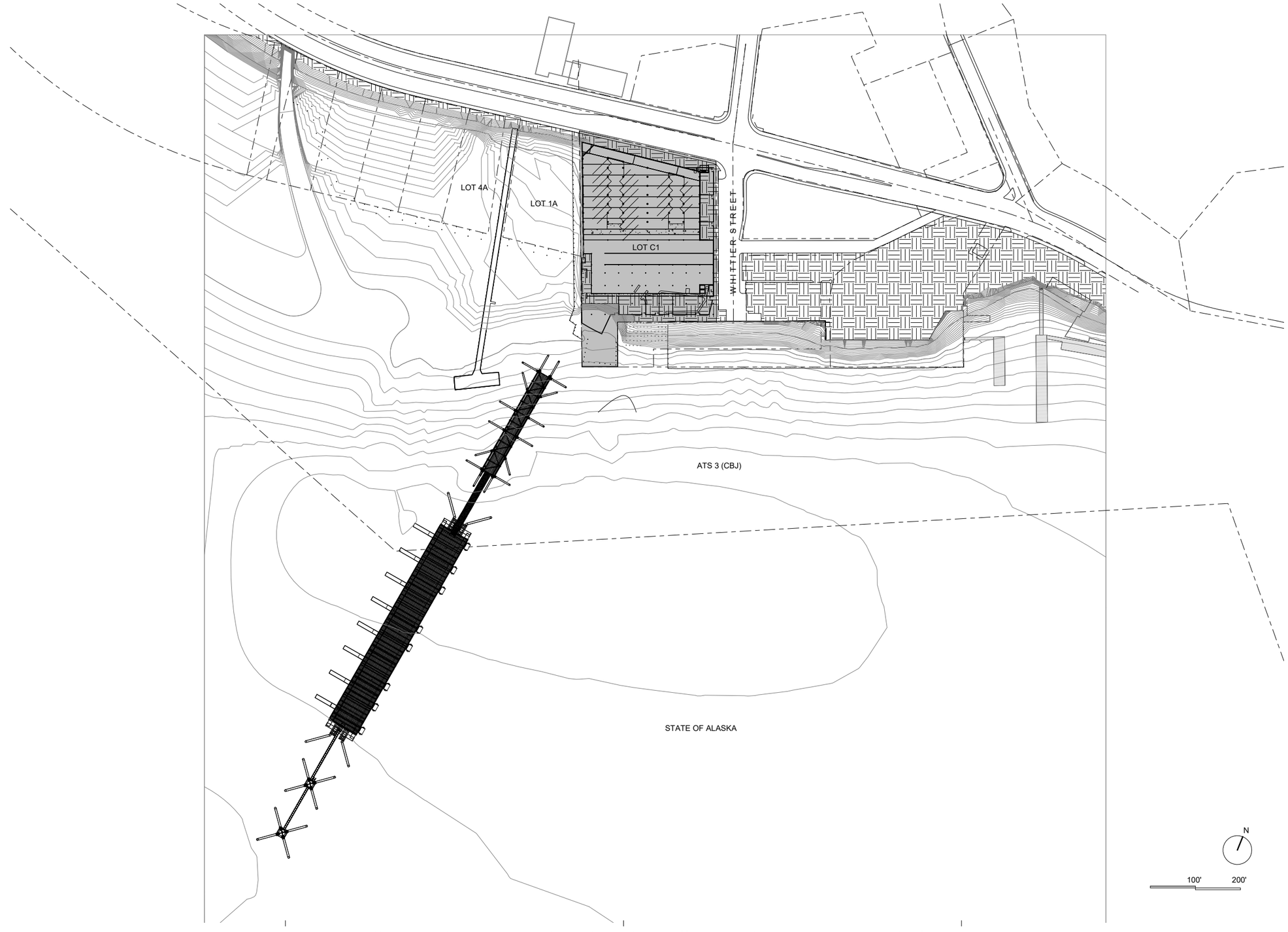
Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
November 22, 2022

Site Section







Jensen Yorba Wall Inc.
522 West 10th Steet
Juneau, Alaska 99801
907.586.1070
AECC137
jensenyorbawall.com

Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

SHEET TITLE

Property Location

DATE: 1.3.2023
FILE: 21022

A000

1/3/2023 12:28:18 PM G:_Projects\21022\CAD\7 Revised Concept\21022 Aak'w Landing - R22.rvt

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Aak'w Landing Estimates for Traffic Impact Analysis
4.19.2023

TRAFFIC
Busses (Coaches):

- 30 arrivals and departures daily.
- Staggered, with 10-15 coaches leaving per hour in the morning and then 10-15 arriving per hour in the afternoon.
- A maximum of 3 busses leaving at the same time.
- An average of 60 people per coach, for a total of 1800 people per day.
- All of this traffic would turn left onto Egan to go to/from the glacier and Auke Bay.

Private Operators

- 30 arrivals and departures daily
- A mix of smaller school busses and vans. 20 school busses and 10 vans.
- Staggered, with 5-10 busses and 4-6 vans per hour departing in the morning and then returning in the afternoon.
- A maximum of 2 busses and two vans leaving at the same time.
- An average of 30 people per school bus and 15 per van for a total of 750 people per day.
- 75% of this traffic would go left on Egan and 25% would go right towards downtown/Thane.

Taxis

- 30 arrivals and departures daily.
- Spread throughout the day, so 10 departures per hour in the morning, 10 arrivals per hour in the afternoon.
- An average of 5 people per taxi for a total of 150 people per day.
- Half of this traffic would go left on Egan and half would go right towards downtown/Thane.

Downtown Circulator

- 4 arrivals/departures per hour throughout the day.
- An average of 15 people per trip, so 60 per hour or around 300 per day.
- All of this traffic would turn right on Egan towards downtown.

Pedestrian Traffic

- The above vehicle totals accommodate 2,700 people per day. The remaining passengers, along with significant number (50%) of those that do a coach or bus tour will also walk off the site.
- 3,000 pedestrians walk off and back to the site each day.
- Staggered throughout the day, so an average of 600 pedestrians trips to or from the site per hour.
- 70% of the pedestrians walk right down Egan or the Seawalk towards downtown, 20% walk straight down Whittier to the State Museum, and 10% walk left along Egan towards Whale Park.

SITE USE

The site will primarily be used by cruise ship passengers when ships are docked, not by locals visiting the site in personal vehicles. The Welcome Center will be entirely used by cruise ship passengers with no private vehicles except those used by staff. Other shops and restaurants will be a mix—50% locals and 50% cruise ship passengers.

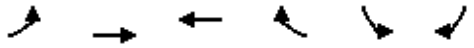
- 10,000 sf Welcome Center
- 11,000 sf Restaurants and Coffee Shops
- 22,000 sf Retail
- 20,000 sf future Retail
- 20,000 sf Museum / Cultural Center space

HCM Analysis – Existing

Attachment A5 - Application Packet - Traffic Impact Analysis – Final Draft

1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	297	262	92	4	13	142
Future Volume (veh/h)	297	262	92	4	13	142
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	362	320	112	5	16	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	940	1230	544	24	38	
Arrive On Green	0.18	0.67	0.34	0.34	0.02	0.00
Sat Flow, veh/h	1810	1841	1622	72	1810	1610
Grp Volume(v), veh/h	362	320	0	117	16	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1694	1810	1610
Q Serve(g_s), s	3.6	2.1	0.0	1.5	0.3	0.0
Cycle Q Clear(g_c), s	3.6	2.1	0.0	1.5	0.3	0.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	940	1230	0	569	38	
V/C Ratio(X)	0.38	0.26	0.00	0.21	0.42	
Avail Cap(c_a), veh/h	1247	1570	0	1995	1090	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.4	2.0	0.0	7.1	14.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	2.0	0.0	7.2	17.3	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		682	117		16	
Approach Delay, s/veh		3.3	7.2		17.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.9	14.8		5.1		24.8
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	5.6	3.5		2.3		4.1
Green Ext Time (p_c), s	0.1	0.1		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	564	4	0	211	41	0	0	1	0	0	6
Future Vol, veh/h	139	564	4	0	211	41	0	0	1	0	0	6
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	174	705	5	0	264	51	0	0	1	0	0	7

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	325	0	0	729	0	0	1365	1400	730
Stage 1	-	-	-	-	-	-	1075	1075	-
Stage 2	-	-	-	-	-	-	290	325	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1246	-	-	884	-	-	162	134	426
Stage 1	-	-	-	-	-	-	328	284	-
Stage 2	-	-	-	-	-	-	759	632	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1246	-	-	868	-	-	137	0	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	0	-
Stage 1	-	-	-	-	-	-	277	0	-
Stage 2	-	-	-	-	-	-	759	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	417	1246	-	-	868	-	-
HCM Lane V/C Ratio	0.003	0.139	-	-	-	-	-
HCM Control Delay (s)	13.7	8.4	-	-	0	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0.5	-	-	0	-	-

3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	87	4	40	19	3
Future Vol, veh/h	100	87	4	40	19	3
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	137	119	5	55	26	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	258	0	264	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1318	-	729	847
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1315	-	725	845
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	1315	-
HCM Lane V/C Ratio	0.041	-	-	0.004	-
HCM Control Delay (s)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

4: Egan Drive & Whittier Street

05/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	651	8	0	199	18	1	1	0	56	4	10
Future Volume (veh/h)	95	651	8	0	199	18	1	1	0	56	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	119	814	10	0	249	22	1	1	0	70	5	12
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	870	2755	34	551	1969	173	108	89	163	221	13	151
Arrive On Green	0.05	0.77	0.77	0.00	0.65	0.65	0.10	0.10	0.00	0.10	0.10	0.10
Sat Flow, veh/h	1810	3595	44	1810	3017	264	491	884	1610	1444	132	1491
Grp Volume(v), veh/h	119	402	422	0	133	138	2	0	0	75	0	12
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1622	1659	1376	0	1610	1576	0	1491
Q Serve(g_s), s	1.9	6.3	6.3	0.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	1.9	6.3	6.3	0.0	2.9	2.9	3.6	0.0	0.0	3.6	0.0	0.7
Prop In Lane	1.00		0.02	1.00		0.16	0.50		1.00	0.93		1.00
Lane Grp Cap(c), veh/h	870	1362	1427	551	1059	1083	198	0	163	235	0	151
V/C Ratio(X)	0.14	0.30	0.30	0.00	0.13	0.13	0.01	0.00	0.00	0.32	0.00	0.08
Avail Cap(c_a), veh/h	960	1362	1427	732	1059	1083	560	0	525	559	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.4	3.2	3.2	0.0	6.0	6.1	37.2	0.0	0.0	38.8	0.0	37.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	1.5	0.0	0.9	0.9	0.0	0.0	0.0	1.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	3.3	3.3	0.0	6.3	6.3	37.2	0.0	0.0	39.1	0.0	37.6
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		943			271			2			87	
Approach Delay, s/veh		3.5			6.3			37.2			38.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	65.7		15.8	0.0	76.2		15.8				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.9	4.9		5.6	0.0	8.3		5.6				
Green Ext Time (p_c), s	0.0	0.6		0.1	0.0	1.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	169	754	194	16	0	17
Future Vol, veh/h	169	754	194	16	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	217	967	249	21	0	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	270	0	-	0	-	135
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1276	-	-	-	0	889
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1276	-	-	-	-	889
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1276	-	-	-	889
HCM Lane V/C Ratio	0.17	-	-	-	0.021
HCM Control Delay (s)	8.4	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1

6: Egan Drive & 10th Street

05/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Future Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	739	0	18	70	103	35	171	3	82	739	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	196	835		93	319	719	202	812	14	431	885	
Arrive On Green	0.45	0.45	0.00	0.45	0.45	0.45	0.03	0.23	0.23	0.05	0.25	0.00
Sat Flow, veh/h	1212	1870	1585	56	715	1610	1781	3573	63	1781	3554	1585
Grp Volume(v), veh/h	82	739	0	88	0	103	35	85	89	82	739	0
Grp Sat Flow(s),veh/h/ln	1212	1870	1585	770	0	1610	1781	1777	1859	1781	1777	1585
Q Serve(g_s), s	4.3	23.1	0.0	1.0	0.0	2.4	0.9	2.5	2.5	2.2	12.6	0.0
Cycle Q Clear(g_c), s	28.4	23.1	0.0	24.1	0.0	2.4	0.9	2.5	2.5	2.2	12.6	0.0
Prop In Lane	1.00		1.00	0.20		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	196	835		412	0	719	202	404	422	431	885	
V/C Ratio(X)	0.42	0.89		0.21	0.00	0.14	0.17	0.21	0.21	0.19	0.84	
Avail Cap(c_a), veh/h	196	835		412	0	719	761	818	856	589	1002	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	16.2	0.0	12.3	0.0	10.5	18.3	20.0	20.0	17.5	22.7	0.0
Incr Delay (d2), s/veh	0.5	10.8	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.3	0.0	0.7	0.0	0.8	0.3	0.9	1.0	0.8	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	27.0	0.0	12.4	0.0	10.5	18.4	20.1	20.1	17.6	27.7	0.0
LnGrp LOS	C	C		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		821			191			209			821	
Approach Delay, s/veh		27.3			11.4			19.8			26.7	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	20.5		35.0	6.9	21.9		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	4.2	4.5		30.4	2.9	14.6		26.1				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	1.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

6: Egan Drive & 10th Street

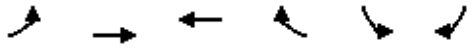
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	177	221	224	20	32	354
Future Volume (veh/h)	177	221	224	20	32	354
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	216	270	273	24	39	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	700	1155	544	48	84	
Arrive On Green	0.12	0.63	0.35	0.35	0.05	0.00
Sat Flow, veh/h	1810	1841	1547	136	1810	1610
Grp Volume(v), veh/h	216	270	0	297	39	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1683	1810	1610
Q Serve(g_s), s	2.1	1.8	0.0	4.0	0.6	0.0
Cycle Q Clear(g_c), s	2.1	1.8	0.0	4.0	0.6	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	700	1155	0	592	84	
V/C Ratio(X)	0.31	0.23	0.00	0.50	0.46	
Avail Cap(c_a), veh/h	1152	1645	0	2076	1141	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.3	0.0	7.3	13.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	2.4	0.0	7.5	14.7	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		486	297		39	
Approach Delay, s/veh		3.5	7.5		14.7	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.9	14.8		5.8		22.7
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	4.1	6.0		2.6		3.8
Green Ext Time (p_c), s	0.1	0.1		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	410	0	0	530	67	0	0	0	0	0	141
Future Vol, veh/h	9	410	0	0	530	67	0	0	0	0	0	141
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	11	513	0	0	663	84	0	0	0	0	0	153

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	757	0	0	532	0	0	1259	1311	535
Stage 1	-	-	-	-	-	-	554	554	-
Stage 2	-	-	-	-	-	-	705	757	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	863	-	-	1046	-	-	188	152	549
Stage 1	-	-	-	-	-	-	575	498	-
Stage 2	-	-	-	-	-	-	490	401	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	863	-	-	1027	-	-	182	0	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	0	-
Stage 1	-	-	-	-	-	-	557	0	-
Stage 2	-	-	-	-	-	-	490	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	863	-	-	1027	-	-
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-
HCM Control Delay (s)	0	9.2	-	-	0	-	-
HCM Lane LOS	A	A	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-

3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	96	22	171	59	4
Future Vol, veh/h	19	96	22	171	59	4
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	26	132	30	234	81	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	388	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1432	-	619	968
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	603	966
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1429	-
HCM Lane V/C Ratio	0.14	-	-	0.021	-
HCM Control Delay (s)	11.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

4: Egan Drive & Whittier Street

05/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	308	1	1	629	41	7	3	3	108	1	74
Future Volume (veh/h)	20	308	1	1	629	41	7	3	3	108	1	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	25	385	1	1	786	51	9	4	4	135	1	92
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	303	1738	5	502	1403	91	66	18	522	78	0	493
Arrive On Green	0.03	0.48	0.48	0.00	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3636	9	1810	3092	201	0	56	1600	0	1	1512
Grp Volume(v), veh/h	25	188	198	1	412	425	13	0	4	136	0	92
Grp Sat Flow(s),veh/h/ln	1810	1777	1869	1810	1622	1670	56	0	1600	1	0	1512
Q Serve(g_s), s	0.7	5.7	5.7	0.0	17.1	17.1	0.0	0.0	0.2	0.0	0.0	4.0
Cycle Q Clear(g_c), s	0.7	5.7	5.7	0.0	17.1	17.1	30.0	0.0	0.2	30.0	0.0	4.0
Prop In Lane	1.00		0.01	1.00		0.12	0.69		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	303	849	893	502	736	758	85	0	522	78	0	493
V/C Ratio(X)	0.08	0.22	0.22	0.00	0.56	0.56	0.15	0.00	0.01	1.74	0.00	0.19
Avail Cap(c_a), veh/h	440	849	893	682	736	758	85	0	522	78	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	14.0	14.0	12.7	18.4	18.4	25.6	0.0	20.9	45.9	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	3.1	3.0	0.3	0.0	0.0	379.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	2.2	0.0	6.5	6.7	0.2	0.0	0.1	10.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	14.1	14.1	12.7	21.5	21.4	26.0	0.0	20.9	425.1	0.0	22.3
LnGrp LOS	B	B	B	B	C	C	C	A	C	F	A	C
Approach Vol, veh/h		411			838			17			228	
Approach Delay, s/veh		14.1			21.4			24.8			262.6	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	47.4		36.5	5.8	49.7		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	2.7	19.1		32.0	2.0	7.7		32.0				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	109	329	676	34	0	35
Future Vol, veh/h	109	329	676	34	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	140	422	867	44	0	38

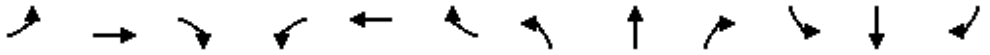
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	911	0	-	0	-	456
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	731	-	-	-	0	551
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	731	-	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	731	-	-	-	551
HCM Lane V/C Ratio	0.191	-	-	-	0.069
HCM Control Delay (s)	11.1	-	-	-	12
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2

6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	53	131	18	213	234	175	549	9	40	288	307
Future Volume (veh/h)	269	53	131	18	213	234	175	549	9	40	288	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	0	0	20	280	308	190	597	10	43	313	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	677	0		91	667	586	458	960	16	298	671	
Arrive On Green	0.36	0.00	0.00	0.36	0.36	0.36	0.11	0.27	0.27	0.04	0.19	0.00
Sat Flow, veh/h	1656	0	1585	51	1833	1610	1781	3577	60	1781	3554	1585
Grp Volume(v), veh/h	333	0	0	300	0	308	190	296	311	43	313	0
Grp Sat Flow(s),veh/h/ln	828	0	1585	1884	0	1610	1781	1777	1860	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	0.0	0.0	0.0	8.0	4.4	7.8	7.8	0.9	4.2	0.0
Cycle Q Clear(g_c), s	16.4	0.0	0.0	6.3	0.0	8.0	4.4	7.8	7.8	0.9	4.2	0.0
Prop In Lane	1.00		1.00	0.07		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	677	0		758	0	586	458	477	499	298	671	
V/C Ratio(X)	0.49	0.00		0.40	0.00	0.53	0.41	0.62	0.62	0.14	0.47	
Avail Cap(c_a), veh/h	965	0		854	0	669	990	986	1032	534	1208	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	12.7	0.0	13.2	14.6	17.0	17.0	13.8	19.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.3	0.2	0.5	0.5	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	2.4	0.0	2.6	1.5	2.7	2.8	0.3	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	12.8	0.0	13.5	14.8	17.5	17.5	13.8	19.3	0.0
LnGrp LOS	B	A		B	A	B	B	B	B	B	B	
Approach Vol, veh/h		333			608			797			356	
Approach Delay, s/veh		19.1			13.2			16.9			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	20.2		25.8	11.2	16.0		25.8				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	2.9	9.8		18.4	6.4	6.2		10.0				
Green Ext Time (p_c), s	0.0	2.6		0.9	0.1	1.1		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

6: Egan Drive & 10th Street

05/11/2023

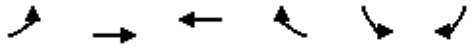
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – No-Build

Attachment A5 - Application Packet - Traffic Impact Analysis – Final Draft

1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	380	335	120	10	20	185
Future Volume (veh/h)	380	335	120	10	20	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	463	409	146	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	932	1248	490	40	54	
Arrive On Green	0.22	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1556	128	1810	1610
Grp Volume(v), veh/h	463	409	0	158	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1684	1810	1610
Q Serve(g_s), s	5.1	2.9	0.0	2.3	0.4	0.0
Cycle Q Clear(g_c), s	5.1	2.9	0.0	2.3	0.4	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	932	1248	0	530	54	
V/C Ratio(X)	0.50	0.33	0.00	0.30	0.44	
Avail Cap(c_a), veh/h	1126	1473	0	1860	1022	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.7	2.1	0.0	8.3	15.2	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.1	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.5	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	2.2	0.0	8.4	17.3	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		872	158		24	
Approach Delay, s/veh		3.6	8.4		17.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	14.8		5.5		26.4
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.1	4.3		2.4		4.9
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	715	9	0	270	55	0	0	5	0	0	10
Future Vol, veh/h	178	715	9	0	270	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	894	11	0	338	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	417	0	0	924	0	0	1738	1782	922
Stage 1	-	-	-	-	-	-	1365	1365	-
Stage 2	-	-	-	-	-	-	373	417	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1153	-	-	748	-	-	96	77	330
Stage 1	-	-	-	-	-	-	237	205	-
Stage 2	-	-	-	-	-	-	696	574	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1153	-	-	734	-	-	76	0	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	0	-
Stage 1	-	-	-	-	-	-	188	0	-
Stage 2	-	-	-	-	-	-	696	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	323	1153	-	-	734	-	-
HCM Lane V/C Ratio	0.019	0.193	-	-	-	-	-
HCM Control Delay (s)	16.4	8.9	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.7	-	-	0	-	-

3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	115	10	55	25	5
Future Vol, veh/h	130	115	10	55	25	5
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	158	14	75	34	7

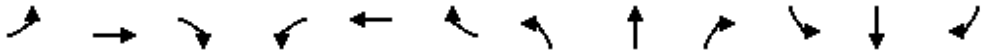
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	338	0	362	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1232	-	641	785
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1230	-	632	784
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	653	-	-	1230	-
HCM Lane V/C Ratio	0.063	-	-	0.011	-
HCM Control Delay (s)	10.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	825	15	0	250	30	5	5	0	75	10	20
Future Volume (veh/h)	125	825	15	0	250	30	5	5	0	75	10	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1031	19	0	312	38	6	6	0	94	12	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	776	2627	48	423	1808	218	107	89	212	235	26	197
Arrive On Green	0.05	0.74	0.74	0.00	0.62	0.62	0.13	0.13	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1810	3569	66	1810	2913	352	366	676	1610	1230	197	1498
Grp Volume(v), veh/h	156	513	537	0	173	177	12	0	0	106	0	25
Grp Sat Flow(s),veh/h/ln	1810	1777	1858	1810	1622	1643	1043	0	1610	1427	0	1498
Q Serve(g_s), s	2.8	9.9	9.9	0.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	2.8	9.9	9.9	0.0	4.2	4.2	6.6	0.0	0.0	6.5	0.0	1.4
Prop In Lane	1.00		0.04	1.00		0.21	0.50		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	776	1308	1368	423	1007	1020	196	0	212	261	0	197
V/C Ratio(X)	0.20	0.39	0.39	0.00	0.17	0.17	0.06	0.00	0.00	0.41	0.00	0.13
Avail Cap(c_a), veh/h	862	1308	1368	604	1007	1020	507	0	525	545	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	4.5	4.5	0.0	7.4	7.4	35.0	0.0	0.0	37.5	0.0	35.3
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.4	0.4	0.0	0.0	0.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.5	2.6	0.0	1.3	1.4	0.2	0.0	0.0	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	4.7	4.6	0.0	7.8	7.8	35.1	0.0	0.0	37.9	0.0	35.4
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1206			350			12			131	
Approach Delay, s/veh		4.8			7.8			35.1			37.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	62.8		18.6	0.0	73.4		18.6				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	4.8	6.2		8.5	0.0	11.9		8.6				
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	2.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	965	250	25	0	25
Future Vol, veh/h	215	965	250	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1237	321	32	0	27

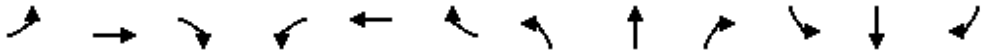
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	-	177
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1188	-	-	-	0	835
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	-	835
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	835
HCM Lane V/C Ratio	0.232	-	-	-	0.033
HCM Control Delay (s)	8.9	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.9	-	-	-	0.1

6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Future Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	27	92	132	49	217	5	109	940	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	432	783		170	540	674	183	875	20	455	979	
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.04	0.25	0.25	0.07	0.28	0.00
Sat Flow, veh/h	1157	1870	1585	243	1288	1610	1781	3551	82	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	119	0	132	49	108	114	109	940	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1532	0	1610	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	16.1	9.0	0.0	0.2	0.0	3.4	1.3	3.2	3.2	2.9	17.0	0.0
Cycle Q Clear(g_c), s	25.2	9.0	0.0	9.2	0.0	3.4	1.3	3.2	3.2	2.9	17.0	0.0
Prop In Lane	1.00		1.00	0.23		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	432	783		709	0	674	183	438	457	455	979	
V/C Ratio(X)	0.68	0.46		0.17	0.00	0.20	0.27	0.25	0.25	0.24	0.96	
Avail Cap(c_a), veh/h	453	816		709	0	674	716	800	835	582	979	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.8	13.6	0.0	11.8	0.0	12.0	18.3	19.7	19.8	16.6	23.3	0.0
Incr Delay (d2), s/veh	3.1	0.2	0.0	0.0	0.0	0.1	0.3	0.1	0.1	0.1	19.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.5	0.0	1.0	0.0	1.1	0.5	1.2	1.3	1.1	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	13.8	0.0	11.9	0.0	12.1	18.6	19.9	19.9	16.7	42.8	0.0
LnGrp LOS	C	B		B	A	B	B	B	B	B	D	
Approach Vol, veh/h		653			251			271			1049	
Approach Delay, s/veh		19.2			12.0			19.6			40.1	
Approach LOS		B			B			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	22.1		33.9	7.5	24.0		33.9				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	4.9	5.2		27.2	3.3	19.0		11.2				
Green Ext Time (p_c), s	0.0	0.9		0.1	0.0	0.0		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

6: Egan Drive & 10th Street

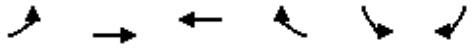
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	285	285	30	45	450
Future Volume (veh/h)	225	285	285	30	45	450
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	274	348	348	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	641	1158	506	54	111	
Arrive On Green	0.15	0.63	0.33	0.33	0.06	0.00
Sat Flow, veh/h	1810	1841	1517	161	1810	1610
Grp Volume(v), veh/h	274	348	0	385	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1678	1810	1610
Q Serve(g_s), s	2.8	2.6	0.0	6.0	0.9	0.0
Cycle Q Clear(g_c), s	2.8	2.6	0.0	6.0	0.9	0.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	641	1158	0	560	111	
V/C Ratio(X)	0.43	0.30	0.00	0.69	0.50	
Avail Cap(c_a), veh/h	1009	1562	0	1965	1084	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	2.5	0.0	8.7	13.7	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.6	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.2	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	2.6	0.0	9.2	14.9	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		622	385		55	
Approach Delay, s/veh		4.0	9.2		14.9	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.9	14.8		6.3		23.7
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	4.8	8.0		2.9		4.6
Green Ext Time (p_c), s	0.1	0.2		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	520	0	0	670	85	0	0	0	0	0	185
Future Vol, veh/h	15	520	0	0	670	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	650	0	0	838	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	954	0	0	669	0	0	1598	1661	672
Stage 1	-	-	-	-	-	-	707	707	-
Stage 2	-	-	-	-	-	-	891	954	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	729	-	-	931	-	-	117	92	459
Stage 1	-	-	-	-	-	-	489	423	-
Stage 2	-	-	-	-	-	-	401	324	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	729	-	-	914	-	-	112	0	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	0	-
Stage 1	-	-	-	-	-	-	467	0	-
Stage 2	-	-	-	-	-	-	401	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	729	-	-	914	-	-
HCM Lane V/C Ratio	-	0.026	-	-	-	-	-
HCM Control Delay (s)	0	10.1	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	125	30	220	75	10
Future Vol, veh/h	25	125	30	220	75	10
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	171	41	301	103	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	505	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1376	-	530	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1373	-	510	933
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	1373	-
HCM Lane V/C Ratio	0.216	-	-	0.03	-
HCM Control Delay (s)	13.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

4: Egan Drive & Whittier Street

05/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	5	5	794	56	10	5	5	140	5	100
Future Volume (veh/h)	29	390	5	5	794	56	10	5	5	140	5	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	6	6	992	70	12	6	6	175	6	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	236	1695	21	448	1372	97	65	21	522	77	1	493
Arrive On Green	0.03	0.47	0.47	0.01	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3595	44	1810	3073	217	0	63	1600	0	4	1512
Grp Volume(v), veh/h	36	241	253	6	524	538	18	0	6	181	0	125
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1622	1667	63	0	1600	4	0	1512
Q Serve(g_s), s	1.0	7.6	7.6	0.2	24.3	24.3	0.0	0.0	0.2	0.0	0.0	5.6
Cycle Q Clear(g_c), s	1.0	7.6	7.6	0.2	24.3	24.3	30.0	0.0	0.2	30.0	0.0	5.6
Prop In Lane	1.00		0.02	1.00		0.13	0.67		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	236	838	878	448	724	745	86	0	522	78	0	493
V/C Ratio(X)	0.15	0.29	0.29	0.01	0.72	0.72	0.21	0.00	0.01	2.31	0.00	0.25
Avail Cap(c_a), veh/h	360	838	878	617	724	745	86	0	522	78	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	14.9	14.9	12.8	20.8	20.8	25.7	0.0	21.0	45.5	0.0	22.8
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	6.2	6.0	0.4	0.0	0.0	627.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.9	3.0	0.1	9.6	9.8	0.3	0.0	0.1	15.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	15.0	15.0	12.8	27.0	26.8	26.1	0.0	21.0	672.7	0.0	22.9
LnGrp LOS	B	B	B	B	C	C	C	A	C	F	A	C
Approach Vol, veh/h		530			1068			24			306	
Approach Delay, s/veh		15.1			26.8			24.8			407.2	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.8		36.5	6.4	49.1		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.0	26.3		32.0	2.2	9.6		32.0				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	83.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	424	859	45	0	45
Future Vol, veh/h	140	424	859	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	544	1101	58	0	49

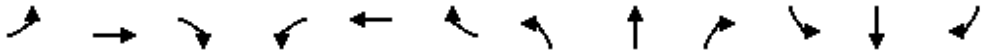
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1159	0	-	0	-	580
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	587	-	-	-	0	458
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	587	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	587	-	-	-	458
HCM Lane V/C Ratio	0.306	-	-	-	0.107
HCM Control Delay (s)	13.8	-	-	-	13.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	-	0.4

6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	170	25	275	300	225	700	15	55	370	390
Future Volume (veh/h)	345	70	170	25	275	300	225	700	15	55	370	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	27	362	395	245	761	16	60	402	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	605	0		84	771	683	423	974	20	232	620	
Arrive On Green	0.42	0.00	0.00	0.42	0.42	0.42	0.14	0.27	0.27	0.04	0.17	0.00
Sat Flow, veh/h	1415	0	1585	63	1817	1610	1781	3559	75	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	389	0	395	245	380	397	60	402	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1880	0	1610	1781	1777	1857	1781	1777	1585
Q Serve(g_s), s	18.5	0.0	0.0	0.0	0.0	12.6	7.4	13.3	13.3	1.6	7.1	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	10.0	0.0	12.6	7.4	13.3	13.3	1.6	7.1	0.0
Prop In Lane	1.00		1.00	0.07		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	605	0		855	0	683	423	486	508	232	620	
V/C Ratio(X)	0.71	0.00		0.46	0.00	0.58	0.58	0.78	0.78	0.26	0.65	
Avail Cap(c_a), veh/h	605	0		855	0	683	756	777	813	396	952	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	14.0	0.0	14.8	18.8	22.5	22.5	17.8	25.8	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.1	0.0	0.8	0.5	1.0	1.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	4.0	0.0	4.4	2.7	5.1	5.3	0.6	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	0.0	14.1	0.0	15.6	19.3	23.6	23.5	18.0	26.2	0.0
LnGrp LOS	C	A		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		429			784			1022			462	
Approach Delay, s/veh		28.5			14.9			22.5			25.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	24.4		35.0	14.5	17.7		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	3.6	15.3		30.5	9.4	9.1		14.6				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.1	1.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		21.7
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

6: Egan Drive & 10th Street

05/11/2023

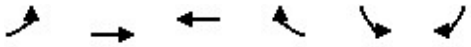
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – Build

Attachment A5 - Application Packet - Traffic Impact Analysis – Final Draft

1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	409	364	149	10	20	214
Future Volume (veh/h)	409	364	149	10	20	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	499	444	182	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	913	1258	490	32	54	
Arrive On Green	0.24	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1584	104	1810	1610
Grp Volume(v), veh/h	499	444	0	194	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1688	1810	1610
Q Serve(g_s), s	5.6	3.3	0.0	2.9	0.4	0.0
Cycle Q Clear(g_c), s	5.6	3.3	0.0	2.9	0.4	0.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	913	1258	0	522	54	
V/C Ratio(X)	0.55	0.35	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1071	1445	0	1830	1003	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.1	0.0	8.8	15.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	2.2	0.0	8.9	17.6	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		943	194		24	
Approach Delay, s/veh		3.7	8.9		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	14.8		5.5		27.0
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.6	4.9		2.4		5.3
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Future Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	966	11	0	410	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	0	996	0	0	1882	1926	994
Stage 1	-	-	-	-	-	-	1437	1437	-
Stage 2	-	-	-	-	-	-	445	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1085	-	-	703	-	-	78	63	300
Stage 1	-	-	-	-	-	-	219	189	-
Stage 2	-	-	-	-	-	-	646	533	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1085	-	-	690	-	-	61	0	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	171	0	-
Stage 2	-	-	-	-	-	-	646	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	294	1085	-	-	690	-	-
HCM Lane V/C Ratio	0.021	0.205	-	-	-	-	-
HCM Control Delay (s)	17.5	9.2	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-	0	-	-

3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	125	19	55	35	14
Future Vol, veh/h	130	125	19	55	35	14
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	171	26	75	48	19

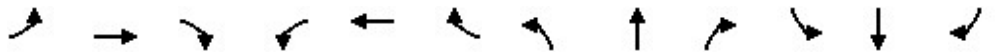
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	393	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1219	-	615	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	600	777
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1217	-
HCM Lane V/C Ratio	0.105	-	-	0.021	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Future Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1034	162	72	312	38	152	30	72	94	36	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	558	1334	209	231	1193	144	72	8	522	67	16	493
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3077	481	1810	2913	352	0	25	1600	0	49	1512
Grp Volume(v), veh/h	156	596	600	72	173	177	182	0	72	130	0	25
Grp Sat Flow(s),veh/h/ln	1810	1777	1782	1810	1622	1643	25	0	1600	49	0	1512
Q Serve(g_s), s	4.5	26.3	26.4	2.0	6.5	6.6	0.0	0.0	2.9	0.0	0.0	1.0
Cycle Q Clear(g_c), s	4.5	26.3	26.4	2.0	6.5	6.6	30.0	0.0	2.9	30.0	0.0	1.0
Prop In Lane	1.00		0.27	1.00		0.21	0.84		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	558	770	773	231	664	673	80	0	522	83	0	493
V/C Ratio(X)	0.28	0.77	0.78	0.31	0.26	0.26	2.28	0.00	0.14	1.56	0.00	0.05
Avail Cap(c_a), veh/h	615	770	773	331	664	673	80	0	522	83	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	22.2	22.2	17.5	17.9	18.0	43.0	0.0	21.9	40.4	0.0	21.2
Incr Delay (d2), s/veh	0.1	4.7	4.8	0.3	0.9	1.0	611.9	0.0	0.0	302.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.0	11.1	0.8	2.4	2.5	15.4	0.0	1.1	8.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	27.0	27.0	17.7	18.9	18.9	654.9	0.0	21.9	343.3	0.0	21.3
LnGrp LOS	B	C	C	B	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1352			422			254			155	
Approach Delay, s/veh		25.5			18.7			475.4			291.4	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	43.4		36.5	9.9	45.6		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	6.5	8.6		32.0	4.0	28.4		32.0				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	1.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	95.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	1082	367	25	0	25
Future Vol, veh/h	215	1082	367	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1387	471	32	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1044	-	-	-	0	748
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1044	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	748
HCM Lane V/C Ratio	0.264	-	-	-	0.036
HCM Control Delay (s)	9.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1

6: Egan Drive & 10th Street

05/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Future Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	36	92	132	80	302	16	109	1012	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	428	786		191	456	677	194	866	46	414	955	
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.05	0.25	0.25	0.06	0.27	0.00
Sat Flow, veh/h	1157	1870	1585	291	1086	1610	1781	3433	181	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	128	0	132	80	156	162	109	1012	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1378	0	1610	1781	1777	1838	1781	1777	1585
Q Serve(g_s), s	16.5	9.2	0.0	0.4	0.0	3.5	2.2	4.8	4.9	3.0	18.0	0.0
Cycle Q Clear(g_c), s	26.1	9.2	0.0	9.6	0.0	3.5	2.2	4.8	4.9	3.0	18.0	0.0
Prop In Lane	1.00		1.00	0.28		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	428	786		648	0	677	194	448	464	414	955	
V/C Ratio(X)	0.69	0.46		0.20	0.00	0.20	0.41	0.35	0.35	0.26	1.06	
Avail Cap(c_a), veh/h	434	796		648	0	677	690	780	807	535	955	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.5	13.9	0.0	12.2	0.0	12.3	18.8	20.5	20.5	16.8	24.5	0.0
Incr Delay (d2), s/veh	3.6	0.2	0.0	0.1	0.0	0.1	0.5	0.2	0.2	0.1	46.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.6	0.0	1.1	0.0	1.2	0.8	1.8	1.9	1.1	12.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	14.1	0.0	12.3	0.0	12.3	19.3	20.7	20.7	17.0	70.8	0.0
LnGrp LOS	C	B		B	A	B	B	C	C	B	F	
Approach Vol, veh/h		653			260			398			1121	
Approach Delay, s/veh		20.0			12.3			20.4			65.5	
Approach LOS		B			B			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	22.9		34.6	8.3	24.0		34.6				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	5.0	6.9		28.1	4.2	20.0		11.6				
Green Ext Time (p_c), s	0.0	1.3		0.1	0.0	0.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		40.2
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

6: Egan Drive & 10th Street

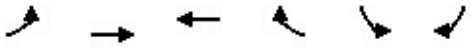
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	329	337	30	45	502
Future Volume (veh/h)	269	329	337	30	45	502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	328	401	411	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	614	1176	500	45	110	
Arrive On Green	0.17	0.64	0.32	0.32	0.06	0.00
Sat Flow, veh/h	1810	1841	1543	139	1810	1610
Grp Volume(v), veh/h	328	401	0	448	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1682	1810	1610
Q Serve(g_s), s	3.5	3.1	0.0	7.6	0.9	0.0
Cycle Q Clear(g_c), s	3.5	3.1	0.0	7.6	0.9	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	614	1176	0	545	110	
V/C Ratio(X)	0.53	0.34	0.00	0.82	0.50	
Avail Cap(c_a), veh/h	922	1516	0	1912	1052	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	2.6	0.0	9.6	14.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	1.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	2.6	0.0	10.8	15.4	0.0
LnGrp LOS	A	A	A	B	B	
Approach Vol, veh/h		729	448		55	
Approach Delay, s/veh		4.4	10.8		15.4	
Approach LOS		A	B		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	14.8		6.4		24.6
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	5.5	9.6		2.9		5.1
Green Ext Time (p_c), s	0.1	0.2		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Future Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	760	0	0	968	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1084	0	0	779	0	0	1838	1901	782
Stage 1	-	-	-	-	-	-	817	817	-
Stage 2	-	-	-	-	-	-	1021	1084	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	651	-	-	847	-	-	83	65	397
Stage 1	-	-	-	-	-	-	434	376	-
Stage 2	-	-	-	-	-	-	348	281	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	651	-	-	832	-	-	79	0	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	414	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	651	-	-	832	-	-
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-
HCM Control Delay (s)	0	10.7	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	143	47	220	90	25
Future Vol, veh/h	25	143	47	220	90	25
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	196	64	301	123	34

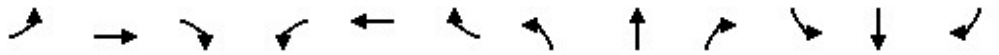
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	563	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	491	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	462	918
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1345	-
HCM Lane V/C Ratio	0.304	-	-	0.048	-
HCM Control Delay (s)	15	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Future Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	264	136	992	70	234	44	116	175	50	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	236	929	500	373	1372	97	72	0	522	70	6	493
Arrive On Green	0.03	0.42	0.42	0.06	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	2227	1199	1810	3073	217	0	0	1600	0	17	1512
Grp Volume(v), veh/h	36	389	363	136	524	538	278	0	116	225	0	125
Grp Sat Flow(s),veh/h/ln	1810	1777	1649	1810	1622	1667	0	0	1600	17	0	1512
Q Serve(g_s), s	1.0	15.0	15.1	3.9	24.3	24.3	0.0	0.0	4.8	0.0	0.0	5.6
Cycle Q Clear(g_c), s	1.0	15.0	15.1	3.9	24.3	24.3	30.0	0.0	4.8	30.0	0.0	5.6
Prop In Lane	1.00		0.73	1.00		0.13	0.84		1.00	0.78		1.00
Lane Grp Cap(c), veh/h	236	741	688	373	724	745	72	0	522	75	0	493
V/C Ratio(X)	0.15	0.52	0.53	0.36	0.72	0.72	3.86	0.00	0.22	2.99	0.00	0.25
Avail Cap(c_a), veh/h	360	741	688	444	724	745	72	0	522	75	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	20.0	20.0	15.0	20.8	20.8	46.0	0.0	22.5	43.8	0.0	22.8
Incr Delay (d2), s/veh	0.1	0.5	0.6	0.2	6.2	6.0	1318.7	0.0	0.1	932.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.9	5.5	1.5	9.6	9.8	28.0	0.0	1.8	21.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	20.5	20.6	15.2	27.0	26.8	1364.7	0.0	22.6	976.1	0.0	22.9
LnGrp LOS	B	C	C	B	C	C	F	A	C	F	A	C
Approach Vol, veh/h		788			1198			394			350	
Approach Delay, s/veh		20.4			25.6			969.6			635.6	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.8		36.5	11.4	44.1		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.0	26.3		32.0	5.9	17.1		32.0				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	238.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	630	1036	45	0	45
Future Vol, veh/h	140	630	1036	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	808	1328	58	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1386	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	480	-	-	-	0	386
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	480	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	386
HCM Lane V/C Ratio	0.374	-	-	-	0.127
HCM Control Delay (s)	16.9	-	-	-	15.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.4

6: Egan Drive & 10th Street

05/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Future Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	46	362	395	292	889	33	60	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	537	0		109	693	645	421	1092	41	218	694	
Arrive On Green	0.40	0.00	0.00	0.40	0.40	0.40	0.16	0.31	0.31	0.04	0.20	0.00
Sat Flow, veh/h	1415	0	1585	131	1728	1610	1781	3494	130	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	408	0	395	292	452	470	60	551	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1858	0	1610	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	16.8	0.0	0.0	1.2	0.0	13.8	9.0	16.7	16.7	1.6	10.5	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	11.7	0.0	13.8	9.0	16.7	16.7	1.6	10.5	0.0
Prop In Lane	1.00		1.00	0.11		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	537	0		801	0	645	421	555	577	218	694	
V/C Ratio(X)	0.80	0.00		0.51	0.00	0.61	0.69	0.81	0.81	0.28	0.79	
Avail Cap(c_a), veh/h	537	0		801	0	645	691	735	764	372	900	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	16.3	0.0	16.9	19.0	22.5	22.5	17.6	27.3	0.0
Incr Delay (d2), s/veh	7.8	0.0	0.0	0.2	0.0	1.3	0.8	4.0	3.8	0.3	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	4.8	0.0	5.0	3.4	6.8	7.0	0.6	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	0.0	16.5	0.0	18.2	19.8	26.5	26.3	17.9	30.0	0.0
LnGrp LOS	D	A		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		429			803			1214			611	
Approach Delay, s/veh		36.8			17.3			24.8			28.9	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	28.2		35.0	16.2	19.9		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	3.6	18.7		30.5	11.0	12.5		15.8				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.1	1.4		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

6: Egan Drive & 10th Street

05/12/2023

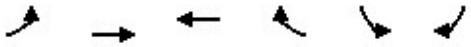
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – Build with Mitigation

Attachment A5 - Application Packet - Traffic Impact Analysis – Final Draft

1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	409	364	149	10	20	214
Future Volume (veh/h)	409	364	149	10	20	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	499	444	182	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	913	1258	490	32	54	
Arrive On Green	0.24	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1584	104	1810	1610
Grp Volume(v), veh/h	499	444	0	194	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1688	1810	1610
Q Serve(g_s), s	5.6	3.3	0.0	2.9	0.4	0.0
Cycle Q Clear(g_c), s	5.6	3.3	0.0	2.9	0.4	0.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	913	1258	0	522	54	
V/C Ratio(X)	0.55	0.35	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1071	1445	0	1830	1003	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.1	0.0	8.8	15.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	2.2	0.0	8.9	17.6	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		943	194		24	
Approach Delay, s/veh		3.7	8.9		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	14.8		5.5		27.0
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.6	4.9		2.4		5.3
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Future Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	966	11	0	410	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	0	996	0	0	1882	1926	994
Stage 1	-	-	-	-	-	-	1437	1437	-
Stage 2	-	-	-	-	-	-	445	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1085	-	-	703	-	-	78	63	300
Stage 1	-	-	-	-	-	-	219	189	-
Stage 2	-	-	-	-	-	-	646	533	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1085	-	-	690	-	-	61	0	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	171	0	-
Stage 2	-	-	-	-	-	-	646	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	294	1085	-	-	690	-	-
HCM Lane V/C Ratio	0.021	0.205	-	-	-	-	-
HCM Control Delay (s)	17.5	9.2	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-	0	-	-

3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	125	19	55	35	14
Future Vol, veh/h	130	125	19	55	35	14
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	171	26	75	48	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	393	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1219	-	615	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	600	777
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1217	-
HCM Lane V/C Ratio	0.105	-	-	0.021	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

4: Egan Drive & Whittier Street

05/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Future Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1034	162	72	312	38	152	30	72	94	36	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	711	1757	275	329	1630	197	294	93	223	256	196	136
Arrive On Green	0.06	0.57	0.57	0.05	0.56	0.56	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3078	481	1810	2913	352	1350	492	1180	1302	1039	722
Grp Volume(v), veh/h	156	596	600	72	173	177	152	0	102	94	0	61
Grp Sat Flow(s),veh/h/ln	1810	1777	1782	1810	1622	1643	1350	0	1672	1302	0	1761
Q Serve(g_s), s	3.3	19.9	20.0	1.5	4.8	4.9	9.8	0.0	4.8	6.2	0.0	2.7
Cycle Q Clear(g_c), s	3.3	19.9	20.0	1.5	4.8	4.9	12.5	0.0	4.8	11.0	0.0	2.7
Prop In Lane	1.00		0.27	1.00		0.21	1.00		0.71	1.00		0.41
Lane Grp Cap(c), veh/h	711	1014	1017	329	907	919	294	0	316	256	0	333
V/C Ratio(X)	0.22	0.59	0.59	0.22	0.19	0.19	0.52	0.00	0.32	0.37	0.00	0.18
Avail Cap(c_a), veh/h	791	1014	1017	429	907	919	479	0	545	434	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	12.8	12.8	9.6	10.0	10.0	36.6	0.0	32.2	37.0	0.0	31.3
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.1	0.5	0.5	0.5	0.0	0.2	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	7.1	0.5	1.6	1.7	3.3	0.0	2.0	2.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	13.5	13.6	9.7	10.5	10.5	37.1	0.0	32.4	37.3	0.0	31.4
LnGrp LOS	A	B	B	A	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1352			422			254			155	
Approach Delay, s/veh		12.9			10.3			35.2			35.0	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	57.2		23.9	9.9	58.2		23.9				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	5.3	6.9		13.0	3.5	22.0		14.5				
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	2.8		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	1082	367	25	0	25
Future Vol, veh/h	215	1082	367	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1387	471	32	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1044	-	-	-	0	748
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1044	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	748
HCM Lane V/C Ratio	0.264	-	-	-	0.036
HCM Control Delay (s)	9.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1

6: Egan Drive & 10th Street

05/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Future Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	36	92	132	80	302	16	109	1012	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	300	598		148	335	515	245	1076	57	498	1157	
Arrive On Green	0.32	0.32	0.00	0.32	0.32	0.32	0.05	0.31	0.31	0.06	0.33	0.00
Sat Flow, veh/h	1157	1870	1585	215	1048	1610	1781	3433	181	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	128	0	132	80	156	162	109	1012	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1263	0	1610	1781	1777	1838	1781	1777	1585
Q Serve(g_s), s	8.8	9.3	0.0	0.4	0.0	3.5	1.7	3.8	3.8	2.4	15.5	0.0
Cycle Q Clear(g_c), s	18.5	9.3	0.0	9.7	0.0	3.5	1.7	3.8	3.8	2.4	15.5	0.0
Prop In Lane	1.00		1.00	0.28		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	300	598		484	0	515	245	557	576	498	1157	
V/C Ratio(X)	0.98	0.60		0.26	0.00	0.26	0.33	0.28	0.28	0.22	0.87	
Avail Cap(c_a), veh/h	300	598		497	0	529	280	578	598	556	1223	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.3	16.5	0.0	14.5	0.0	14.6	14.2	14.9	15.0	12.1	18.4	0.0
Incr Delay (d2), s/veh	46.5	1.2	0.0	0.1	0.0	0.1	0.3	0.1	0.1	0.1	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	3.9	0.0	1.1	0.0	1.2	0.6	1.3	1.4	0.8	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	17.7	0.0	14.6	0.0	14.7	14.5	15.0	15.0	12.2	25.0	0.0
LnGrp LOS	E	B		B	A	B	B	B	B	B	C	
Approach Vol, veh/h		653			260			398			1121	
Approach Delay, s/veh		42.5			14.6			14.9			23.8	
Approach LOS		D			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	24.1		25.0	8.0	24.8		25.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	5.5	* 19		18.5	4.0	19.9		* 19				
Max Q Clear Time (g_c+I1), s	4.4	5.8		20.5	3.7	17.5		11.7				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		26.4
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

6: Egan Drive & 10th Street

05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

1: Egan Drive & Main Street

05/12/2023

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	329	337	30	45	502
Future Volume (veh/h)	269	329	337	30	45	502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	328	401	411	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	614	1176	500	45	110	
Arrive On Green	0.17	0.64	0.32	0.32	0.06	0.00
Sat Flow, veh/h	1810	1841	1543	139	1810	1610
Grp Volume(v), veh/h	328	401	0	448	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1682	1810	1610
Q Serve(g_s), s	3.5	3.1	0.0	7.6	0.9	0.0
Cycle Q Clear(g_c), s	3.5	3.1	0.0	7.6	0.9	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	614	1176	0	545	110	
V/C Ratio(X)	0.53	0.34	0.00	0.82	0.50	
Avail Cap(c_a), veh/h	864	2052	0	1098	965	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	2.6	0.0	9.6	14.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	1.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	2.6	0.0	10.8	15.4	0.0
LnGrp LOS	A	A	A	B	B	
Approach Vol, veh/h		729	448		55	
Approach Delay, s/veh		4.4	10.8		15.4	
Approach LOS		A	B		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	14.8		6.4		24.6
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	9.5	* 20		16.5		* 35
Max Q Clear Time (g_c+I1), s	5.5	9.6		2.9		5.1
Green Ext Time (p_c), s	0.1	0.2		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Future Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	760	0	0	968	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1084	0	0	779	0	0	1838	1901	782
Stage 1	-	-	-	-	-	-	817	817	-
Stage 2	-	-	-	-	-	-	1021	1084	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	651	-	-	847	-	-	83	65	397
Stage 1	-	-	-	-	-	-	434	376	-
Stage 2	-	-	-	-	-	-	348	281	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	651	-	-	832	-	-	79	0	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	414	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	651	-	-	832	-	-
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-
HCM Control Delay (s)	0	10.7	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	143	47	220	90	25
Future Vol, veh/h	25	143	47	220	90	25
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	196	64	301	123	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	563	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	491	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	462	918
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1345	-
HCM Lane V/C Ratio	0.304	-	-	0.048	-
HCM Control Delay (s)	15	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

4: Egan Drive & Whittier Street

05/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Future Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	0.99		0.92	0.96		0.94	0.96		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	264	136	992	70	234	44	116	175	50	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	167	696	374	293	1100	78	469	124	328	420	107	268
Arrive On Green	0.03	0.32	0.32	0.07	0.36	0.36	0.12	0.28	0.28	0.05	0.24	0.24
Sat Flow, veh/h	1810	2148	1153	1810	3052	215	1810	440	1159	1810	453	1133
Grp Volume(v), veh/h	36	403	349	136	527	535	234	0	160	175	0	175
Grp Sat Flow(s),veh/h/ln	1810	1777	1524	1810	1622	1646	1810	0	1598	1810	0	1586
Q Serve(g_s), s	1.1	18.0	18.2	4.5	27.9	27.9	8.6	0.0	7.2	0.0	0.0	8.6
Cycle Q Clear(g_c), s	1.1	18.0	18.2	4.5	27.9	27.9	8.6	0.0	7.2	0.0	0.0	8.6
Prop In Lane	1.00		0.76	1.00		0.13	1.00		0.73	1.00		0.71
Lane Grp Cap(c), veh/h	167	576	494	293	585	593	469	0	452	420	0	375
V/C Ratio(X)	0.22	0.70	0.71	0.46	0.90	0.90	0.50	0.00	0.35	0.42	0.00	0.47
Avail Cap(c_a), veh/h	214	791	678	474	901	914	736	0	598	483	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	26.8	26.8	20.3	27.4	27.4	21.9	0.0	25.9	29.3	0.0	29.7
Incr Delay (d2), s/veh	0.2	1.3	1.6	0.4	7.3	7.3	0.8	0.0	0.2	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.3	6.4	1.8	11.2	11.3	3.7	0.0	2.8	3.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	28.0	28.4	20.7	34.8	34.7	22.7	0.0	26.1	29.9	0.0	30.0
LnGrp LOS	C	C	C	C	C	C	C	A	C	C	A	C
Approach Vol, veh/h		788			1198			394			350	
Approach Delay, s/veh		27.9			33.2			24.1			30.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	38.3	15.7	27.9	12.0	35.1	11.4	32.1
Change Period (Y+Rc), s	* 5.7	* 5.7	4.5	6.5	* 5.7	* 5.7	6.5	* 6.5
Max Green Setting (Gmax), s	* 5.3	* 50	24.5	17.5	* 15	* 40	8.1	* 34
Max Q Clear Time (g_c+I1), s	3.1	29.9	10.6	10.6	6.5	20.2	2.0	9.2
Green Ext Time (p_c), s	0.0	2.7	0.6	0.2	0.0	1.9	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	630	1036	45	0	45
Future Vol, veh/h	140	630	1036	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	808	1328	58	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1386	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	480	-	-	-	0	386
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	480	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	386
HCM Lane V/C Ratio	0.374	-	-	-	0.127
HCM Control Delay (s)	16.9	-	-	-	15.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.4

6: Egan Drive & 10th Street

05/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Future Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	46	362	395	292	889	33	60	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	615	0		109	811	762	382	1080	40	181	689	
Arrive On Green	0.47	0.00	0.00	0.47	0.47	0.47	0.15	0.31	0.31	0.03	0.19	0.00
Sat Flow, veh/h	1415	0	1585	142	1713	1610	1781	3494	130	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	408	0	395	292	452	470	60	551	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1855	0	1610	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	28.1	0.0	0.0	0.0	0.0	16.5	12.4	22.7	22.7	2.2	14.2	0.0
Cycle Q Clear(g_c), s	42.0	0.0	0.0	13.9	0.0	16.5	12.4	22.7	22.7	2.2	14.2	0.0
Prop In Lane	1.00		1.00	0.11		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	615	0		919	0	762	382	549	571	181	689	
V/C Ratio(X)	0.70	0.00		0.44	0.00	0.52	0.77	0.82	0.82	0.33	0.80	
Avail Cap(c_a), veh/h	732	0		1080	0	903	445	819	852	210	1144	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	17.0	0.0	17.7	26.3	30.8	30.8	24.4	37.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.2	5.4	2.6	2.5	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	6.0	0.0	6.0	5.5	9.6	9.9	0.9	6.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	0.0	17.1	0.0	17.9	31.6	33.4	33.3	24.8	37.8	0.0
LnGrp LOS	C	A		B	A	B	C	C	C	C	D	
Approach Vol, veh/h		429			803			1214			611	
Approach Delay, s/veh		32.7			17.5			32.9			36.6	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	35.8		52.1	19.5	24.7		52.1				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	4.9	* 44		53.5	17.9	31.0		* 54				
Max Q Clear Time (g_c+I1), s	4.2	24.7		44.0	14.4	16.2		18.5				
Green Ext Time (p_c), s	0.0	4.3		1.6	0.1	2.4		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

6: Egan Drive & 10th Street

05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Note: All comments must have a response and a follow-up code

Aak'w Landing Development
Traffic Impact Analysis

Section	Comment/Decision	Made By	Response (Include a Follow-up Code in Column F)	Response By	Follow-up Code 1 - Will address 2 - Need additional information 3 - Requires contract amendment 4 - Noted, but no change	Addressed
Page 10	I don't understand why or how so many buses would be going to the east or north based on the tour offerings available. There are two tours that would go downtown, both are small bus, small capacity tours.	CBJ CDD (Alexandra Pierce)	The trip distribution percentages presented on page 10 describe all traffic associated with the development. This includes buses (which we estimate to be 23% of vehicular traffic), local traffic, and development employee traffic. Final percentages were discussed with DOT&PF staff and agreed upon prior to TIA completion.	CR	4	
Page 14	Even only 60% of bus traffic headed to the valley, the applicant recommends longer light times at 10th and Egan. This is concerning to me because it could back up Douglas traffic and negatively impact neighborhoods to facilitate bus traffic. On one hand they are saying that there will be 10-15 buses an hour (not that big a deal). On the other hand, this suggests that there will be so much bus traffic that they need to change the signal timing at an intersection.	CBJ CDD (Alexandra Pierce)	1) The signal at 10th/Egan has plenty of intersection capacity based on the analysis within the TIA. Signal timing provided by DOT indicates there is plenty of room to optimize signal timings as additional growth occurs. Even without the development in question this is recommended on a standard 5-yr maintenance cycle. 2) Again, the number of buses is only one component of development traffic, and due to the # of riders it is not the predominant traffic concern of the development.	CR	4	
Page 42	The TIA assumes that CBJ would provide a circulator. We are currently evaluating the utility of a circulator but stating that we would provide (and pay for) a circulator that meets HTC's needs is a bold assumption. We have not supplied data on the timing or trips per hour of a future circulator so I am not sure where HTC is getting its assumptions of a municipally provided and funded circulator that operates on a 15 minute interval. The Ai Dock provides its own shuttle and HTC should pe prepared to do the same regardless of the outcome of a circulator study.	CBJ CDD (Alexandra Pierce)	The provided Trip assumption memo in the Appendix does not make any assumption as to the owner/operator of the "Downtown circulator" mentioned. We believe this is a confusion in terms between the memo (indicating some kind of high occupancy shuttle/circulator from the development to downtown) and the CBJ evaluation of a transit option labeled the "Downtown Circulator" which would serve more than just a single development.	CR	4	
Page 42	Additionally, the buses per hour piece seems unrealistic given how cruise ship arrivals and bus departures work. There are a rush of departures right when a ship arrives and then another rush in the afternoon (if the ship is on a full day port call).	CBJ CDD (Alexandra Pierce)	Our analysis assumes all buses will leave/arrive the development within a 2-hour window in the morning and afternoon with a full day port call lasting 10 hours. Our current peaking includes the highest hourly estimate for each bus/high-occupancy vehicle type.	CR	4	
Page 42	The pedestrian traffic seems low to me too. They are docking 4000 pax ships (2100 crew) there, but it doesn't seem like they are properly accounting for passengers and crew leaving the site. Also, another major cruise line wants to come to Juneau and use a future subport dock for 5000 pax ships. This is why we need passenger volume information and projections. It seems like they are underrepresenting the number of passengers and crew disembarking. Also, while pedestrian movements might be slightly more spread throughout the day than bus movements, the assumption that pedestrian movements would be evenly distributed throughout the day is not consistent with how cruise passengers typically behave with more passengers walking off the site at arrival and back onto the site just before departure.	CBJ CDD (Alexandra Pierce)	We agree the amount of pedestrian traffic is important, but from a TIA perspective the traffic impact is worse if fewer pedestrians are assumed. Our approach directly uses the passengers in the internal trip capture calculation for the development. This means more pedestrians DECREASES the number of vehicles assumed coming/leaving the development since passengers are walking. As for the traffic impacts at the signals due to the increased pedestrian crossings, we inflated the 'calls' and pedestrian volume in the HCM analysis to include a pedestrian recall for EVERY signal cycle length. This therefore assumes the pedestrian button is always being used for the entire hour. In addition, per page 10, footnote 11 of the TIA, an AM and PM peak of 15% pedestrian (walking only) usage was included in the analysis. This is on top of the passengers using tour buses, shuttles, etc. Is CBJ asking for increased pedestrian usage and thus decreased traffic impact? If so, please let us know the acceptable percentage.	CR	2	

Attachment A6 - Initial Comments Addressed

Note: All comments must have a response and a follow-up code

Section	Comment/Decision	Made By	Response (Include a Follow-up Code in Column F)	Response By	Follow-up Code 1 - Will address 2 - Need additional information 3 - Requires contract amendment 4 - Noted, but no change	Addressed
Page 42	Finally, CBJ and HTC have never discussed alignment or agreement on the Seawalk. A seawalk alignment is shown on their plans (at my request) but there is no mutually agreed plan for seawalk construction. 3000 pedestrians on Egan seems like a lot without a plan and timing for pedestrian upgrades or seawalk construction.	CBJ CDD (Alexandra Pierce)	Concept plans were included for completeness and to show land use with approximate area. The inclusion or exclusion of a Seawalk does not impact the motorized traffic system other than the already accounted for pedestrian crossings at intersections.	CR	4	

DRAFT

MEMORANDUM

DATE: March 30, 2023

TO: Maria Gladziszewski, Chair Assembly Committee of the Whole

FROM: Rorie Watt, City Manager

SUBJECT: State of the Visitor Industry 2023

This memo builds on the tourism discussion at the January 23, 2023 Lands, Housing, and Economic Development Committee. The intent of this document and the accompanying presentation and discussion is to help advance the Assembly's knowledge of this complex public policy issue from the multiple perspectives that contribute to public discourse around the visitor industry.

Too often, we talk about cruise tourism in very broad terms like total passengers per season and economic activity generated or in very specific terms from the public like flight seeing noise, whale watching boat wake, neighborhood impact. To better frame our discussions, it is important to acknowledge the varying and valid perspectives.

The cruise line perspective

Starting with cruise lines, the first thing to understand is that the Alaska market is in high demand. According to Bermello Ajamil and Partners, a cruise-industry focused planning and design firm (and authors of CBJ's Long Range Waterfront Plan), the Alaska market will grow from 4% of global market share in 2019 to 6% in 2023. This increase is significant considering the size of the global cruise markets. In individual discussions with cruise lines, most want to be good community partners and conceptually support our local initiatives. However, there is natural tension between the desire to be a good corporate citizen and the reality of being a publicly traded company predicated on growth. Simply put, everyone supports the concept of limits but everyone also wants to bring one or more new ships to Alaska. Juneau had 1.3 million visitors in 2019 and is projected to receive 1.67 million in 2023. 2024 is projected to see similar numbers to 2023 with the five ship limit in place.

Growth takes several different forms. We have all seen that ships are getting bigger. All the major lines are building new ships, most of which are either smaller luxury ships or extra-large 4,000 passenger plus ships. We're also seeing new itineraries and destinations added in an attempt to grow the industry by spreading visitation across more ports. Itineraries are becoming more creative, with lines moving away from the traditional seven day, three ports and a glacier model. Juneau plays an interesting role in this evolution. We are the mature, established Alaska port and we remain a top rated destination.

Traditionally, we have been considered a 'linchpin' port due to our size, location in the middle of the region, and shore excursion opportunities. Conventional industry wisdom is that marketable Alaska cruises depart on a weekend and include Juneau, and such itineraries will remain desirable. In discussions with the cruise lines, we have made the argument that not every ship needs to stop here and we're starting to see lines sell itineraries of varying lengths and destinations. For example, Disney is adding a new ship in Alaska and it will not call in Juneau.

Growth over the past decades has meant larger ships and busier schedules in Ketchikan, Juneau, and Skagway. The future is more complex. Hoonah has added a new dock. Sitka has a double berth. A development in Klawock is on the horizon. Cross Gulf of Alaska itineraries and longer sailings departing out of San Francesco are becoming more common. The landscape in next 10 years is going to look very different from past 10 and growth will not follow the same trajectory. Juneau will continue to be a top selling port, but we can expect to see less predictable schedules, more diversified itineraries, and new developments in the region in years to come. This can be a good thing for Juneau as we consider the right size for our visitor industry. However, we'll also likely see new market entrants. MSC and Virgin, global cruise lines with large ships, have both stated a desire to come to Alaska. While berths in Seattle and Vancouver are filling up, LA and San Francisco have space and Vancouver has stated plans to construct an additional berth.

Another consideration from the cruise line perspective is money. The graphic in the attached presentation shows that ultimately, it's all the same money. A passenger buys a ticket on a cruise ship, and it pays for everything that ship does along its itinerary. That includes passenger fees, public and private dockage fees, and everything that happens on board the ship. This is important when we consider things like passenger fee allocations and public and private infrastructure investments. There are no funds that are not derivative of passengers – any private investment must be backed by visitation and under many scenarios (but not all) that would mean a growth in visitation. Cruise lines and private dock owners have fiduciary responsibility to their investors to maintain and grow profits. That responsibility is difficult to reconcile with community needs.

The shore excursion perspective:

Shore excursions are integral to the local tourism economy. Currently, shore excursion operators are almost all local businesses and employ a lot of Juneau residents. Many of our local operators are members of our community, and are conscious of the need to follow TBMP guidelines, be good stewards of the lands where they operate, work behind the scenes to support efforts to slow or limit growth, and to train seasonal staff to respect the needs of residents. In a healthy cruise tourism market, there are enough shore excursion opportunities to disperse passengers and mitigate the impacts of a large volume of people in town at once. There are two ways that shore excursion operators sell tours: Indirectly through the cruise line in a wholesale model, and directly through online bookings and sales booths. Shore excursions, of course, have impacts. Below is a description of some of the larger shore excursion markets and CBJ's scope of management authority.

Flightseeing remains popular in Juneau and was the subject of extensive public process in the early 2000's, which contributed to the creation of TBMP with some of the early guidelines addressing flight paths and operator behavior. Around the same time, CBJ set up a revolving loan program that allowed Wings of Alaska to convert its planes operating downtown to quieter turbine engines, which translated to fewer flights that are safer and shorter in duration. Flightseeing is also heavily regulated by the FAA and CBJ has virtually no influence over how helicopters and floatplanes operate. The State of Hawaii

launched a flightseeing task force in 2020 to evaluate options for regulation. The resulting bill, which would have required helicopter tour operators to submit monthly reports on their flight activity to the State Department of Transportation, was vetoed because the FAA does not permit state agencies to impose or enforce regulations on aircraft and the state would be unable to take any substantive action based on the information gathered.

According to a 2019 McKinley Research report, Juneau accounts for 60% of the Alaska whale watch market. Whale watching has relatively low barriers to entry and its own jurisdictional challenges. CBJ regulates behavior in its harbors, NOAA regulates behavior related to interactions with wildlife, and the Coast Guard regulates boater safety. TBMP and WhaleSense are valuable programs for voluntary compliance, but CBJ currently lacks any enforcement mechanisms. A new commercial float for whale watch and charter vessels was constructed at Statter Harbor in 2021, and it is already over capacity, with operators docking elsewhere in the harbor or at private facilities. It would be possible to set up a limited permitting system for docking at CBJ facilities. However, Docks & Harbors relies partially on fees from whale watching vessels and because D&H is an enterprise fund that is charged by Ordinance and motivated by increased private activity to fund its harbors. An enterprise fund driven system is not directed to determine and balance community needs. Moreover, a permitting system would not apply to private dock facilities.

Parks & Rec currently permits tour activity on designated CBJ trails based on recommendations from the Commercial Trails Working Group in 2004. While the commercial use list is old and in need of updating, the trail permitting system has worked relatively well for the past 20 years. The Rainforest Trail was constructed using Marine Passenger Fees in 2001 to mitigate resident concerns about tour use on Outer Point Trail. The Juneau Trails Plan, started by CBJ, the USFS, Alaska State Parks, and Trail Mix in 2019, is partially complete. Staff resources were directed elsewhere during the pandemic and we have not had the capacity to staff the project since. If there is a desire to complete this plan in the near term, we would likely need to hire a consultant. Staff estimates the cost of completion at $60,000-$80,000.

The U.S. Forest Service also bases its trail permitting off the Juneau Trails Working Group, and all of its commercially permitted trails are within the Mendenhall Glacier Recreation Area. The glacier currently sees 700,000 visitors per year, and the USFS has conducted an extensive planning process over the past six years to expand this capacity. The final product is likely several years away and funding is uncertain.

CBJ's 2022 Tourism Survey results are evenly split on whether to spread visitors out across the borough or to confine visitor operations to a few known area. Regardless of the direction the Assembly takes on dispersion versus condensation, Juneau appears to be nearing the point where shore excursion capacity does not meet demand. Without new opportunities, we will continue to see growth in markets that already feel 'full' (i.e. whale watching). If the Eaglecrest gondola is constructed in the next few years, we can expect just over 70,000 visits in the first year. The gondola certainly represents an opportunity for disbursement, but even at full projected capacity, it will not scale up enough to make a major difference. Shore excursion growth should be strategic. New activities should happen in locations supported by public process.

The Public Perspective

CBJ survey data on public perceptions of tourism has remained relatively unchanged over the past two decades. People generally feel that the benefits outweigh the impacts and also agree that CBJ isn't doing enough to manage tourism. It is a complex public policy issue and with so many competing but also

interrelated interests, jurisdictions and choices it is hard to understand the full effect of our tourism-related decisions. The VITF did a good job of synthesizing and reporting on public comments and making a set of moderate and balanced recommendations including establishing limits, building infrastructure that supports both the public and visitors, and getting more involved in ship scheduling. Staff is working on all these recommendations and more, but in the face of steady growth, it's easy to see why many residents feel that CBJ isn't doing enough. To be blunt, growth has happened faster than negotiated policy work.

We conduct surveys because we typically hear from the people who feel disproportionately affected, either positively or negatively, by the visitor industry. It's valuable to hear from a random sample of residents. However, each time there is a proposal for tourism activity in a new area, we hear from people who are concerned about being displaced. The Marine Passenger Fee budget has not yet gone to Finance. Based on the recommendations of the VITF and the recent Assembly discussion about the Pioneer Road, staff proposes moving $100,000 - $120,000 in Marine Passenger Fees off the Seawalk to fund a public process around commercial use throughout the borough. The policy component should be fairly straightforward, building on the work of the VITF, but we need a focused public process about the best areas of town for visitor industry activity and that has not yet taken place.

The Assembly Perspective

The Assembly is tasked with a number of big tourism decisions in the coming months, all of which are related to the issues discussed above. The proposed fifth dock is top of mind for many of you. Without some sort of detailed capacity agreement, a fifth dock will lead to growth. A larger ship can fit at dock than at anchor. Ships are getting bigger, and with more diversified itineraries, the traditional gaps in the schedule are filling. A fifth dock will also likely spread passengers through downtown and along the waterfront. It may catalyze seawalk development and bring more people to businesses outside of the South Franklin corridor. Like everything tourism-related, it comes with benefits and drawbacks.

The concept of Juneau's visitor "capacity" has been discussed for years as our volume increases. Some believe we are past our capacity and some feel that we have room to grow. At some point, highly rated destinations lose their appeal due to overcrowding and/or lack of infrastructure and services to manage volume. CBJ's current approach is to address concerns about growth through open communication and negotiated agreements with the industry. As discussed, a result of the recently signed five ship MOA is that visitation for 2024 is projected to be level with 2023 while other ports are growing. We have good relationships with most major cruise lines and with CLIA, and are treated as an example of a port that engages proactively. Our MOAs were highlighted in the keynote address at a global cruise conference last week. Our next steps are to enter into a contractual agreement with CLAA and become more involved in scheduling. The 'best ship at best dock' may take some experimentation before we know what works, but we anticipate having more influence over port operations.

We often see the perception that CBJ does whatever the industry wants, or that staff and the Assembly are beholden to industry might. The reality is more complex. The negotiated agreement approach is largely untested elsewhere in the world and presents new and challenging territory for the cruise lines. Beyond that, we only have blunt management tools at our disposal. We can close our lightering float. We can leave a city dock empty on certain days. We can move to acquire private docks. As anyone who was present for the CLIA lawsuit knows, these tools all come with consequences. It is critical that we decide what kind of destination we want to be in the future and use the right tools to meet the right outcomes. Regardless of the method or approach, Juneau is a mature destination and is long past the

point of being successfully patronized about community benefits or authentic experiences. Our most valuable asset should be the ability to understand the complexities of our local visitor industry and make strategic decisions based on complete information about the community-wide pros and cons of any given proposal.

In conclusion, there are no easy answers and while staff continues to push for a regional strategy, that is only a piece of the solution. Our goal with this memo and the accompanying presentation is to help the Assembly understand the intricacies of the situation so you can consider all the necessary factors in your difficult decisions ahead.

Summary of Recommendations:

1. Trail Plan Funding
2. Commercial Use Funding

Summary of Upcoming:

1. Adoption of Passenger Fee expenditures in the budget
2. Planning Commission consideration of the HTC Subport Dock (date)
3. Record Cruise Ship Passenger Visitation this summer
4. Ongoing negotiations of Seawalk connection between AJ Dock & Franklin Dock
5. Contractual Relationship with Cruise Line Agencies of Alaska for scheduling and use of CBJ facilities under draft.

Attachments

A. Slide Deck of Presentation by CLIA at Juneau Chamber
B. CLIA letter regarding Huna Totem development

CRUISE LINES INTERNATIONAL ASSOCIATION ALASKA

March 3, 2023

Mayor Beth Weldon
City and Borough of Juneau
155 South Seward Street
Juneau, AK 99801

Dear Mayor Weldon,

On behalf of Cruise Lines International Association (CLIA) and our member lines, we wanted to take this opportunity to express our support for the proposed fifth dock at the Subport in Juneau, property now owned by Huna Totem Corporation (HTC).

CLIA is monitoring the public process surrounding this project, including the January 30, 2023 City and Borough of Juneau (CBJ) Assembly meeting where, during the discussion around a $300,000 appropriation for a Downtown Subport planning study, an Assembly member inquired whether CLIA supports the dock. The answer is yes, as we believe a fifth dock is beneficial for both the community and industry.

As CLIA continues to work with CBJ Tourism Manager Alexandra Pierce and City Manager Rorie Watt to address recommendations from the report issued by the Visitor Industry Task Force (VITF) you convened in 2019, we believe building a fifth dock would assist in these endeavors.

From passenger disbursement and decreased congestion, to year-round facility uses for the community, a fifth dock supports our member lines, the greater tourism industry, and the residents of Juneau, while also addressing the broader recommendations of the VITF. We believe HTC also supports the VITF recommendations as stated in their testimony on January 30 and expect HTC's experience in responsible and sustainable tourism development projects will benefit both residents and visitors in Juneau, as they have demonstrated in the community of Hoonah.

We will follow the progress of this project and appreciate the efforts of you, Mr. Watt, Ms. Pierce and the Assembly as you shepherd this proposed development through the public process.

Sincerely,

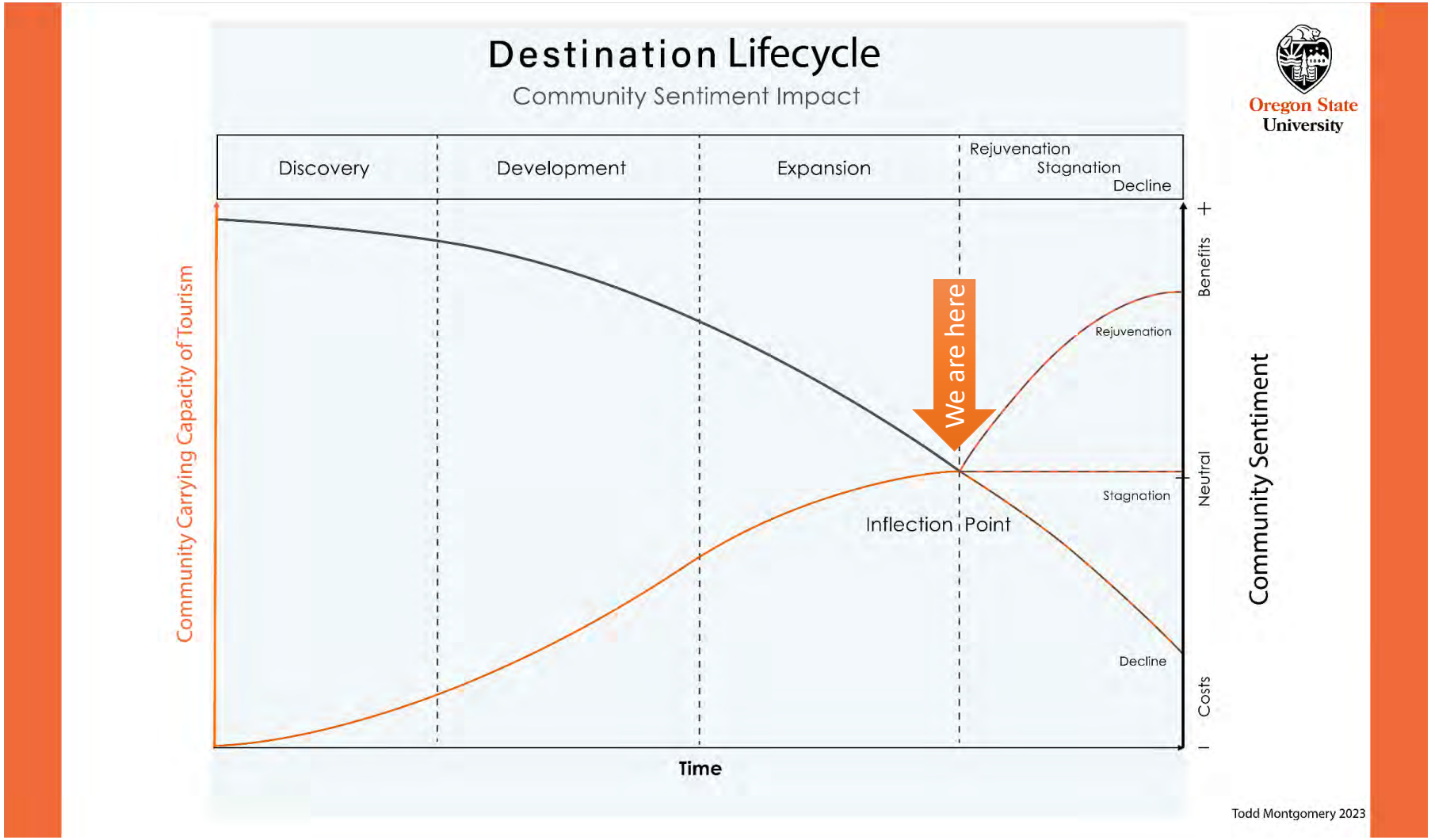
Renée Limoge Reeve
Vice President, Government & Community Relations

CC: City & Borough of Juneau Assembly
Rorie Watt, City Manager, City & Borough of Juneau
Alexandra Pierce, Tourism Manager, City & Borough of Juneau
Russell Dick, President & CEO, Huna Totem Corporation

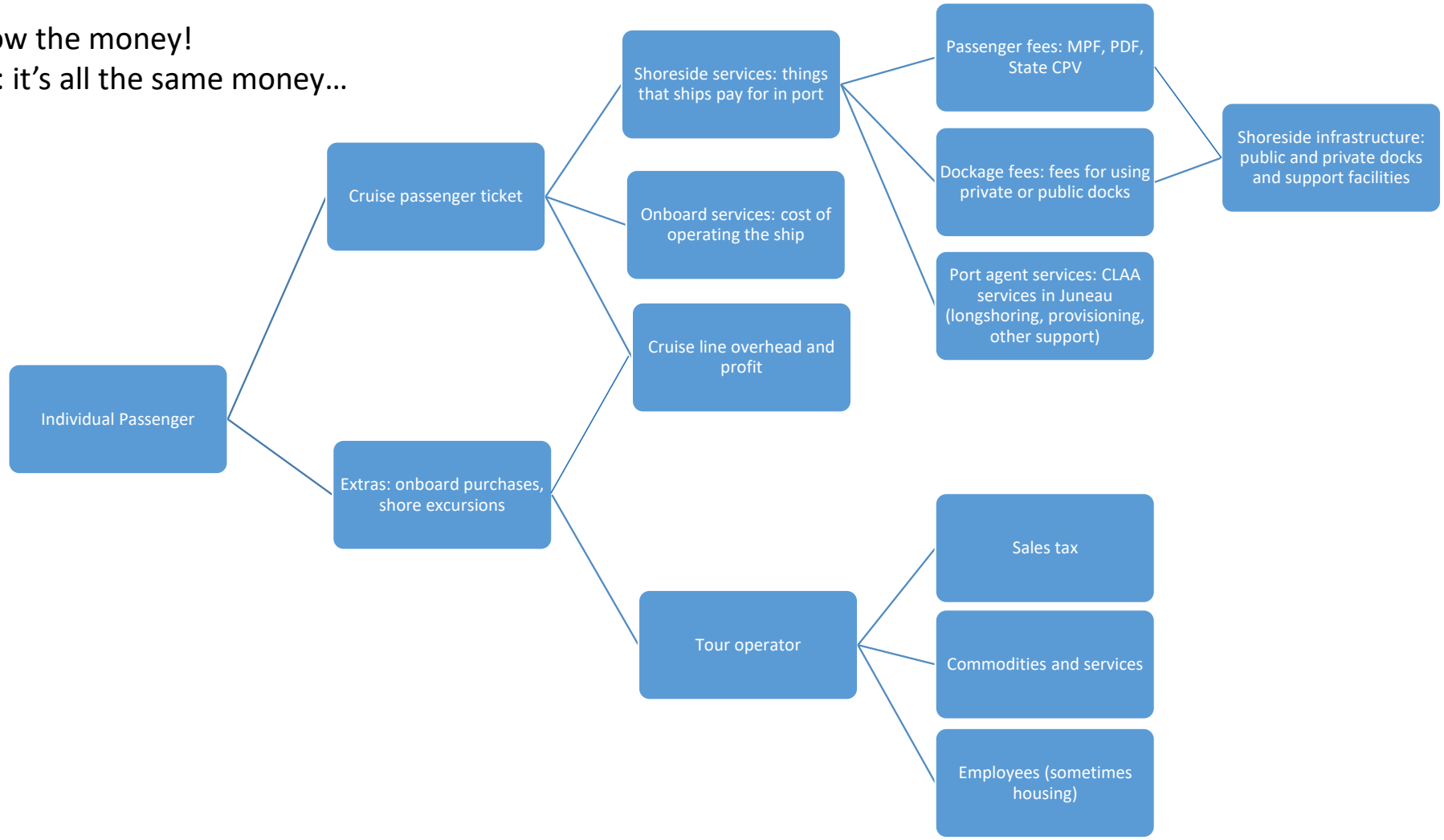
State of the Visitor Industry

Assembly COW

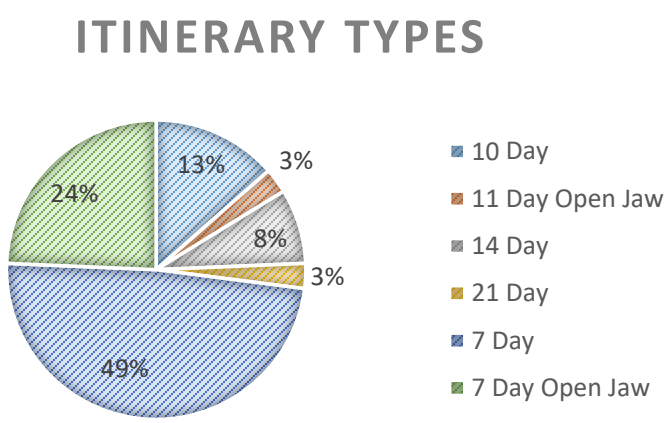
April 3, 2023

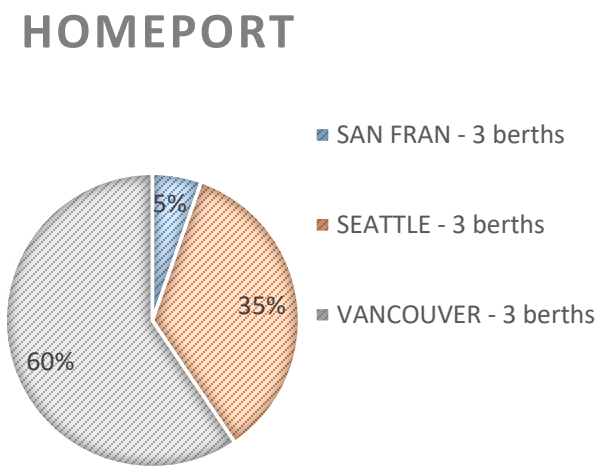

Destination Lifecycle
Community Sentiment Impact
Oregon State University
Discovery
Development
Expansion
Rejuvenation
Stagnation
Decline
We are here
Community Carrying Capacity of Tourism
Rejuvenation
Stagnation
Inflection Point
Decline
Benefits
Neutral
Costs
Community Sentiment
Time
Todd Montgomery 2023

Follow the money!
Hint: it's all the same money…

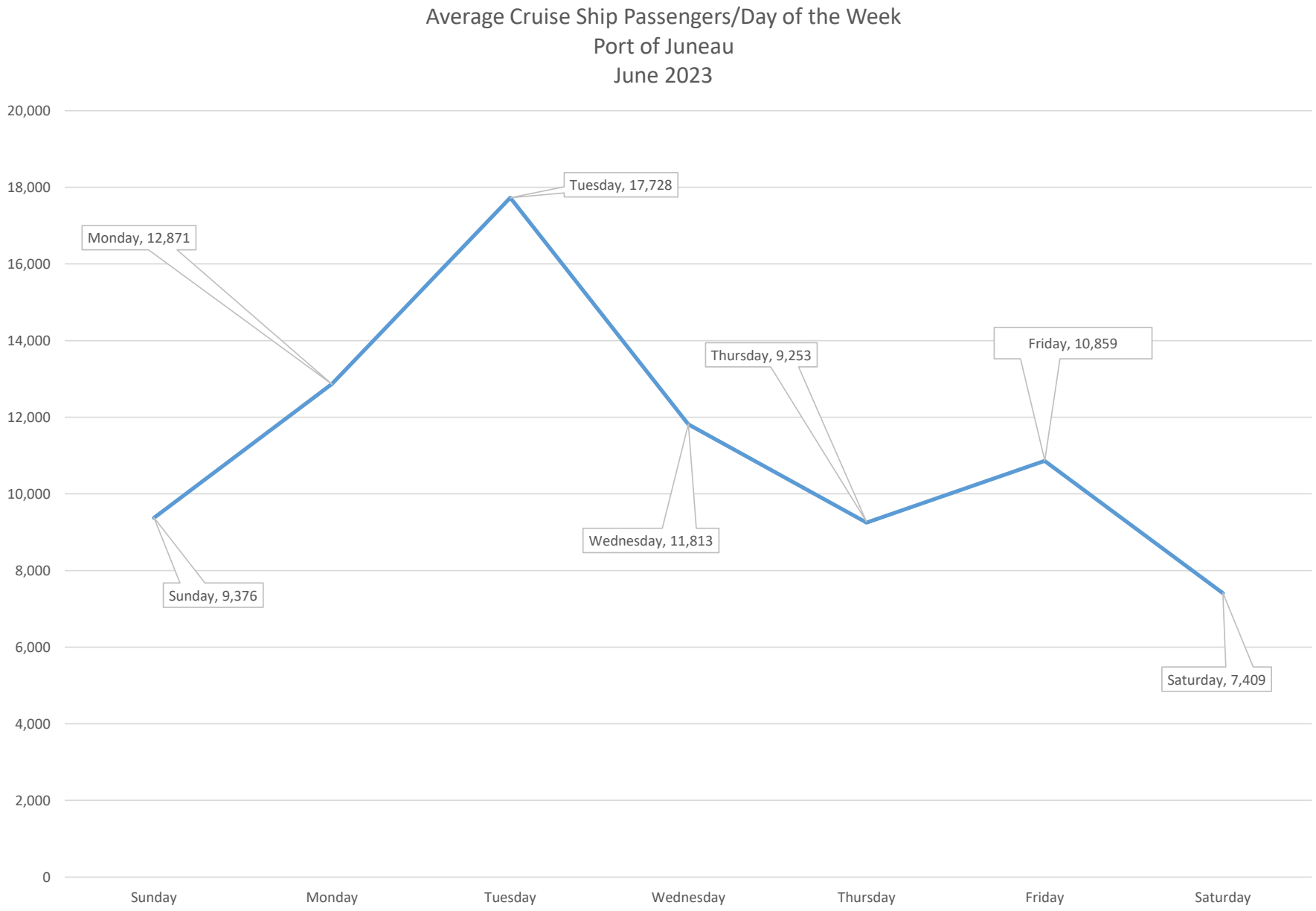


Itineraries

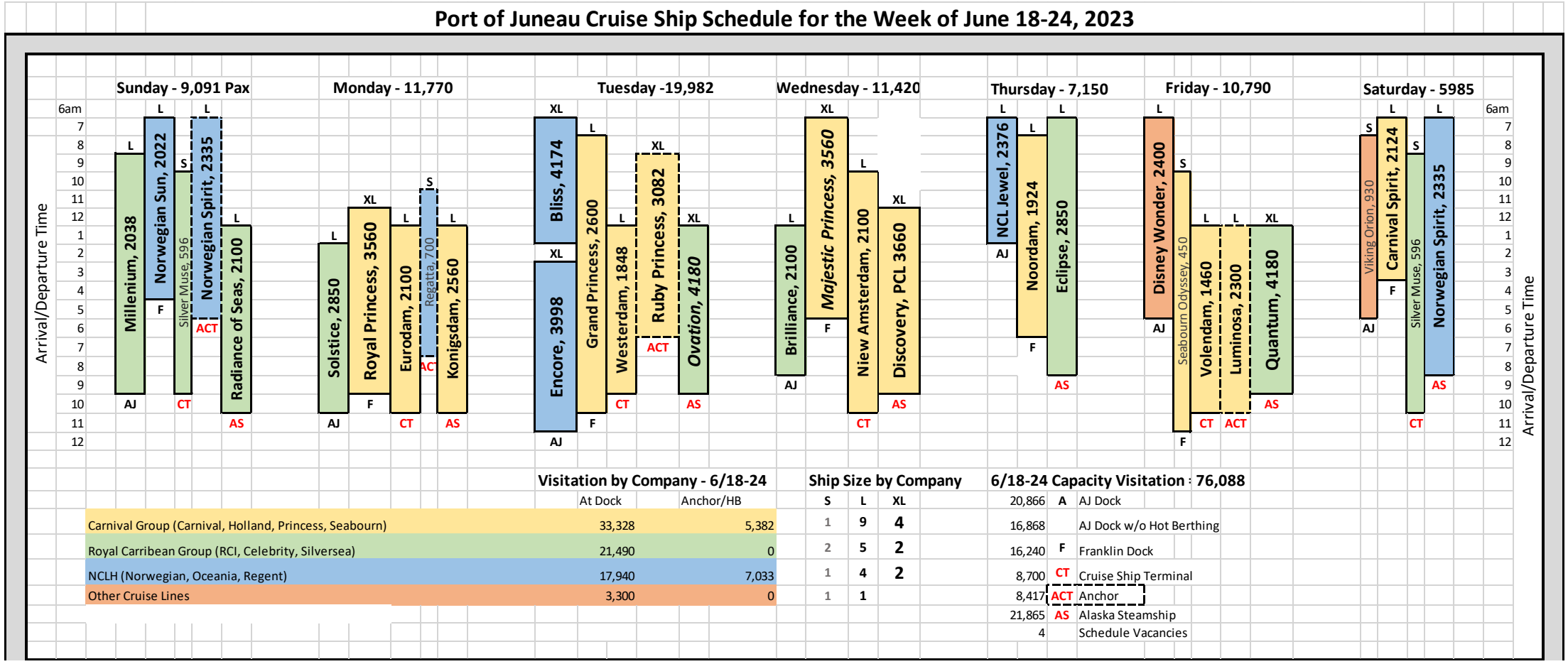


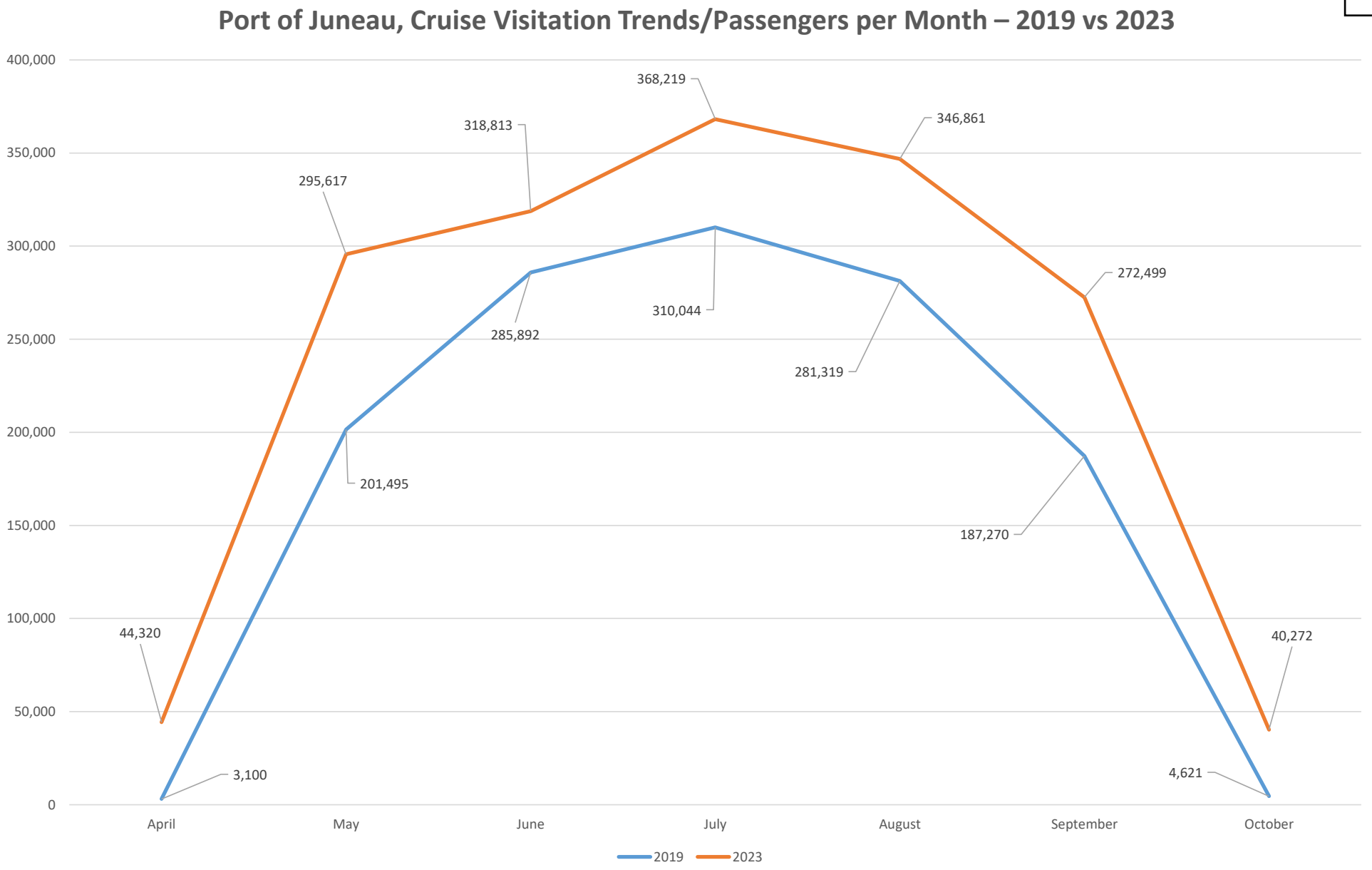


- Traditional Itinerary: 7 days round trip, Vancouver or Seattle
- Open Jaw Itinerary: 7 days point to point, Seward or Whittier, typically includes an interior tour
- Outlier Itineraries: Queen Elizabeth – rotates between 7/10/12 day itineraries, Majestic Princess – rotates between 7 day open jaw and 14 day round trip, Viking Orion – sails 11 day open jaw and spends 3 days in Seward


Average Cruise Ship Passengers/Day of the Week
Port of Juneau
June 2023
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Monday, 12,871
Tuesday, 17,728
Wednesday, 11,813
Thursday, 9,253
Friday, 10,859
Sunday, 9,376
Saturday, 7,409
Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday

Weekly Snapshot, June 2023




Port of Juneau, Cruise Visitation Trends/Passengers per Month – 2019 vs 2023
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
April
May
June
July
August
September
October
2019
2023
44,320
295,617
318,813
368,219
346,861
272,499
40,272
3,100
201,495
285,892
310,044
281,319
187,270
4,621

Theoretical Maximum Visitation

Current Capacity					
Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
XL	4000	90,000	550,440	45,000	685,440
XL	3000	67,500	412,830	33,750	514,080
L	2500	56,250	344,025	28,125	428,400
S	700	15,750	96,327	7,875	119,952
L (lightered)	2000	45,000	275,220	22,500	342,720
					0
		274,500	1,678,842	137,250	2,090,592

Adjusted for Additional Dock					
Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
XL	4000	90,000	550,440	45,000	685,440
XL	3000	67,500	412,830	33,750	514,080
L	2500	56,250	344,025	28,125	428,400
S	1000	22,500	137,610	11,250	171,360
XL (docked)	3500	78,750	481,635	39,375	599,760
S	700	15,750	96,327	7,875	119,952
		330,750	2,022,867	165,375	2,518,992

- This represents how we get to 2 million passengers at our current capacity and how we get to 2.5 million with a new dock
- Many assumptions are made in this table – the port is full every day, we will see a 4000 passenger ship every day, etc. but it shows the path for growth.
- Data is based on current ship sizes and on trends in ship building.
  - New builds trend toward the small luxury market (<1000 pax) and the large mass market (>3000 pax)

AJ Dock
18+ Bus Spaces
Proposed Subport Dock
Aak'w Landing (HTC)
14+ Bus Spaces
Cruise Ship Terminal (CBJ)
12+ Bus Spaces
Steamship Wharf (CBJ)
12 Bus Spaces
Franklin (aka Princess)
15+ Bus Spaces
Peratrovich Plaza
12 Small Bus/Van Spaces

Alaska: current and future business

Coming to Alaska	Planning to Come to Alaska
Carnival – Holland America, Princess, Carnival, Cunard, Seabourn, etc. (90 ships, 8 ordered, 42% of pax 2021)	MSC – MSC, Explora (19 ships, 3 ordered, 10% of pax 2021), other business: shipping (560 ships)
Royal Caribbean – Royal Caribbean, Celebrity, Silversea (60 ships, 4 ordered, 24% of pax 2021)	Virgin (2 ships, 2 ordered, 1% of pax 2021), other business: airlines, media, etc.
Norwegian Cruise Line – Norwegian, Regent, Oceania (18 ships, 5 ordered, 10% of pax, 2021)	
Disney (5 ships, 3 ordered, 2% of pax 2021), other business: theme parks, media, merchandise, etc.	
Viking (82 ships, 9 ordered, 1% of pax 2021), mostly river cruise ships, all new builds are ocean ships	

Quick Stats

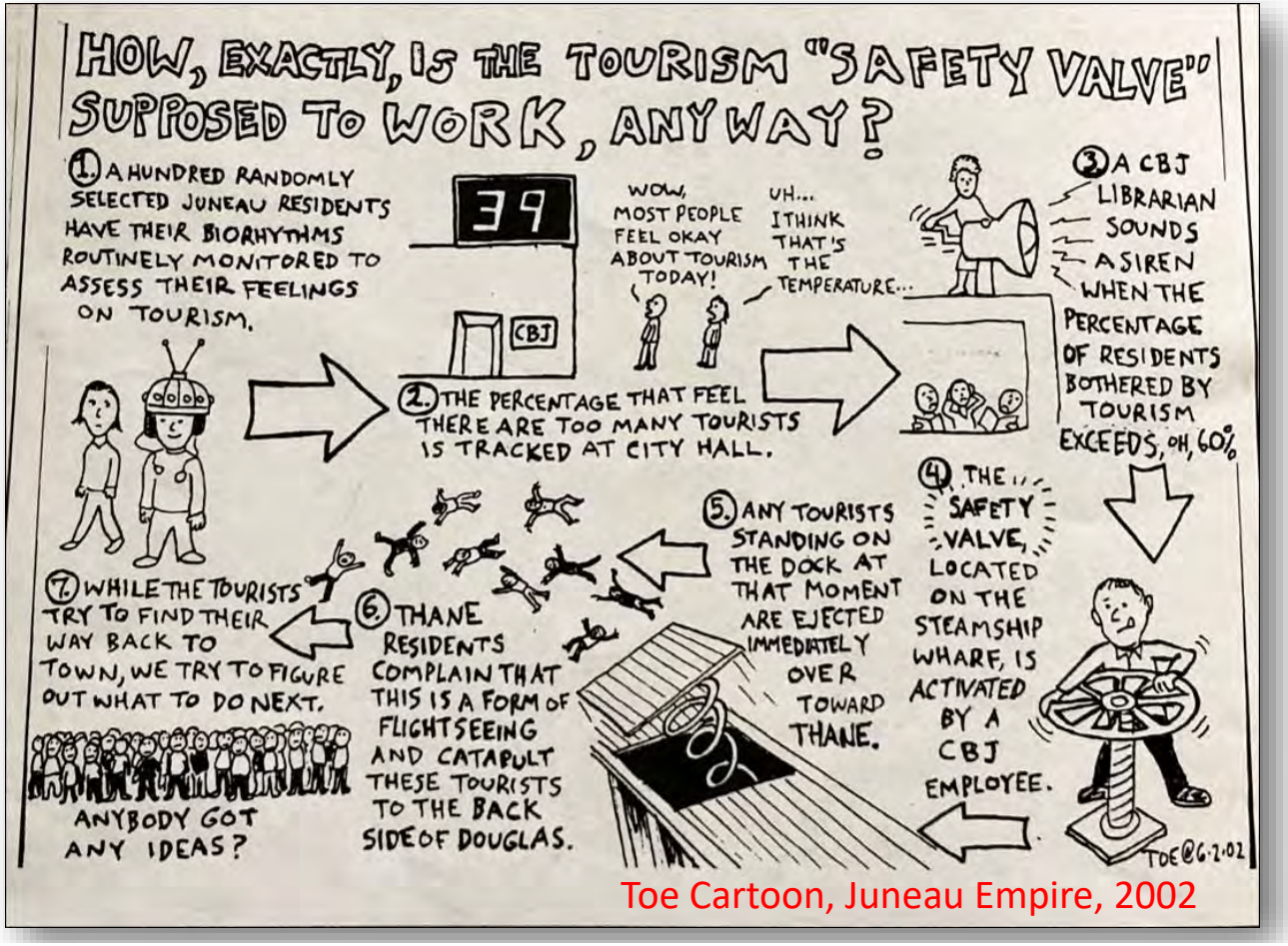
- Current Stats
  - 447 ships worldwide
  - 680,573 cruise berths carrying 31.16 million passengers
  - 90+ cruise brands
- Future Stats
  - 66 new cruise ships worldwide by 2028
  - 499 total cruise ships worldwide by 2028
  - 37.4 million passenger capacity by 2027
- Alaska is 6% of global cruise business
- Cruise lines look at desirability, revenues, and past experience when choosing itineraries. For better or worse, Juneau has all three

Shoreside Activities

McDowell Group, 2016

- Local economic benefits of tourism are derived from the activities passengers do on shore
  - Tours, shopping, dining out, ancillary benefits
- The goal of any destination is to maximize local economic benefits while minimizing negative impacts
- A near-term public process on shore excursion disbursement and longer-term regional strategy should focus on several key principles:
  - Minimizing resident impacts
  - Recognizing that all tourism management decisions are interconnected
  - Articulating community goals and priorities (starting with the VITF recommendations)
  - Promoting a managed and sustainable industry locally and regionally
  - Maximizing local employment, business ownership, and economic activity
  - Industry-buy in and incentives to reward “good neighbor” operators

Commercial Use, Shore Excursions, Public Experience



Toe Cartoon, Juneau Empire, 2002

Presented by: The Manager
Presented: 02/07/2022
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-12(am)

An Ordinance Amending the Comprehensive Plan Related to the Long Range Waterfront Plan.

WHEREAS, the recent Visitor Industry Task Force provided recommendations for a framework to better manage cruise ship tourism; and

WHEREAS, adoption of this ordinance does not direct the Planning Commission to issue a permit for a fifth cruise ship dock, but this ordinance changes the Long Range Waterfront Plan to allow a fifth cruise ship dock in the Subport area; and

WHEREAS, the Assembly's intent of this ordinance is to change the Long Range Waterfront Plan to allow a fifth cruise ship dock in the Subport area if the fifth dock: provides infrastructure to prevent hot-berthing at the existing docks, especially at the AJ dock; provides infrastructure that prevents a large cruise ship from anchoring-out or using dynamic positioning technology to stay in Gastineau Channel for tourism purposes; minimizes congestion of pedestrians and tourism-related vehicles east of Seward Street; and other purposes to balance the needs of the community; and

WHEREAS, the Assembly wants large cruise ships to stay at one of the cruise ship docks for a large portion of the day to minimize congestion, to maximize authentic Alaska shore-side excursions for tourists, and to minimize harm to the community; and

WHEREAS, the Assembly directs the City Manager to continue exploring methods to achieve the intent of this ordinance, which may involve future legislation, contract negotiations, expenditures, property acquisitions, and public meetings.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJC 49.05.200 Comprehensive plan, is amended to read:

49.05.200 Comprehensive plan.

(a) The City and Borough Comprehensive Plan is designed to lessen congestion in the streets; secure safety from fire, panic, and other dangers; promote health and the general welfare; provide

adequate light and air; prevent the overcrowding of land; avoid undue concentration of population; and facilitate adequate and cost-effective provision for transportation, water, sewerage, schools, parks, and other public requirements.

(b) The comprehensive plan adopted by the assembly by ordinance contains the policies that guide and direct public and private land use activities in the City and Borough. The implementation of such policies includes the adoption of ordinances in this title. Where there is a conflict between the comprehensive plan and any ordinance adopted under or pursuant to this title, such ordinance shall take precedence over the comprehensive plan.

(1) Plan adopted. There is adopted as the comprehensive plan of the City and Borough of Juneau, that publication titled The Comprehensive Plan of the City and Borough of Juneau, Alaska, 2013 Update, including the following additions:

…

(C) The Long Range Waterfront Plan for the City and Borough of Juneau, dated January 22, 2004, as amended including by Ordinance 2022-12;

…

Section 3. Amendment of Long Range Waterfront Plan. The Long Range Waterfront Plan, CBJC 49.05.200(b)(1)(C), is amended to read as follows:

(a) **Page 47. Amend the text of Section 3.3 AREA B: SUBPORT as follows:**

…

Upon adoption of Ordinance 2022-12, the CBJ Assembly amended the tidelands portion of Area B (Figure 33, B2) to allow for creation of a dock facility capable of accommodating one large cruise ship as well as docking facilities for government agencies, like the U.S. Coast Guard and NOAA vessels. Criteria for this development is described in Appendix B. All other Area B recommendations and design criteria remain unchanged, including uplands development and park facilities. Located to the north of this facility is the proposed Gold Creek Waterfront Park, a new, two acre recreational area oriented to families and children (see Figure 33, Feature B1). Gold Creek Park provides an important area attraction and asset as well as a visual and functional transition point into Downtown.

…

Page 47. Repeal and replace Figure 33: Area B (Overall) 2025 Concept Plan as follows:

Figure 33: Area B (Overall) 2025 Concept Plan

(b) **Page 41. Amend the text of Section 3.1 LONG RANGE PLAN OVERVIEW as follows:**

…

- **Expanded Recreation and Open Space Area**. The Plan supports substantial expansion of recreation and open space areas through the creation of a 1.8 mile coastal seawalk running the length of Juneau's Downtown waterfront. The seawalk is accentuated by a series of parks, each a special destination for active and passive recreational pursuits. A total of 6.1 net new acres of recreation and open spaces stretching from the Juneau-Douglas Bridge to the South Franklin Street Dock is provided in the Plan. Increased water recreation areas are also offered, including the introduction of new marina facilities, small boat and kayaking zones, and an environmental education/enhancement area.

…

(c) **Page 50. Amend the text of Section 3.3 AREA B: SUBPORT as follows**:

…

- **Transparency and Views**. Views along the internal streets of the Subport should be preserved, with consideration provided to use the public area, and building façade articulation to accentuate view corridors and anchor visual interest in key locations.

Views from the Gold Creek Park across the Gold Creek Protection Zone should also be maintained.

…

(d) **Pages 68-69. Amend Table 8: Long Range Waterfront Master Plan: Near-, Mid-, and Long-Term Development Initiatives Master Sheet as described below and depicted in Exhibit A:**

(1) Strike NT15;

(2) Strike MT6;

(3) Amend MT7; and

(4) Amend MT9.

(e) **After Page 77. Insert Appendix B as described below:**

Appendix B – 2022 AMENDMENT TO AREA B
This amendment applies only to the tidelands portion of AREA B: SUBPORT to allow a large cruise ship dock that accommodates one large cruise ship and provides moorage for government agencies like the Coast Guard and NOAA vessels. The LRWP Concept Plan for the uplands portions of Area B remains unchanged. In 2011, the Subport property was rezoned to Mixed Use 2 per the LRWP's guidance.

The 2022 amendments are described in Ordinance 2022-12(am).

This amendment discusses the criteria developing Area B, especially the criteria for constructing a fifth cruise ship dock at the Subport established by the CBJ Visitor Industry Task Force (VITF) in 2020. It is important to note that many of these criteria apply to the uplands portion of Area B and are excluded from the amendment. The upland provisions in the LRWP are valid and appropriate to this new tidelands use. However, the uplands-related criteria in both the LRWP and VITF final report are related to managing the impacts of a large cruise ship dock and the associated increase in pedestrian and bus traffic and should be considered strong recommendations for uplands development. Criteria excluded from this amendment are identified below.

VITF Recommendation on LRWP Update
The VITF considered whether the CBJ should undertake a complete update to the LRWP. It was determined that the CBJ Assembly should not prioritize a LRWP complete update and should instead maintain focus on better tourism management. It was determined that an amendment to the tidelands portion of Area B was warranted with the below criteria and the CBJ should continue to implement the existing plan, prioritizing Seawalk development.

VITF Criteria for Subport Dock Construction
In 2020, the CBJ VITF established the following criteria for constructing a cruise ship dock at the Subport. This amendment supports the VITF's criteria and any application for development needs to be evaluated consistent with the following:

1. One larger ship per day using one side of the facility;
2. Maximum of five larger ships in port per day;
3. No hot berthing at the new facility;
4. No larger ships allowed to anchor as the sixth ship in town. Larger ships may anchor but the number of larger ships in port would still be limited to five (CBJ to consider legal ramifications of limiting size of ships at anchor);
5. CBJ manages dock to some extent through a public private partnership or management agreement;
6. Dock is electrified;

The following criteria are related to uplands development and remain strong recommendations for uplands-related proposals:

7. High quality uplands development for community and visitors;
8. Year round development orientation.

Long Range Waterfront Plan Amendment Criteria
Section 3.9 of the LRWP establishes a framework for amendment, presented below. The manner in which each component is addressed is described in italics:

It is important that Long Range Waterfront Plan—which is a product of an extensive and thorough public process—maintain a substantial commitment for its implementation from the community. Therefore, amendments to the Long Range Waterfront Plan, including the addition of cruise ship docks, should be approved only after undergoing a process similar to that which was undertaken during the development of the Plan. Specifically, public workshops identifying need for the facility and development of alternatives that mitigate negative impacts identified in the Community opinion survey should be held.

On behalf of CBJ, McKinley Research (formerly McDowell Group) conducted a statistically valid public opinion survey of Juneau residents in October 2021. It found that 56% of Juneau residents were supportive or very supportive of constructing a large cruise ship dock at the Subport and 33% were opposed or very opposed. Ten percent of respondents did not know if they were supportive or opposed. Furthermore, those that said they were opposed or very opposed to a subport dock were asked whether a list of factors would increase their level of support:

1. A cap of five large ships per day in Juneau's harbor: 42% yes, 54% no
2. Public park: 40% yes, 55% no
3. Interpretive ocean center: 38% yes, 53% no
4. Seawalk connection: 34% yes, 53% no
5. Shore power: 33% yes, 59% no
6. Housing: 27% yes, 63% no
7. Underground parking: 26% yes, 68% no
8. Retail and restaurants: 21% yes, 76% no

In addition to the survey, the Visitor Industry Task Force took public testimony on tourism issues and received over 200 comments. A cruise ship dock at the subport was a major topic of discussion.

The CBJ conducted public meetings on this amendment on the following dates: January 11, 2022, January 24, 2022, and February 28, 2022.

With respect to cruise ship traffic, which impacts the entire City and Borough, the Assembly concludes:

1. No cruise ship berthing or lightering facility should occur within the City and Borough outside of the area encompassed by the plan, before adoption of the borough-wide study of cruise ship alternatives or January 2007, whichever occurs first.
   Accomplished by time-frame

2. The capacity within the area encompassed by the plan should not exceed five large ships (greater than 750 feet in length) whether at berth or at anchor.
   Included in VITF criteria above. The 2021 survey also supports a maximum of five ships per day in Juneau's harbor. The United States Coast Guard has not yet made a formal determination that a new dock would preclude a sixth ship at anchor.

3. In addition, any proposals to develop additional berths within the area encompassed by the plan should include a design for the dock and related facilities that address the following issues with regard to the specific site and also in the context of the entire downtown waterfront planning area:
   a. Impacts to navigation and anchorage in Juneau Harbor.
      Criteria for development, evaluated through Conditional Use Permit process
   b. Impacts to view planes.
      Criteria for development, evaluated through Conditional Use Permit process
   c. Environmental impacts, including consideration of shore power to mitigate potential air pollution.
      Criteria for development, evaluated through Conditional Use Permit process. Shore power is included in the VITF criteria above.

   The following criteria are related to uplands development and remain strong recommendations for uplands-related proposals:

   d. Vehicular Traffic, including necessary signalization.
   e. Staging for buses and other tour vehicles in the most efficient manner possible to provide for diverse use of uplands.
   f. Pedestrian access.
   g. Sidewalks.
   h. Extension of Seawalk from downtown to the proposed dock.
   i. Extension of bus shuttle service.

Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 14th day of March, 2022.

Maria Gladziszewski, Deputy Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

No.	Category	Priority	Project	Description	Responsibility	Funding Source	Duration**	Critical Path	Est. Project Cost*
~~NT15~~	~~Study~~	~~High~~	~~Gold Creek Marina Design and Permitting~~	~~Design Gold Creek Marina and obtain regulatory permits.~~	~~CBJ~~	~~CBJ/Port Revenues~~	~~12 Months~~	~~none~~	~~$ 225,000~~
~~MT6~~	~~Project~~	~~High~~	~~Gold Creek Marina Development~~	~~Creation of a 80-105 vessel marina and 1,000 foot floating exterior dock. Project includes dredging, with fill used for creation of Gold Creek Park and uplands for Subport Phase 2 development.~~	~~CBJ~~	~~CBJ/Port Revenues~~	~~30 Months~~	~~NT15~~	~~TBD~~
MT7	Project	High	Gold Creek Park Development	Creation of a 2 acre park adjacent to the Subport ~~Gold Creek Marina~~ and Egan Drive. Project includes all programmed park facilities as well as the Seawalk linkage from the Subport to Gold Creek.	CBJ	CBJ/Port Revenues	12 Months	NT15	TBD
MT9	Project	High	Subport Interior Access Roads and On-Street Parking Facilities	Extend internal street network and parking facilities into the Subport Phase 2 and ~~Gold Creek Marina~~ development.	Private (Subport Developer) / CBJ	CBJ / Private (Subport Developer)	12 Months	NT18, Parallel to MT8, 10	$ 550,000

No.	Category	Priority	Project	Description	Responsibility	Funding Source	Duration**	Critical Path	Est. Project Cost*
~~NT15~~	~~Study~~	~~High~~	~~Gold Creek Marina Design and Permitting~~	~~Design Gold Creek Marina and obtain regulatory permits.~~	~~CBJ~~	~~CBJ/Port Revenues~~	~~12 Months~~	~~none~~	~~$ 225,000~~
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MT7	Project	High	Gold Creek Park Development	Creation of a 2 acre park adjacent to the Subport ~~Gold Creek Marina~~ and Egan Drive. Project includes all programmed park facilities as well as the Seawalk linkage from the Subport to Gold Creek.	CBJ	CBJ/Port Revenues	12 Months	NT15	TBD
MT9	Project	High	Subport Interior Access Roads and On-Street Parking Facilities	Extend internal street network and parking facilities into the Subport Phase 2 and ~~Gold Creek Marina~~ development.	Private (Subport Developer) / CBJ	CBJ / Private (Subport Developer)	12 Months	NT18, Parallel to MT8, 10	$ 550,000

VISITOR INDUSTRY TASK FORCE
THE CITY AND BOROUGH OF JUNEAU, ALASKA
January 21, 2020 12:05 PM
City Hall, Assembly Chambers

I. CALL TO ORDER/ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

IV. MEETING GOAL

Regarding the persistent idea of a restriction on the number of visitors:

A. Consider preliminary legal issues whether a restriction on the number of visitors arriving in Juneau could be enforceable and practical.
B. Discuss pros and cons of visitor restriction concepts.
C. Consider whether changes to ship scheduling (daily arrivals and departures) might address community concerns with impacts.
D. What are the pros and cons of CBJ becoming involved in dock scheduling?

V. PRESENTATION BY CBJ LAW DEPARTMENT AND MANAGER

A. Robert Palmer, City Attorney
B. Rorie Watt, City Manager

VI. DISCUSSION

VII. UPCOMING MEETINGS

A. Public input sessions reschedule January 16 meeting, cancelled due to weather.
B. Future meeting topics
  i. February 4, 2020 – Long Range Waterfront Plan
  ii. February 18, 2020 – Committee Report and Direction for Staff

VIII. ADJOURNMENT

Note: Agenda packets are available to review online at https://juneau.org

ADA accommodations available upon request: Please contact the City Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape of the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, email: city.clerk@juneau.org

DATE: January 21, 2020
TO: Chair Triem, Visitor Industry Task Force
FROM: Robert Palmer, Municipal Attorney
SUBJECT: Preliminary Legal Issues with Managing Tourism

I have been asked to provide preliminary legal guidance for managing tourism from cruise ships. This topic can be legally complicated. I am not aware of any definitive legal authority that would be helpful at this stage because the overarching policy visions need to mature. At this stage, the VITF should focus on the desired policy visions and how to achieve those policy visions, while having awareness of some potential legal sideboards. The following legal issues may arise depending on what policy and regulation, if any, the CBJ ultimately wants to impose.

1. **U.S. Constitutional Right to Travel.** The Privileges and Immunities Clause limits laws that treat out-of-state citizens differently than in-state citizens. For example, there is a right to travel from one state to another and to use the instruments of interstate commerce, which includes "the right to be treated as a welcome visitor rather than an unfriendly alien when temporarily present in the second state." *Saenz v. Roe,* 526 U.S. 489, 500 (1999).

2. **U.S. Constitution Commerce Clause**. Generally, laws that unduly burden interstate commerce are unconstitutional, which require courts to balance interests.

3. **U.S. Constitution Tonnage Clause**. See the recently settled *CLIAA v. CBJ* litigation. The Tonnage Clause limits fees imposed on vessels for entering a port and how those fees can be expended.

4. **U.S. Constitution Contract Clause**. The Contract Clause can limit laws that unreasonably and substantially impair existing contractual rights.

5. **Takings/Inverse Condemnation**. Private property shall not be taken or damaged for public use, without just compensation.

6. **Public Trust Doctrine**. The doctrine protects navigation on, commerce in, fishing on, and access to navigable water, but the rights protected are not absolute.

7. **Level of scrutiny**. All regulations must at least satisfy rational basis scrutiny (i.e. is the regulation rationally related to any governmental interest). Some regulations may need to satisfy a heightened scrutiny, which could require the CBJ to prove the regulation is

narrowly tailored to promote a compelling governmental interest and the regulation is the least restrictive means to vindicate that interest.

8. **Interference/Preemption of Aviation and Maritime Matters**. The federal government has primary jurisdiction of aviation (FAA) and maritime (USCG) matters. The FAA's jurisdiction is almost exclusive, and local governments have limited authority to regulate aviation matters. The CBJ has broader authority to regulate maritime matters especially if the local regulation does not conflict with a federal law.

9. **16B Revenue Bond limitations**. The 2015 revenue bonds include provisions that prohibit the CBJ from reducing the $3 Port Development Fee or undertaking actions that put the debt service payments in jeopardy. The bonds are scheduled to be paid off in 2034, but the CBJ can prepay the bonds as early as March 1, 2026.

10. **CBJ as property owner versus CBJ as regulator**. The CBJ has broad authority to manage its property (i.e. CBJ docks, tidelands, trails). When the CBJ acts as a regulator of non-CBJ property (i.e. private docks, State tidelands), the CBJ has substantial authority but it is subject to a variety of other laws (i.e. Takings, Interference/Preemption). For example, the CBJ regulates commercial buses (CBJC 20.40) and land use/development (CBJC Title 49).

As the Visitor Industry Task Force and the Assembly consider the preliminary legal sideboards, the following policies may be worthy of further discussion:

A. **Voluntary Action**. The recent cruise ship litigation settlement requires an annual consultation. As community concerns arise, the cruise ship companies may be willing to voluntarily adjust their practices, which would eliminate a substantial amount of legal risks then if the CBJ simply imposes regulations.

B. **Prepay the 16B Revenue Bonds**. The CBJ could consider satisfying the debt service from the 16B revenue bonds at the earliest opportunity ($12.8M on March 1, 2026), which would give the CBJ more discretion regarding how the CBJ docks are used.

C. **Articulate Specific Governmental Interests**. Because of the potential constitutional rights implicated with restricting the number of cruise ship passengers, the CBJ could consider developing, measuring, and tracking indicators of tourism to establish specific governmental interests. Such indicators would be helpful to justify and defend any cruise ship or passenger restrictions or carrying capacities.

D. **Proprietary Control of Docks**. The CBJ currently owns two of the four cruise ship docks. If the CBJ wants to have more control of when and how long ships are in port, the CBJ could consider purchasing the two private docks and having ownership control of any new docks.

E. **Infrastructure and Geographical Limitations**. The size of ships, the location of docks, and the geographical features of Gastineau Channel can indirectly limit cruise ship tourism. Further consultation with the USCG could result in a regulatory scheme that prohibits "anchoring out" if a new dock was constructed, which would indirectly cap cruise ships.

Irene Gallion

From: Irene Gallion
Sent: Thursday, February 2, 2023 2:56 PM
To: Charlie Ford; General Engineering; Dan Bleidorn; Carl Uchytil
Cc: Jeffrey Hedges; John Bohan; Matthew Creswell; Irene Gallion
Subject: USE23-03: Aak'w Landing Conditional Use Permit
Attachments: USE23-03_Application.pdf; USE23-03_Concept.pdf; USE23-03_Plans.pdf; Agency Comments Form.pdf

Hello CBJ Team,

We have received an application from Huna Totem for the uplands development of the subport lot. As part of the review process, we are circulating the application amongst CBJ departments for input that will be provided to the Planning Commission for review.

Attached is the application, draft plans and concept drawings. You can also find information at the short term planning web site: https://juneau.org/community-development/short-term-projects

We do not have the case scheduled for the Planning Commission yet.

If you could provide feedback by **February 16th, 2023**, that would be very helpful. I've attached an Agency Comment Form for your use. If you need more time let me know and we will work something out.

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 X2

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Irene Gallion

From: Rorie Watt
Sent: Thursday, February 2, 2023 4:06 PM
To: Irene Gallion; Jill Maclean; Scott Ciambor
Cc: Dan Bleidorn
Subject: FW: USE23-03: Aak'w Landing Conditional Use Permit
Attachments: 2021 NCL Lease Bleidorn Memo signed.pdf; 1 2021-01-25 Watt Memo with Attachements.pdf; 2 Juneau-Lease-Appliction 1a.pdf; 2021-07-19_Assembly-LHED_Pkt.pdf

Irene – FYI the below, attached. It's the applicant's choice on what to apply for and the Department's decision on how to process the application. But, FYI this is a change of course from what NCL was doing.

I think our thinking was that by doing the attached, then Dan could sign a CUP application as the land owner for a complete project.

Can you communicate with the applicant, or maybe they are already aware of this? Thanks.

From: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Sent: Thursday, February 2, 2023 3:46 PM
To: Rorie Watt <Rorie.Watt@juneau.gov>
Cc: Robert Barr <Robert.Barr@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit

Yes, they provided a motion to work on the lease.
If they want to apply for a CUP for the tidelands I don't think there is anything stopping them.

From: Rorie Watt <Rorie.Watt@juneau.gov>
Sent: Thursday, February 2, 2023 3:40 PM
To: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Cc: Robert Barr <Robert.Barr@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Subject: FW: USE23-03: Aak'w Landing Conditional Use Permit

Dan –

Didn't we get a motion to work with NCL on a tidelands lease? This is strange to have them apply only for the uplands development, that doesn't make sense to me. Didn't we do that so that you could sign a CUP app? Please advise.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, February 2, 2023 2:57 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>; Alexandra Pierce <Alexandra.Pierce@juneau.gov>; Rorie Watt <Rorie.Watt@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>
Subject: FW: USE23-03: Aak'w Landing Conditional Use Permit

FYI

From: Irene Gallion
Sent: Thursday, February 2, 2023 2:56 PM
To: Charlie Ford <Charlie.Ford@juneau.gov>; General Engineering <General_Engineering@juneau.gov>; Dan Bleidorn

<Dan.Bleidorn@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Cc: Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; John Bohan <John.Bohan@juneau.gov>; Matthew Creswell <Matthew.Creswell@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Aak'w Landing Conditional Use Permit

Hello CBJ Team,

We have received an application from Huna Totem for the uplands development of the subport lot. As part of the review process, we are circulating the application amongst CBJ departments for input that will be provided to the Planning Commission for review.

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We do not have the case scheduled for the Planning Commission yet.

If you could provide feedback by **February 16th, 2023**, that would be very helpful. I've attached an Agency Comment Form for your use. If you need more time let me know and we will work something out.

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 X2

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

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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Tourism (City Manager's Office)

STAFF PERSON/TITLE: Alexandra Pierce/Tourism Manager

DATE: 2/10/23

APPLICANT: Huna Totem Corporation

TYPE OF APPLICATION: USE Permit

PROJECT DESCRIPTION:

Mixed use uplands development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Dock development will be considered under a separate series of land use actions.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

This application appears to be for the uplands only and states that the dock development would be handled through a separate land use process. I would prefer to see one application for the entire development. It is very difficult to evaluate an uplands development on its own merits when the application makes multiple references to a dock and includes renderings of the dock. The development is oriented around a planned dock and is designed to receive cruise ship passengers. A standalone uplands development would not have the same bus parking and staging requirements and would likely include different elements. The application is incomplete and confusing in its current format. To properly evaluate this application, I would need to see projections showing the number of passengers that the development is anticipated to receive as well as information on proposed uses for the outside (non cruise ship) berth. As the offsite impacts of a fifth dock to the community are potentially significant, the applicant should clarify its multi-year expectation of numbers and sizes of ships using the facility, total numbers of passengers expected and whether those ships and passengers would come from existing or increased visitation. These elements directly affect the passenger and vehicle circulation on the uplands development. I would also need information on adjoining land uses (including tideland uses) and how the proposed development would support the navigability of the port. I also see renderings that show the Avista dock removed and plans that show it in place. I recommend that the applicant clarify negotiated plans (if any) for the future of the adjacent dock.

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

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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Tourism (City Manager's Office)

STAFF PERSON/TITLE: Alexandra Pierce/Tourism Manager

DATE: 6/9/23

APPLICANT: Huna Totem Corporation

TYPE OF APPLICATION: USE Permit

PROJECT DESCRIPTION:

Mixed use uplands development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

I have reviewed Huna Totem Corporation's USE Permit application and there are a number of items that I believe should be addressed as part of the Conditional Use Permit process.

• Does the applicant have current or future plans for the other side of the cruise ship dock? What is the long term plan for the outside of the pier?
• What does the applicant project for numbers and sizes (passenger capacity) of ships that will use the facility per cruise ship season? Does the applicant have annual passenger volume projections for the next 5-10 years?
• Does the applicant believe that ship visitation will be from industry growth or from ships that prefer this location to docks that they already visit? (Assumes that visitation is greater than the current number of ships that anchor or hot berth).
• Who would pay for the seawalk extension and connection to the east and west? The applicant or CBJ?
• Is the applicant able to provide renderings that show pedestrian flow? The applicant states that "The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities." This statement contradicts itself and suggests that the development is designed to keep passengers on site. How will passengers be directed in case of an emergency?

AGENCY COMMENTS (CONTINUED):

• Unclear on what the applicant suggests for shore power – is it the applicant's intent to install shore power? Or is it the intent that another party pay to install shore power? There are no municipal or AEL&P plans to extend power infrastructure or shore power to this area.
• Has the applicant negotiated removal or purchase of the AVISTA owned historic fuel dock? Some plan views show it in place and others show it removed.
• Plan views and renderings show diagonal parking on Whittier Street. Does the applicant intend to construct offsite improvements? (Note: Some concern about proximity of some of those back out diagonal spaces and distance to Egan Drive/traffic signal).
• TIA indicates 30% of vehicles exiting the site will come towards town. Please clarify, this seems unlikely to be accurate. There are currently only 2 tours that would require buses to travel into town.
• TIA indicates 10% of vehicles exiting the site will go directly across the street (towards the museum). Please clarify, this seems unlikely to be accurate.
• TIA estimates 10-15 buses per hour. This seems contradictory to typical cruise ship operations. For example, the Norwegian Bliss has about 85 vehicle (55-65 bus) departures in the hour after docking, and traffic slows until just before departure. A smaller ship like the Norwegian Jewel has closer to 65 vehicle departures. Please clarify plans for spikes in vehicle activity and how vehicle volume will be managed.
• TIA suggests longer light times at 10th and Egan. The applicant is encouraged to consider community needs and rush hour congestion on the bridge in making this recommendation.
• TIA suggests that 600 pedestrians will walk off the site per hour via Egan Drive. Please clarify whether pedestrian volumes at peak times (arrival/departure) have been analyzed.
• Does the applicant plan to provide a shuttle or rely on a future CBJ circulator? CBJ is currently evaluating the utility of a circulator and has not made any decisions on route, timing, and volume. CBJ has not supplied data on the timing or trips per hour of a future circulator, however the TIA discusses a municipally operated circulator that operates on a 15-minute interval. If a shuttle is planned, please clarify the number of buses and trips anticipated. For reference, the AJ Dock has up to six buses operating on a continuous loop. It is unlikely that a municipal circulator, if implemented, would be able to handle this volume.

Throughout this application, there are assumptions about the CBJ providing amenities that have not been funded or approved. I would like to see more information on how the on and offsite impacts will be managed both with and without seawalks (east and west) and a circulator bus.

Irene Gallion

From: Irene Gallion
Sent: Monday, February 6, 2023 9:20 AM
To: 'dave.d.stiles@uscg.mil'
Cc: Ilsa Lund
Subject: FW: USE2023 0003: Aak'w Landing, multi-use Waterfront development

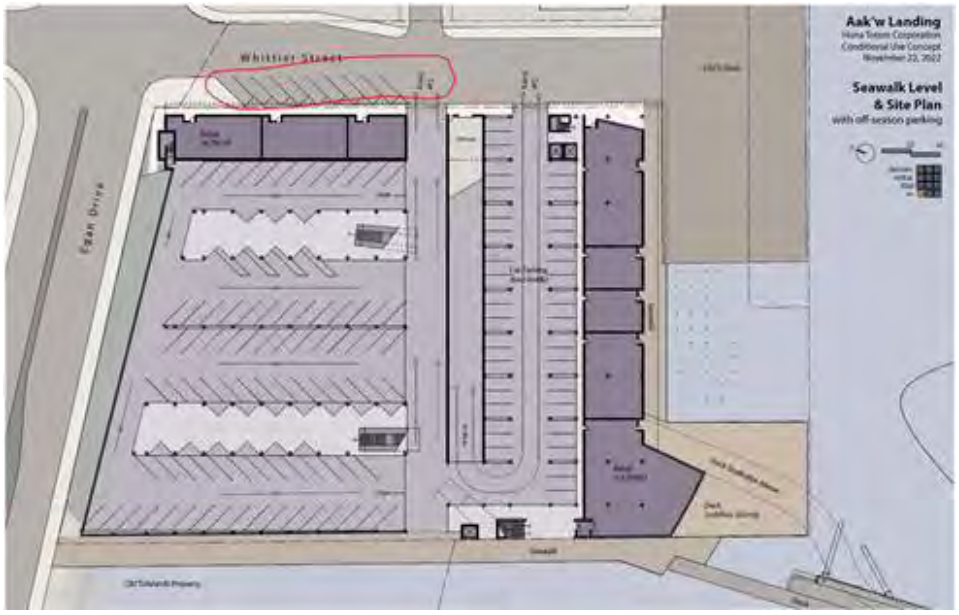
Good Day LCDR Stiles:

I understand you are referencing the parking proposed along Whittier Street in the draft plans for the Aak'w Landing development (see red circle in the graphic below).

CBJ does not allow most commercial entities to have back-out parking onto CBJ streets (the exception is child care homes). Additionally, the parking shown off of Whittier Street is on CBJ property, and cannot be used to meet parking requirements for the project. The applicant has been advised.

When the Traffic Impact Analysis is finished, this project will go to interested agencies for formal review. Are you the person this should go to? Or is there someone else?

Thank you for your interest,



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 X2

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Fostering excellence in development for this generation and the next.

From: Ilsa Lund
Sent: Friday, February 3, 2023 11:42 AM
To: Irene Gallion
Cc: Lily Hagerup
Subject: FW: USE2023 0003: Aak'w Landing, multi-use Waterfront development

Hi Irene,
The following email was sent to the PC Comments email.

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Note: my email has changed to ilsa.lund@juneau.GOV on 12/5/22*

Fostering excellence in development for this generation and the next.

From: Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Sent: Friday, February 3, 2023 10:59 AM
To: PC_Comments <PC_Comments@juneau.org>
Subject: USE2023 0003: Aak'w Landing, multi-use Waterfront development

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

Good Day,

Request to know the city's setback requirements on a public road. For example Whittier Street has USCG Station Juneau and "Future Retail Store Front Parking with Bus traffic using the same road. A concern I have is, if parking is allowed on the side of Whittier Street will buses be able to move safely in the same area?

V/R,
LCDR Dave Stiles
Sector Juneau
CO MILPERS
Logistics Department Head
907-463-2473 (W)
907-957-0155 (C)

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

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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: CBJ Parks & Recreation

STAFF PERSON/TITLE: George Schaaf, Director

DATE: June 6, 2023

APPLICANT: Huna Totem

TYPE OF APPLICATION: Conditional Use Permit

PROJECT DESCRIPTION:

Mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

Thank you for inviting comments from the Parks & Recreation Department. Expanding recreation and open space along Juneau's waterfront by completing a continuous 1.8-mile-long Seawalk is the highest priority of the Long-Range Waterfront Plan. The Parks & Recreation Department manages and maintains the section of the Juneau Seawalk extending south from Mayor Bill Overstreet Park. The Department is also involved in the management and maintenance of the Seawalk between Marine Park and the AJ Dock. The Department recommends the following conditions in order to preserve and enhance public access to open space and recreational opportunities along Juneau's waterfront, including the proposed development.

1) As a condition of this permit and consistent with the Long Range Waterfront Plan, the Parks & Recreation Department recommends that the Applicant be required to construct and grant a permanent easement to CBJ for a public Seawalk through the proposed development. The Seawalk shall be a minimum of 20 feet wide without obstructions for pedestrian flow, as this is the minimum width necessary to accommodate pedestrian traffic resulting from increased numbers of visitors. The applicant should be required to include CBJ in the design process for the Seawalk and required to obtain design approval from CBJ prior to construction. Upon completion of the Seawalk and easement, the permit should be clear that the Seawalk will be managed and maintained by CBJ Parks & Recreation.

AGENCY COMMENTS (CONTINUED):

2) The Applicant proposes several "parks, " including a 1.14-acre landscaped park and performance area, a 0.68-acre public plaza, and a 0.48-acre public area. These areas are intended "for year-round activities." While these parks will be constructed, owned, managed, and maintained by Huna Totem, the permit should require that public access to these areas be maintained consistent with other public parks in Juneau.

3) As a condition of the permit, the Applicant should be solely responsible for maintenance and operation of all paths, parks, landscaping, and other public amenities, except that portion of the Seawalk which passes through or adjacent to the development. This point is critical: In the past, CU permits for large developments have required public amenities but remained silent on who is responsible for maintenance. This leads to confusion, poor maintenance, and ultimately incurs significant costs to CBJ years or decades later.

Irene Gallion

From: Michele Elfers
Sent: Friday, June 2, 2023 12:53 PM
To: George Schaaf; Irene Gallion
Cc: Alexandra Pierce
Subject: RE: USE23-03: Seawalk questions
Attachments: recorded easement.pdf; Signed Easement Seawalk 4-2013.pdf

We have this type of situation at Franklin Dock, where the upland portion is owned by Franklin Dock Enterprises, and the tideland portion is on an easement from FDE to CBJ for a public seawalk. Along the seawalk, anywhere there is seawalk on private land we get an easement. CBJ entirely maintains the portions on the easement, we empty trash, repair the structure, and any other type of maintenance or management of public use. FDE/the private entity entirely takes care their portion of the seawalk. CBJ requires the actual "seawalk" to be either owned by CBJ or under an easement. So for example, Huna Totem saying 10' of the seawalk is owned by HT and 10' is under easement to CBJ is no good because then we have no control or guarantee a suitable seawalk is available for the public and maintained appropriately.

I have attached the easement we have for Franklin Dock/Miner's Cove area and the one for Taku Fisheries area. I also cc'd Alix as she is working with Eng on additional easements to the south. She may have more to add or change if thinking has evolved more recently.
Michele

From: George Schaaf <George.Schaaf@juneau.gov>
Sent: Friday, June 2, 2023 12:03 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Michele Elfers <Michele.Elfers@juneau.gov>
Subject: Re: USE23-03: Seawalk questions

I will need to phone a friend who knows more about this than I do. Michele?

I do know that this is similar to the situation at the south end of the existing Seawalk, near the AJ dock. In that area, the sea walk is physically connected to a private structure.

George Schaaf (he/him – *what's this?*)
Director
Parks & Recreation Department

City & Borough of Juneau
155 S. Seward St.
Juneau, Alaska 99801
Ph: (907) 586-5226

Sent from my mobile device; please pardon any typos.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, June 2, 2023 12:01:22 PM

To: George Schaaf <George.Schaaf@juneau.gov>
Subject: USE23-03: Seawalk questions

Hi George,

How do we deal with maintenance of privately-constructed or held seawalk?

For instance, say Huna Totem builds their seawalk. There is part over CBJ tidelands, and part on their own property. Some of it may structurally connect to their building.

Here comes P&R ready to maintain it.

- Do we treat sections of the seawalk differently? For instance, the parts over CBJ tidelands vs the parts on Huna Totem land?
- Is CBJ liable for damage to the seawalk?
- Would management or ownership be transferred to CBJ?
- What happens when a chunk needs to be replaced?
- If CBJ is maintaining the seawalk, does that include trash?
- Is there a contract that works for all this? Do we have this in place with other private holders of continuity?

Of note, part or all of your response may be used in developing the staff report. 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 x4130

Fostering excellence in development for this generation and the next.
How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

When recorded return to:

City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

SEAWALK EASEMENT

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 350 North Franklin Street., Suite 2, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 1A and 2A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on Exhibit 'A', attached hereto, and more particularly described as follows:

> Commencing at the most south corner of Lot 1A, Franklin Dock Enterprises Subdivision II, Juneau Plat 96-71; thence along the southeasterly boundary line of said Lot 1A, N 58° 28' 45" E, 65.38 feet to a point on the seaward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along said edge of seawalk, N 16° 27' 49" W, 42.25 feet; thence continuing along said edge, N 37° 01' 09" W, 35.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 37° 01' 09" W, 63.17 feet; thence continuing along said edge, S 73° 32' 13" W, 12.82 feet; thence continuing along said edge, N 16° 27' 47" W, 34.18 feet; thence continuing along said edge, N 37° 01' 09" W, 43.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 39° 34' 50" W,

59.89 feet to the seaward edge of the existing wood timber seawalk; thence along said edge of existing seawalk, S 58° 57' 33" E, 49.99 feet; thence continuing along said edge of existing seawalk, coincidental with the landward edge of the as-constructed timber seawalk, S 37° 01' 09" E, 239.80 feet; thence continuing along said landward edge, S 42° 22' 41" E, 22.06 feet; thence continuing along said landward edge, S 28° 00' 05" E, 20.70 feet to a point on the southerly boundary line of said Lot 1A; thence leaving said landward edge along said southerly boundary line, S 58° 28' 45" W, 29.79 feet to the point of beginning and terminus of this description.

Containing in all 5,643 square feet more or less.

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 240 Main St., Suite 600, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 2A and 3A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on "Exhibit A", attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 2A, Franklin Dock Enterprises Subdivision II, Juneau Plat No. 96-71, said point also being a corner of Lot 3A, Franklin Dock Enterprises Subdivision II; thence along the southeasterly boundary line of said Lot 2A, N 27° 08' 15" E, 0.83 feet to a point on the landward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along the landward edge of the as-constructed timber seawalk S 59° 41' 14" E, 36.64 feet; thence along the edge of said timber seawalk S 30° 18' 30" W, 16.00 feet; thence continuing along said edge S 50° 51' 52" W, 8.54 feet to the corner of said as-constructed timber seawalk; thence along the seaward edge of said timber seawalk N 39° 08' 05" W, 22.78 feet; thence continuing along said edge N 60° 05' 10" W, 25.00 feet; thence continuing along said edge N 42° 43' 07" W, 18.33 feet; thence continuing along said edge S 67° 50' 15" W, 8.54 feet; thence continuing along said edge N 22° 09' 45" W, 22.78 feet, thence continuing along said edge N 42° 43' 07" W, 11.35 feet to a point on the northwesterly boundary line of said Lot 3A; thence leaving said edge, along said boundary line, N 87° 44'

45" E, 9.73 feet to a point on the southerly boundary line of said Lot 2A; thence along the westerly boundary line of said Lot 2A, N 30° 14' 15" W, 39.77 feet to a point on the landward edge of the as-constructed timber seawalk; thence along said edge of timber seawalk, S 42° 43' 07" E, 83.55 feet; thence continuing along said edge S 59° 41' 14" E, 10.87 feet to the point of beginning and terminus of this description.

Containing in all 1,901 square feet more or less.

The purpose of this easement is to grant CBJ, its agents and assigns, the right to access, design, install, construct, maintain, and make improvements to a seawalk and utilities along the waterfront on Lot 1A, 2A, and 3A for public uses and purposes. This easement includes, but is not limited to, all development, modification, maintenance, repair and public use and access rights, as well as all maintenance, garbage & sanitation and emergency vehicle access rights necessary, useful, or convenient for the enjoyment of the public easement herein granted. This easement does not include the right to lease space to private vendors.

This exclusive and perpetual easement shall at all times be a continuing covenant running with the land and shall be binding upon and in favor of the successors and assigns of the respective parties hereto.

GRANTEE agrees to maintain the easement and all improvements in good and safe repair and condition and shall indemnify, defend, and hold harmless GRANTOR from and against all claims, actions, liabilities, damages, and expenses arising out of the GRANTEE'S and/or the public's use of the easement, except for that part of any claim, action, liability, damage or expense, attributable to the negligence of GRANTOR, its agents, tenants or assigns.

The GRANTOR hereby agrees not to construct or have constructed any improvements or structures on the easement, or to otherwise impede GRANTEE'S or the public's use of the easement described herein, without the consent of GRANTEE.

Effective upon execution of this Easement and until completion of the contemplated work, CBJ and its agents and contractors will have the right and license to enter upon Lots 1 and 2 for the purpose of construction/reconstruction and staging activities relating to and including, but not limited to construction of all seawalk, utility, and other related improvements. CBJ shall give 10 day notice to Franklin Dock Enterprises prior to beginning construction activities on Lot 1A, 2A and 3A. This notice shall include a work schedule as well as a site plan showing which portion of the lots shall be utilized for construction activities and which portion of Lots 1 and 2 shall be used for staging activities and storage of materials. Storage of materials shall be limited to those materials that shall be used in the short term; long term storage of materials shall not be permitted. Franklin Dock Enterprises shall approve the schedule and plan in writing prior to construction beginning. CBJ shall coordinate construction activities and usage of Lot 1A, 2A and 3A with Franklin Dock Properties to schedule all construction activities outside of the cruise ship season.

CBJ shall indemnify and hold Franklin Dock Enterprises and its officers, directors and employees harmless for, from and against any and all liability, responsibility, obligations, claims, or damages incurred or sustained by any of such parties arising from the activities of CBJ, its contractors, agents and employees, on Lot 1A, 2A and 3A.

CBJ shall pay for and execute the repair to equal or better condition of property damages incurred from driving piles or performing other construction activities on Lot 1A, 2A and 3A. These damages could include concrete or asphalt cracking or damages to other structures caused by settling or vibration as a result of construction activities. CBJ recognizes that some damages may not be visible for up to three years after construction activity ceases.

If the GRANTEE fails to commence construction of the Seawalk prior to September 30, 2015 or if the project is otherwise abandoned or completion made impossible, GRANTEE agrees to release this easement upon request of the GRANTOR.

The parties agree to comply with the terms and conditions of this easement and further agree to communicate and work together to resolve compliance concerns that may arise. GRANTOR has the right to revoke this easement if, after 90 days written notice and opportunity to cure, GRANTEE remains non-compliant with a material term and/or condition of the Easement. Unless otherwise agreed by the parties, in the event of revocation, the easement improvements may be retained by GRANTOR, upon payment to the CBJ for the fair market value of the improvements.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date and year set forth below.

GRANTEE:
CITY AND BOROUGH OF JUNEAU

By: _____

Name: Kimberly A. Kiefer

Its: City and Borough Manager

GRANTOR:
FRANKLIN DOCK ENTERPRISES, LLC

By: _____

Name: Reed Stoops

Its: Managing Member

GRANTOR ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the 18 day of April, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Reed Stoops, III, to me known to be the

identical individual(s) described in and who executed the foregoing instrument as the Managing Member, who on oath stated that s/he was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that s/he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Natalia Kilday
Notary Public in and for the State of Alaska
My Commission Expires: June 12, 2016

GRANTEE ACKNOWLEDGMENT

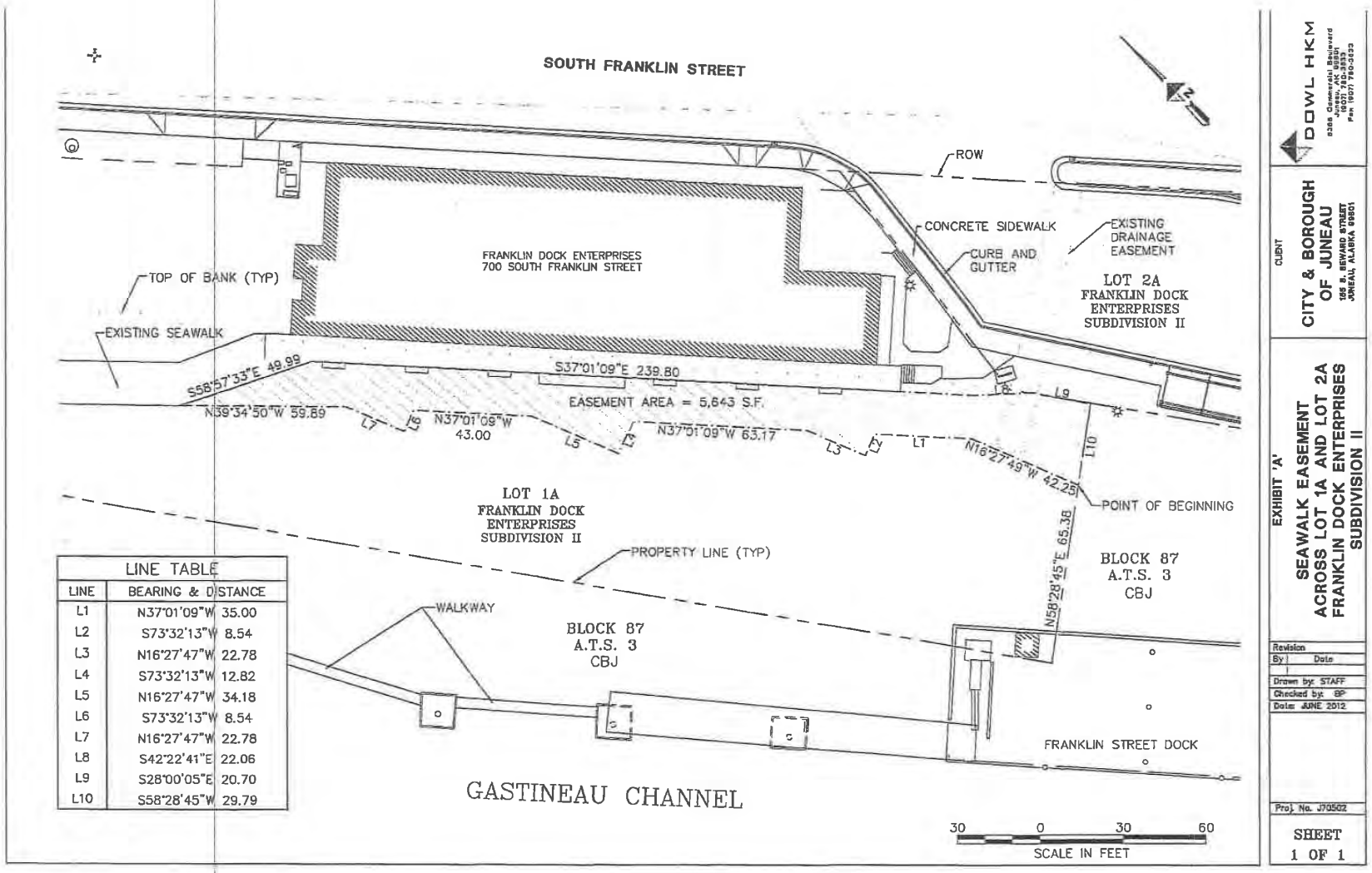
STATE OF ALASKA)
) : ss.
First Judicial District)

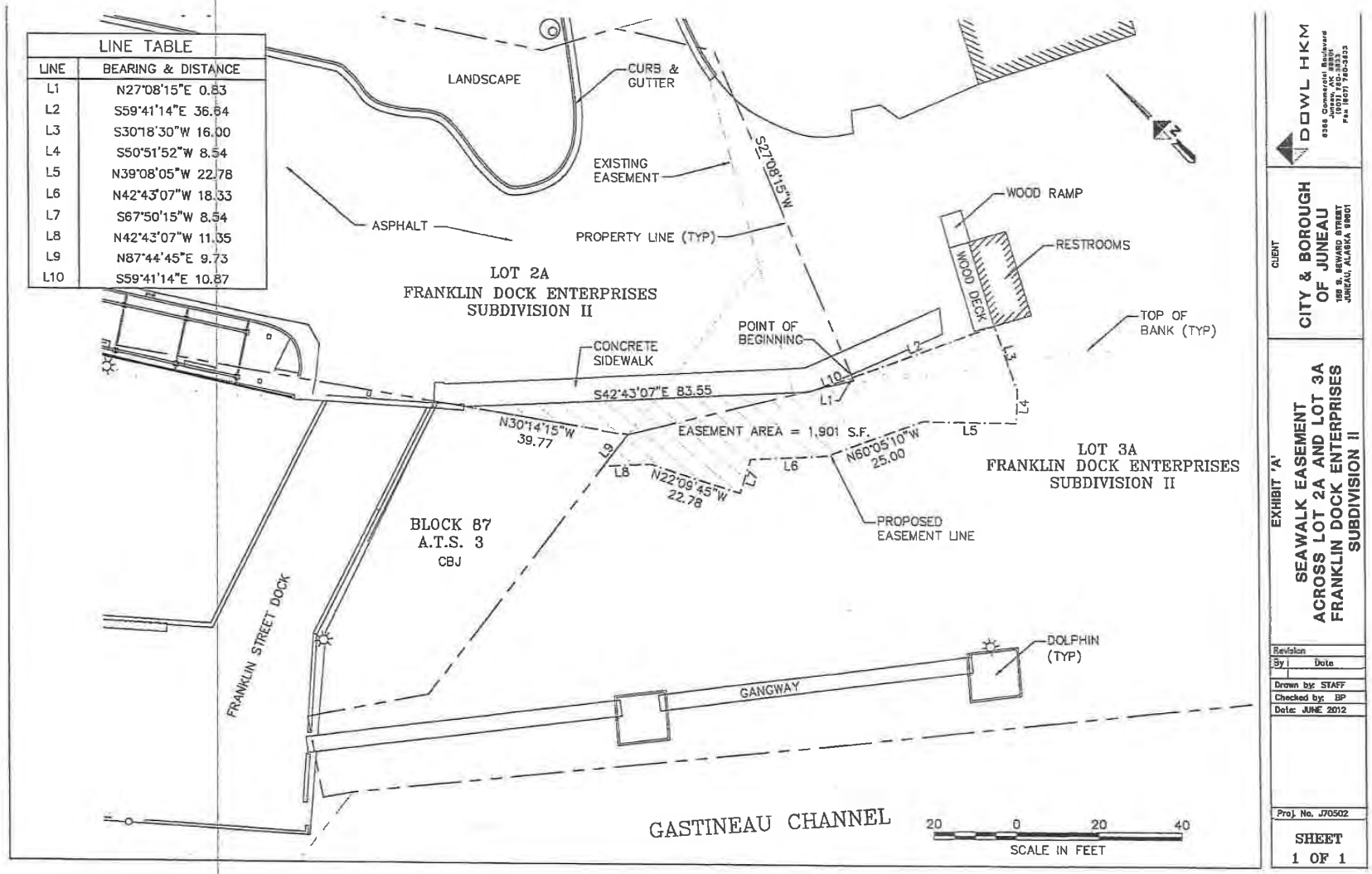
This is to certify that on the _____ day of _____, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Kimberly Kiefer to me known to be the Manager of the City and Borough of Juneau, Alaska, a municipal corporation which executed the above and foregoing instrument, who on oath stated that she was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that she signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Veeraya R Branum
Notary Public in and for the State of Alaska
My Commission Expires: 10-15-2015

STATE OF ALASKA
OFFICIAL SEAL
Veeraya R. Branum
NOTARY PUBLIC
My Commission Expires: 10-15-2015


SOUTH FRANKLIN STREET
ROW
CONCRETE SIDEWALK
CURB AND GUTTER
EXISTING DRAINAGE EASEMENT
FRANKLIN DOCK ENTERPRISES
700 SOUTH FRANKLIN STREET
LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
TOP OF BANK (TYP)
EXISTING SEAWALK
S58°57'33"E 49.99
S37°01'09"E 239.80
EASEMENT AREA = 5,643 S.F.
N39°34'50"W 59.89
N37°01'09"W 43.00
N37°01'09"W 63.17
N16°27'47"W 42.25
POINT OF BEGINNING
LOT 1A
FRANKLIN DOCK
ENTERPRISES
SUBDIVISION II
PROPERTY LINE (TYP)
BLOCK 87
A.T.S. 3
CBJ
N58°28'45"E 65.38
WALKWAY
BLOCK 87
A.T.S. 3
CBJ
FRANKLIN STREET DOCK
GASTINEAU CHANNEL
30 0 30 60
SCALE IN FEET
LINE TABLE
LINE | BEARING & DISTANCE
L1 | N37°01'09"W 35.00
L2 | S73°32'13"W 8.54
L3 | N16°27'47"W 22.78
L4 | S73°32'13"W 12.82
L5 | N16°27'47"W 34.18
L6 | S73°32'13"W 8.54
L7 | N16°27'47"W 22.78
L8 | S42°22'41"E 22.06
L9 | S28°00'05"E 20.70
L10 | S58°28'45"W 29.79
DOWL HKM
CLIENT
CITY & BOROUGH OF JUNEAU
155 S. SEWARD STREET
JUNEAU, ALASKA 99801
EXHIBIT 'A'
SEAWALK EASEMENT
ACROSS LOT 1A AND LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
Revision
By | Date
Drawn by: STAFF
Checked by: BP
Date: JUNE 2012
Proj. No. J70502
SHEET
1 OF 1


LINE TABLE
LINE | BEARING & DISTANCE
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L2 | S59°41'14"E 36.64
L3 | S30°18'30"W 16.00
L4 | S50°51'52"W 8.54
L5 | N39°08'05"W 22.78
L6 | N42°43'07"W 18.33
L7 | S67°50'15"W 8.54
L8 | N42°43'07"W 11.35
L9 | N87°44'45"E 9.73
L10 | S59°41'14"E 10.87
LANDSCAPE
CURB & GUTTER
EXISTING EASEMENT
S27°08'15"W
WOOD RAMP
RESTROOMS
WOOD DECK
ASPHALT
PROPERTY LINE (TYP)
LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
POINT OF BEGINNING
TOP OF BANK (TYP)
CONCRETE SIDEWALK
S42°43'07"E 83.55
N30°14'15"W 39.77
EASEMENT AREA = 1,901 S.F.
N60°05'10"W 25.00
N22°09'45"W 22.78
LOT 3A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
BLOCK 87
A.T.S. 3
CBJ
PROPOSED EASEMENT LINE
FRANKLIN STREET DOCK
DOLPHIN (TYP)
GANGWAY
GASTINEAU CHANNEL
20 0 20 40
SCALE IN FEET
DOWL HKM
CLIENT
CITY & BOROUGH OF JUNEAU
EXHIBIT 'A'
SEAWALK EASEMENT
ACROSS LOT 2A AND LOT 3A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
Revision
By | Date
Drawn by: STAFF
Checked by: BP
Date: JUNE 2012
Proj. No. J70502
SHEET
1 OF 1

ALASKA

2013-003117-0

Recording District 101 Juneau

04/29/2013 12:36 PM Page 1 of 7

When recorded return to:
Engineering Dept.
City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

SEAWALK EASEMENT

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 350 North Franklin Street., Suite 2, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 1A and 2A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on Exhibit 'A', attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 1A, Franklin Dock Enterprises Subdivision II, Juneau Plat 96-71; thence along the southeasterly boundary line of said Lot 1A, N 58° 28' 45" E, 65.38 feet to a point on the seaward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along said edge of seawalk, N 16° 27' 49" W, 42.25 feet; thence continuing along said edge, N 37° 01' 09" W, 35.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 37° 01' 09" W, 63.17 feet; thence continuing along said edge, S 73° 32' 13" W, 12.82 feet; thence continuing along said edge, N 16° 27' 47" W, 34.18 feet; thence continuing along said edge, N 37° 01' 09" W, 43.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 39° 34' 50" W,

59.89 feet to the seaward edge of the existing wood timber seawalk; thence along said edge of existing seawalk, S 58° 57' 33" E, 49.99 feet; thence continuing along said edge of existing seawalk, coincidental with the landward edge of the as-constructed timber seawalk, S 37° 01' 09" E, 239.80 feet; thence continuing along said landward edge, S 42° 22' 41" E, 22.06 feet; thence continuing along said landward edge, S 28° 00' 05" E, 20.70 feet to a point on the southerly boundary line of said Lot 1A; thence leaving said landward edge along said southerly boundary line, S 58° 28' 45" W, 29.79 feet to the point of beginning and terminus of this description.

Containing in all 5,643 square feet more or less.

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 240 Main St., Suite 600, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 2A and 3A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on "Exhibit A", attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 2A, Franklin Dock Enterprises Subdivision II, Juneau Plat No. 96-71, said point also being a corner of Lot 3A, Franklin Dock Enterprises Subdivision II; thence along the southeasterly boundary line of said Lot 2A, N 27° 08' 15" E, 0.83 feet to a point on the landward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along the landward edge of the as-constructed timber seawalk S 59° 41' 14" E, 36.64 feet; thence along the edge of said timber seawalk S 30° 18' 30" W, 16.00 feet; thence continuing along said edge S 50° 51' 52" W, 8.54 feet to the corner of said as-constructed timber seawalk; thence along the seaward edge of said timber seawalk N 39° 08' 05" W, 22.78 feet; thence continuing along said edge N 60° 05' 10" W, 25.00 feet; thence continuing along said edge N 42° 43' 07" W, 18.33 feet; thence continuing along said edge S 67° 50' 15" W, 8.54 feet; thence continuing along said edge N 22° 09' 45" W, 22.78 feet, thence continuing along said edge N 42° 43' 07" W, 11.35 feet to a point on the northwesterly boundary line of said Lot 3A; thence leaving said edge, along said boundary line, N 87° 44'

45" E, 9.73 feet to a point on the southerly boundary line of said Lot 2A; thence along the westerly boundary line of said Lot 2A, N 30° 14' 15" W, 39.77 feet to a point on the landward edge of the as-constructed timber seawalk; thence along said edge of timber seawalk, S 42° 43' 07" E, 83.55 feet; thence continuing along said edge S 59° 41' 14" E, 10.87 feet to the point of beginning and terminus of this description.

Containing in all 1,901 square feet more or less.

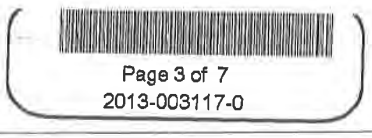
The purpose of this easement is to grant CBJ, its agents and assigns, the right to access, design, install, construct, maintain, and make improvements to a seawalk and utilities along the waterfront on Lot 1A, 2A, and 3A for public uses and purposes. This easement includes, but is not limited to, all development, modification, maintenance, repair and public use and access rights, as well as all maintenance, garbage & sanitation and emergency vehicle access rights necessary, useful, or convenient for the enjoyment of the public easement herein granted. This easement does not include the right to lease space to private vendors.

This exclusive and perpetual easement shall at all times be a continuing covenant running with the land and shall be binding upon and in favor of the successors and assigns of the respective parties hereto.

GRANTEE agrees to maintain the easement and all improvements in good and safe repair and condition and shall indemnify, defend, and hold harmless GRANTOR from and against all claims, actions, liabilities, damages, and expenses arising out of the GRANTEE'S and/or the public's use of the easement, except for that part of any claim, action, liability, damage or expense, attributable to the negligence of GRANTOR, its agents, tenants or assigns.

The GRANTOR hereby agrees not to construct or have constructed any improvements or structures on the easement, or to otherwise impede GRANTEE'S or the public's use of the easement described herein, without the consent of GRANTEE.

Effective upon execution of this Easement and until completion of the contemplated work, CBJ and its agents and contractors will have the right and license to enter upon Lots 1 and 2 for the purpose of construction/reconstruction and staging activities relating to and including, but not limited to construction of all seawalk, utility, and other related improvements. CBJ shall give 10 day notice to Franklin Dock Enterprises prior to beginning construction activities on Lot 1A, 2A and 3A. This notice shall include a work schedule as well as a site plan showing which portion of the lots shall be utilized for construction activities and which portion of Lots 1 and 2 shall be used for staging activities and storage of materials. Storage of materials shall be limited to those materials that shall be used in the short term; long term storage of materials shall not be permitted. Franklin Dock Enterprises shall approve the schedule and plan in writing prior to construction beginning. CBJ shall coordinate construction activities and usage of Lot 1A, 2A and 3A with Franklin Dock Properties to schedule all construction activities outside of the cruise ship season.



CBJ shall indemnify and hold Franklin Dock Enterprises and its officers, directors and employees harmless for, from and against any and all liability, responsibility, obligations, claims, or damages incurred or sustained by any of such parties arising from the activities of CBJ, its contractors, agents and employees, on Lot 1A, 2A and 3A.

CBJ shall pay for and execute the repair to equal or better condition of property damages incurred from driving piles or performing other construction activities on Lot 1A, 2A and 3A. These damages could include concrete or asphalt cracking or damages to other structures caused by settling or vibration as a result of construction activities. CBJ recognizes that some damages may not be visible for up to three years after construction activity ceases.

If the GRANTEE fails to commence construction of the Seawalk prior to September 30, 2015 or if the project is otherwise abandoned or completion made impossible, GRANTEE agrees to release this easement upon request of the GRANTOR.

The parties agree to comply with the terms and conditions of this easement and further agree to communicate and work together to resolve compliance concerns that may arise. GRANTOR has the right to revoke this easement if, after 90 days written notice and opportunity to cure, GRANTEE remains non-compliant with a material term and/or condition of the Easement. Unless otherwise agreed by the parties, in the event of revocation, the easement improvements may be retained by GRANTOR, upon payment to the CBJ for the fair market value of the improvements.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date and year set forth below.

GRANTEE:
CITY AND BOROUGH OF JUNEAU

By: _____

Name: Kimberly A. Kiefer

Its: City and Borough Manager

GRANTOR:
FRANKLIN DOCK ENTERPRISES, LLC

By: _____

Name: Reed Stoops

Its: Managing Member

GRANTOR ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the 18 day of April, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Reed Stoops, III, to me known to be the

identical individual(s) described in and who executed the foregoing instrument as the Managing Member, who on oath stated that s/he was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that s/he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Natalia Ridley
Notary Public in and for the State of Alaska
My Commission Expires: Sept 12, 2016

GRANTEE ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the _____ day of _____, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Kimberly Kiefer to me known to be the Manager of the City and Borough of Juneau, Alaska, a municipal corporation which executed the above and foregoing instrument, who on oath stated that she was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that she signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Veeraya R Branum
Notary Public in and for the State of Alaska
My Commission Expires: 6-15-2015

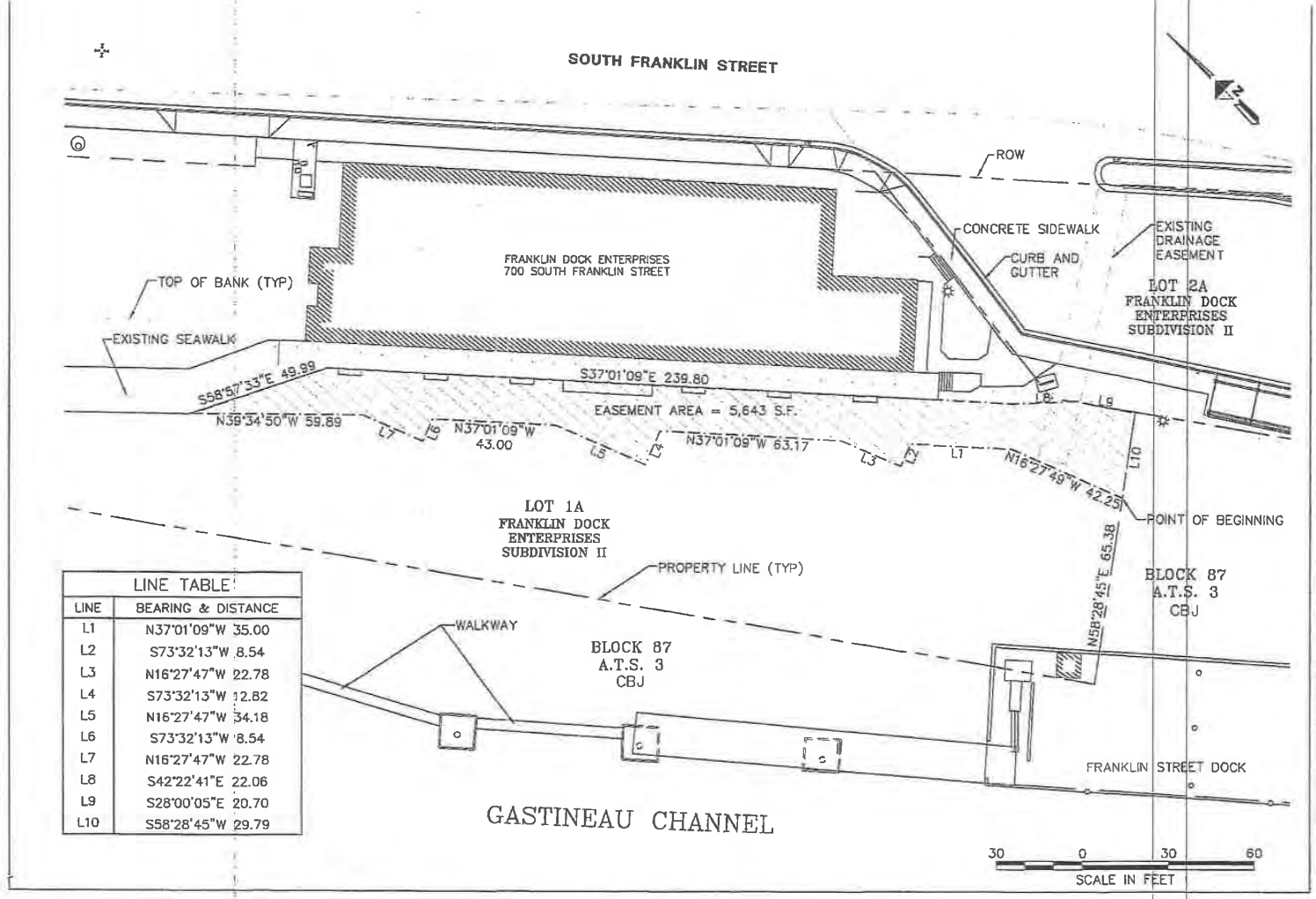
STATE OF ALASKA
OFFICIAL SEAL
Veeraya R. Branum
NOTARY PUBLIC
My Commission Expires: 6-15-2015

When recorded, Return to:

CITY AND BOROUGH OF JUNEAU
ENGINEERING DEPARTMENT
155 SOUTH SEWARD ST.
JUNEAU, AK 99801

Page 5 of 7
2013-003117-0

2013-003117-0
Page 6 of 7



LINE TABLE	
LINE	BEARING & DISTANCE
L1	N37°01'09"W 35.00
L2	S73°32'13"W 8.54
L3	N16°27'47"W 22.78
L4	S73°32'13"W 12.82
L5	N16°27'47"W 34.18
L6	S73°32'13"W 8.54
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L8	S42°22'41"E 22.06
L9	S28°00'05"E 20.70
L10	S58°28'45"W 29.79

DOWL HKM
6368 Commercial Boulevard
Juneau, AK 99801
(907) 790-4800
Fax (907) 790-4853

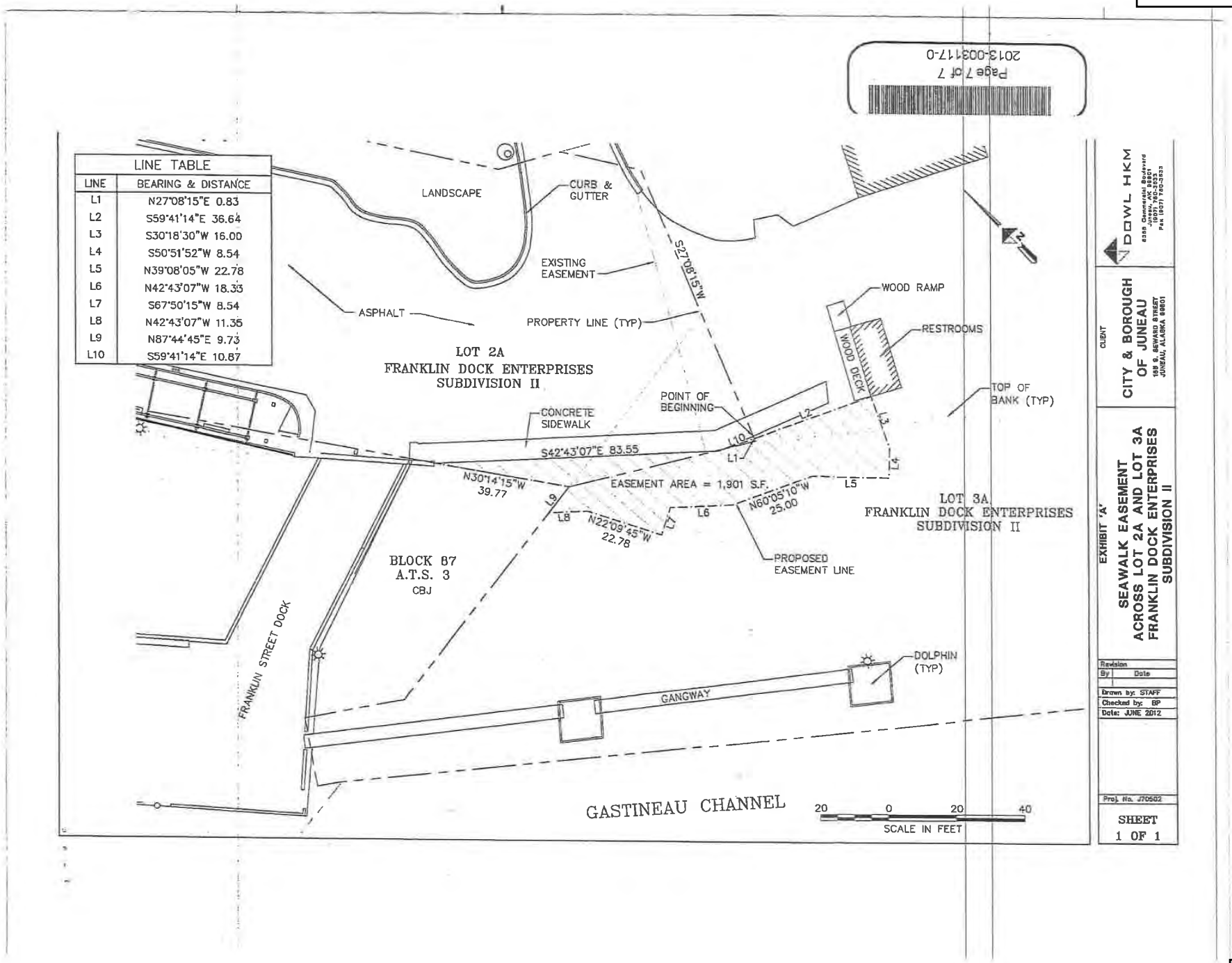
CLIENT
CITY & BOROUGH OF JUNEAU
155 S. SEWARD STREET
JUNEAU, ALASKA 99801

EXHIBIT 'A'
SEAWALK EASEMENT
ACROSS LOT 1A AND LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II

Revision	
By	Date
Drawn by: STAFF	
Checked by: BP	
Date: JUNE 2012	

Proj. No. J70502

SHEET
1 OF 1


2013-003117-0
Page 7 of 7
LINE TABLE
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L4 | S50°51'52"W 8.54
L5 | N39°08'05"W 22.78
L6 | N42°43'07"W 18.33
L7 | S67°50'15"W 8.54
L8 | N42°43'07"W 11.35
L9 | N87°44'45"E 9.73
L10 | S59°41'14"E 10.87
LANDSCAPE
CURB & GUTTER
EXISTING EASEMENT
S27°08'15"W
WOOD RAMP
RESTROOMS
WOOD DECK
ASPHALT
PROPERTY LINE (TYP)
LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
TOP OF BANK (TYP)
POINT OF BEGINNING
CONCRETE SIDEWALK
S42°43'07"E 83.55
N30°14'15"W 39.77
EASEMENT AREA = 1,901 S.F.
N60°05'10"W 25.00
N22°09'45"W 22.78
LOT 3A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
PROPOSED EASEMENT LINE
BLOCK 87
A.T.S. 3
CBJ
FRANKLIN STREET DOCK
DOLPHIN (TYP)
GANGWAY
GASTINEAU CHANNEL
20 0 20 40
SCALE IN FEET
DOWL HKM
CLIENT
CITY & BOROUGH OF JUNEAU
EXHIBIT 'A'
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ACROSS LOT 2A AND LOT 3A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
Revision
By Date
Drawn by: STAFF
Checked by: BP
Date: JUNE 2012
Proj. No. J70502
SHEET
1 OF 1

ALASKA

2013-003117-0

Recording District 101 Juneau

04/29/2013 12:36 PM Page 1 of 7

When recorded return to:
Engineering Dept.
City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

SEAWALK EASEMENT

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 350 North Franklin Street., Suite 2, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 1A and 2A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on Exhibit 'A', attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 1A, Franklin Dock Enterprises Subdivision II, Juneau Plat 96-71; thence along the southeasterly boundary line of said Lot 1A, N 58° 28' 45" E, 65.38 feet to a point on the seaward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along said edge of seawalk, N 16° 27' 49" W, 42.25 feet; thence continuing along said edge, N 37° 01' 09" W, 35.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 37° 01' 09" W, 63.17 feet; thence continuing along said edge, S 73° 32' 13" W, 12.82 feet; thence continuing along said edge, N 16° 27' 47" W, 34.18 feet; thence continuing along said edge, N 37° 01' 09" W, 43.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 39° 34' 50" W,

59.89 feet to the seaward edge of the existing wood timber seawalk; thence along said edge of existing seawalk, S 58° 57' 33" E, 49.99 feet; thence continuing along said edge of existing seawalk, coincidental with the landward edge of the as-constructed timber seawalk, S 37° 01' 09" E, 239.80 feet; thence continuing along said landward edge, S 42° 22' 41" E, 22.06 feet; thence continuing along said landward edge, S 28° 00' 05" E, 20.70 feet to a point on the southerly boundary line of said Lot 1A; thence leaving said landward edge along said southerly boundary line, S 58° 28' 45" W, 29.79 feet to the point of beginning and terminus of this description.

Containing in all 5,643 square feet more or less.

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 240 Main St., Suite 600, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 2A and 3A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on "Exhibit A", attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 2A, Franklin Dock Enterprises Subdivision II, Juneau Plat No. 96-71, said point also being a corner of Lot 3A, Franklin Dock Enterprises Subdivision II; thence along the southeasterly boundary line of said Lot 2A, N 27° 08' 15" E, 0.83 feet to a point on the landward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along the landward edge of the as-constructed timber seawalk S 59° 41' 14" E, 36.64 feet; thence along the edge of said timber seawalk S 30° 18' 30" W, 16.00 feet; thence continuing along said edge S 50° 51' 52" W, 8.54 feet to the corner of said as-constructed timber seawalk; thence along the seaward edge of said timber seawalk N 39° 08' 05" W, 22.78 feet; thence continuing along said edge N 60° 05' 10" W, 25.00 feet; thence continuing along said edge N 42° 43' 07" W, 18.33 feet; thence continuing along said edge S 67° 50' 15" W, 8.54 feet; thence continuing along said edge N 22° 09' 45" W, 22.78 feet, thence continuing along said edge N 42° 43' 07" W, 11.35 feet to a point on the northwesterly boundary line of said Lot 3A; thence leaving said edge, along said boundary line, N 87° 44'

45" E, 9.73 feet to a point on the southerly boundary line of said Lot 2A; thence along the westerly boundary line of said Lot 2A, N 30° 14' 15" W, 39.77 feet to a point on the landward edge of the as-constructed timber seawalk; thence along said edge of timber seawalk, S 42° 43' 07" E, 83.55 feet; thence continuing along said edge S 59° 41' 14" E, 10.87 feet to the point of beginning and terminus of this description.

Containing in all 1,901 square feet more or less.

The purpose of this easement is to grant CBJ, its agents and assigns, the right to access, design, install, construct, maintain, and make improvements to a seawalk and utilities along the waterfront on Lot 1A, 2A, and 3A for public uses and purposes. This easement includes, but is not limited to, all development, modification, maintenance, repair and public use and access rights, as well as all maintenance, garbage & sanitation and emergency vehicle access rights necessary, useful, or convenient for the enjoyment of the public easement herein granted. This easement does not include the right to lease space to private vendors.

This exclusive and perpetual easement shall at all times be a continuing covenant running with the land and shall be binding upon and in favor of the successors and assigns of the respective parties hereto.

GRANTEE agrees to maintain the easement and all improvements in good and safe repair and condition and shall indemnify, defend, and hold harmless GRANTOR from and against all claims, actions, liabilities, damages, and expenses arising out of the GRANTEE'S and/or the public's use of the easement, except for that part of any claim, action, liability, damage or expense, attributable to the negligence of GRANTOR, its agents, tenants or assigns.

The GRANTOR hereby agrees not to construct or have constructed any improvements or structures on the easement, or to otherwise impede GRANTEE'S or the public's use of the easement described herein, without the consent of GRANTEE.

Effective upon execution of this Easement and until completion of the contemplated work, CBJ and its agents and contractors will have the right and license to enter upon Lots 1 and 2 for the purpose of construction/reconstruction and staging activities relating to and including, but not limited to construction of all seawalk, utility, and other related improvements. CBJ shall give 10 day notice to Franklin Dock Enterprises prior to beginning construction activities on Lot 1A, 2A and 3A. This notice shall include a work schedule as well as a site plan showing which portion of the lots shall be utilized for construction activities and which portion of Lots 1 and 2 shall be used for staging activities and storage of materials. Storage of materials shall be limited to those materials that shall be used in the short term; long term storage of materials shall not be permitted. Franklin Dock Enterprises shall approve the schedule and plan in writing prior to construction beginning. CBJ shall coordinate construction activities and usage of Lot 1A, 2A and 3A with Franklin Dock Properties to schedule all construction activities outside of the cruise ship season.

CBJ shall indemnify and hold Franklin Dock Enterprises and its officers, directors and employees harmless for, from and against any and all liability, responsibility, obligations, claims, or damages incurred or sustained by any of such parties arising from the activities of CBJ, its contractors, agents and employees, on Lot 1A, 2A and 3A.

CBJ shall pay for and execute the repair to equal or better condition of property damages incurred from driving piles or performing other construction activities on Lot 1A, 2A and 3A. These damages could include concrete or asphalt cracking or damages to other structures caused by settling or vibration as a result of construction activities. CBJ recognizes that some damages may not be visible for up to three years after construction activity ceases.

If the GRANTEE fails to commence construction of the Seawalk prior to September 30, 2015 or if the project is otherwise abandoned or completion made impossible, GRANTEE agrees to release this easement upon request of the GRANTOR.

The parties agree to comply with the terms and conditions of this easement and further agree to communicate and work together to resolve compliance concerns that may arise. GRANTOR has the right to revoke this easement if, after 90 days written notice and opportunity to cure, GRANTEE remains non-compliant with a material term and/or condition of the Easement. Unless otherwise agreed by the parties, in the event of revocation, the easement improvements may be retained by GRANTOR, upon payment to the CBJ for the fair market value of the improvements.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date and year set forth below.

GRANTEE:
CITY AND BOROUGH OF JUNEAU

By: _____

Name: Kimberly A. Kiefer

Its: City and Borough Manager

GRANTOR:
FRANKLIN DOCK ENTERPRISES, LLC

By: _____

Name: Reed Stoops

Its: Managing Member

GRANTOR ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the 18 day of April, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Reed Stoops, III, to me known to be the

Page 4 of 7
2013-003117-0

identical individual(s) described in and who executed the foregoing instrument as the Managing Member, who on oath stated that s/he was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that s/he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Natalia Kilday
Notary Public in and for the State of Alaska
My Commission Expires: June 12, 2016

GRANTEE ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the _____ day of _____, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Kimberly Kiefer to me known to be the Manager of the City and Borough of Juneau, Alaska, a municipal corporation which executed the above and foregoing instrument, who on oath stated that she was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that she signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Veeraya R Branum
Notary Public in and for the State of Alaska
My Commission Expires: 10-15-2015

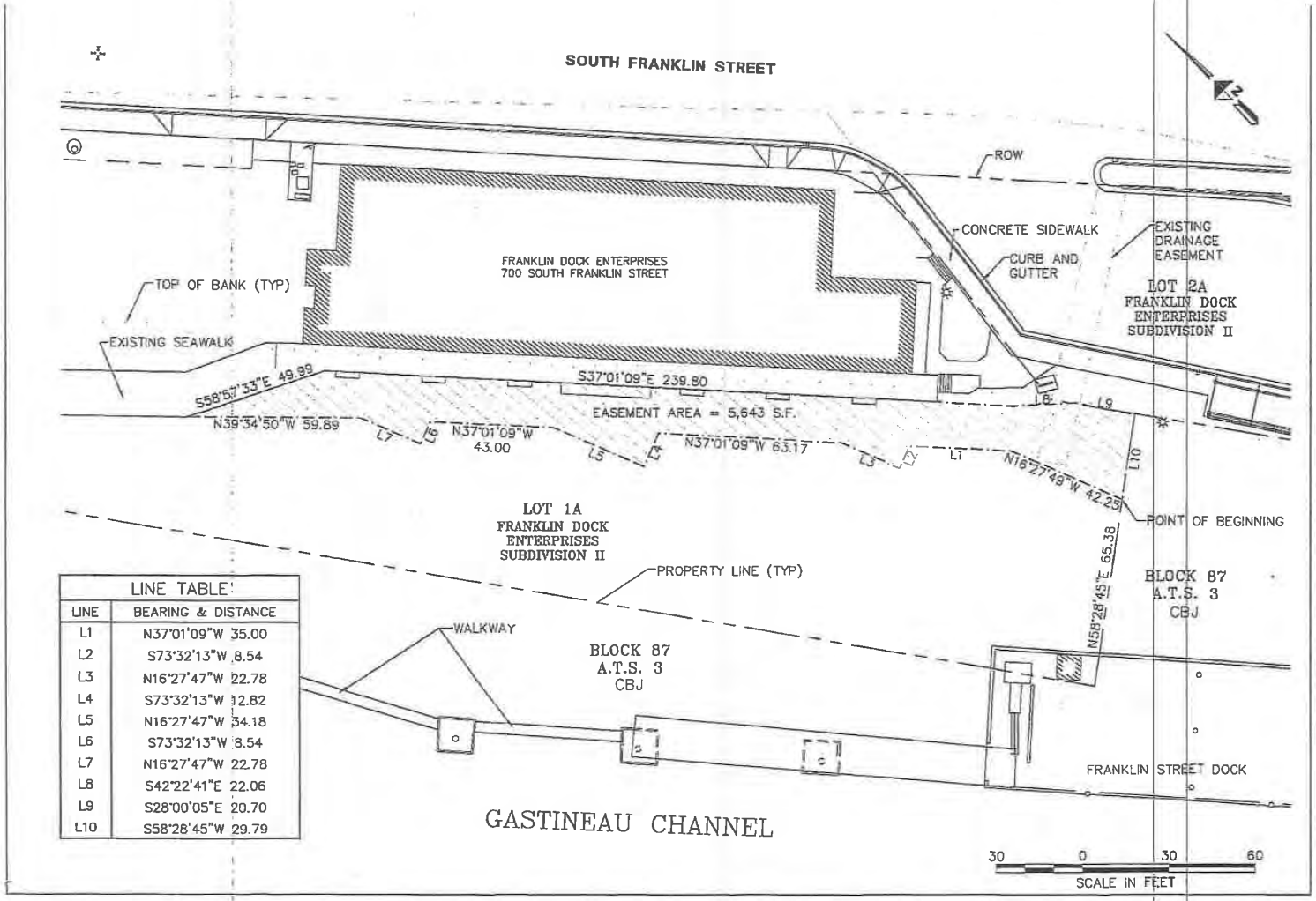
STATE OF ALASKA
OFFICIAL SEAL
Veeraya R. Branum
NOTARY PUBLIC
My Commission Expires: 10-15-2015

When Recorded, Return to:

CITY AND BOROUGH OF JUNEAU
ENGINEERING DEPARTMENT
155 SOUTH SEWARD ST.
JUNEAU, AK 99801

Page 5 of 7
2013-003117-0

2013-003117-0
Page 6 of 7



LINE TABLE	
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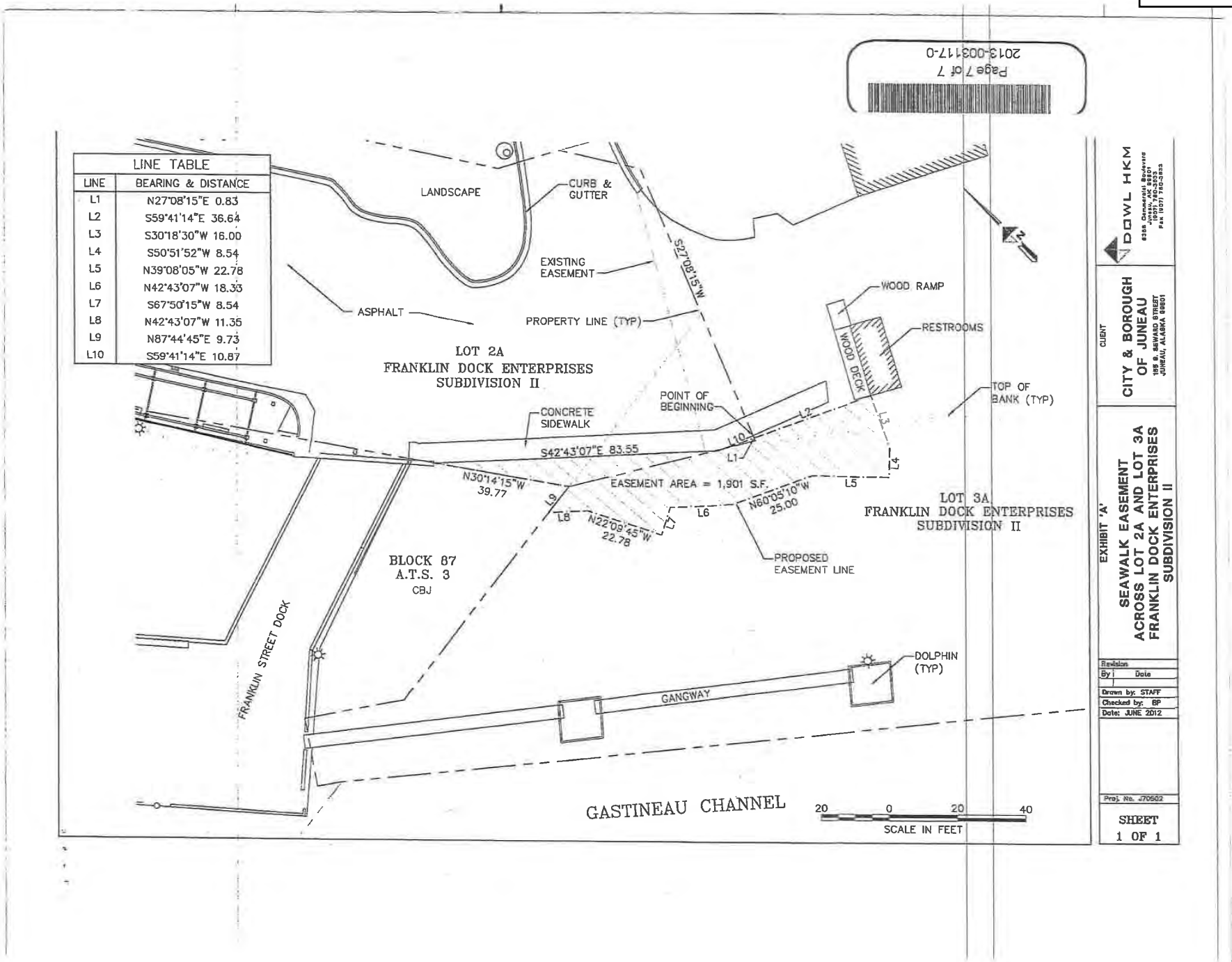
DOWL HKM
8300 Commercial Boulevard
Juneau, AK 99801
(907) 790-4800
Fax (907) 790-4853

CLIENT
CITY & BOROUGH OF JUNEAU
155 S. SEWARD STREET
JUNEAU, ALASKA 99801

EXHIBIT 'A'
SEAWALK EASEMENT
ACROSS LOT 1A AND LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II

Revision	
By	Date
Drawn by: STAFF	
Checked by: BP	
Date: JUNE 2012	
Proj. No. J70502	

SHEET
1 OF 1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Page 7 of 7
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EXISTING EASEMENT
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TOP OF BANK (TYP)
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SUBDIVISION II
PROPOSED EASEMENT LINE
BLOCK 87
A.T.S. 3
CBJ
FRANKLIN STREET DOCK
DOLPHIN (TYP)
GANGWAY
GASTINEAU CHANNEL
20 0 20 40
SCALE IN FEET
DOWL HKM
CLIENT
CITY & BOROUGH OF JUNEAU
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SHEET
1 OF 1

When recorded return to:

City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

SEAWALK EASEMENT

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 350 North Franklin Street., Suite 2, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 1A and 2A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on Exhibit 'A', attached hereto, and more particularly described as follows:

> Commencing at the most south corner of Lot 1A, Franklin Dock Enterprises Subdivision II, Juneau Plat 96-71; thence along the southeasterly boundary line of said Lot 1A, N 58° 28' 45" E, 65.38 feet to a point on the seaward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along said edge of seawalk, N 16° 27' 49" W, 42.25 feet; thence continuing along said edge, N 37° 01' 09" W, 35.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 37° 01' 09" W, 63.17 feet; thence continuing along said edge, S 73° 32' 13" W, 12.82 feet; thence continuing along said edge, N 16° 27' 47" W, 34.18 feet; thence continuing along said edge, N 37° 01' 09" W, 43.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 39° 34' 50" W,

59.89 feet to the seaward edge of the existing wood timber seawalk; thence along said edge of existing seawalk, S 58° 57' 33" E, 49.99 feet; thence continuing along said edge of existing seawalk, coincidental with the landward edge of the as-constructed timber seawalk, S 37° 01' 09" E, 239.80 feet; thence continuing along said landward edge, S 42° 22' 41" E, 22.06 feet; thence continuing along said landward edge, S 28° 00' 05" E, 20.70 feet to a point on the southerly boundary line of said Lot 1A; thence leaving said landward edge along said southerly boundary line, S 58° 28' 45" W, 29.79 feet to the point of beginning and terminus of this description.

Containing in all 5,643 square feet more or less.

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 240 Main St., Suite 600, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 2A and 3A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on "Exhibit A", attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 2A, Franklin Dock Enterprises Subdivision II, Juneau Plat No. 96-71, said point also being a corner of Lot 3A, Franklin Dock Enterprises Subdivision II; thence along the southeasterly boundary line of said Lot 2A, N 27° 08' 15" E, 0.83 feet to a point on the landward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along the landward edge of the as-constructed timber seawalk S 59° 41' 14" E, 36.64 feet; thence along the edge of said timber seawalk S 30° 18' 30" W, 16.00 feet; thence continuing along said edge S 50° 51' 52" W, 8.54 feet to the corner of said as-constructed timber seawalk; thence along the seaward edge of said timber seawalk N 39° 08' 05" W, 22.78 feet; thence continuing along said edge N 60° 05' 10" W, 25.00 feet; thence continuing along said edge N 42° 43' 07" W, 18.33 feet; thence continuing along said edge S 67° 50' 15" W, 8.54 feet; thence continuing along said edge N 22° 09' 45" W, 22.78 feet, thence continuing along said edge N 42° 43' 07" W, 11.35 feet to a point on the northwesterly boundary line of said Lot 3A; thence leaving said edge, along said boundary line, N 87° 44'

45" E, 9.73 feet to a point on the southerly boundary line of said Lot 2A; thence along the westerly boundary line of said Lot 2A, N 30° 14' 15" W, 39.77 feet to a point on the landward edge of the as-constructed timber seawalk; thence along said edge of timber seawalk, S 42° 43' 07" E, 83.55 feet; thence continuing along said edge S 59° 41' 14" E, 10.87 feet to the point of beginning and terminus of this description.

Containing in all 1,901 square feet more or less.

The purpose of this easement is to grant CBJ, its agents and assigns, the right to access, design, install, construct, maintain, and make improvements to a seawalk and utilities along the waterfront on Lot 1A, 2A, and 3A for public uses and purposes. This easement includes, but is not limited to, all development, modification, maintenance, repair and public use and access rights, as well as all maintenance, garbage & sanitation and emergency vehicle access rights necessary, useful, or convenient for the enjoyment of the public easement herein granted. This easement does not include the right to lease space to private vendors.

This exclusive and perpetual easement shall at all times be a continuing covenant running with the land and shall be binding upon and in favor of the successors and assigns of the respective parties hereto.

GRANTEE agrees to maintain the easement and all improvements in good and safe repair and condition and shall indemnify, defend, and hold harmless GRANTOR from and against all claims, actions, liabilities, damages, and expenses arising out of the GRANTEE'S and/or the public's use of the easement, except for that part of any claim, action, liability, damage or expense, attributable to the negligence of GRANTOR, its agents, tenants or assigns.

The GRANTOR hereby agrees not to construct or have constructed any improvements or structures on the easement, or to otherwise impede GRANTEE'S or the public's use of the easement described herein, without the consent of GRANTEE.

Effective upon execution of this Easement and until completion of the contemplated work, CBJ and its agents and contractors will have the right and license to enter upon Lots 1 and 2 for the purpose of construction/reconstruction and staging activities relating to and including, but not limited to construction of all seawalk, utility, and other related improvements. CBJ shall give 10 day notice to Franklin Dock Enterprises prior to beginning construction activities on Lot 1A, 2A and 3A. This notice shall include a work schedule as well as a site plan showing which portion of the lots shall be utilized for construction activities and which portion of Lots 1 and 2 shall be used for staging activities and storage of materials. Storage of materials shall be limited to those materials that shall be used in the short term; long term storage of materials shall not be permitted. Franklin Dock Enterprises shall approve the schedule and plan in writing prior to construction beginning. CBJ shall coordinate construction activities and usage of Lot 1A, 2A and 3A with Franklin Dock Properties to schedule all construction activities outside of the cruise ship season.

CBJ shall indemnify and hold Franklin Dock Enterprises and its officers, directors and employees harmless for, from and against any and all liability, responsibility, obligations, claims, or damages incurred or sustained by any of such parties arising from the activities of CBJ, its contractors, agents and employees, on Lot 1A, 2A and 3A.

CBJ shall pay for and execute the repair to equal or better condition of property damages incurred from driving piles or performing other construction activities on Lot 1A, 2A and 3A. These damages could include concrete or asphalt cracking or damages to other structures caused by settling or vibration as a result of construction activities. CBJ recognizes that some damages may not be visible for up to three years after construction activity ceases.

If the GRANTEE fails to commence construction of the Seawalk prior to September 30, 2015 or if the project is otherwise abandoned or completion made impossible, GRANTEE agrees to release this easement upon request of the GRANTOR.

The parties agree to comply with the terms and conditions of this easement and further agree to communicate and work together to resolve compliance concerns that may arise. GRANTOR has the right to revoke this easement if, after 90 days written notice and opportunity to cure, GRANTEE remains non-compliant with a material term and/or condition of the Easement. Unless otherwise agreed by the parties, in the event of revocation, the easement improvements may be retained by GRANTOR, upon payment to the CBJ for the fair market value of the improvements.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date and year set forth below.

GRANTEE:
CITY AND BOROUGH OF JUNEAU

By: _____

Name: Kimberly A. Kiefer

Its: City and Borough Manager

GRANTOR:
FRANKLIN DOCK ENTERPRISES, LLC

By: _____

Name: Reed Stoops

Its: Managing Member

GRANTOR ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the 18 day of April, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Reed Stoops, III, to me known to be the

identical individual(s) described in and who executed the foregoing instrument as the Managing Member, who on oath stated that s/he was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that s/he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Natalia Kilday
Notary Public in and for the State of Alaska
My Commission Expires: June 12, 2016

GRANTEE ACKNOWLEDGMENT

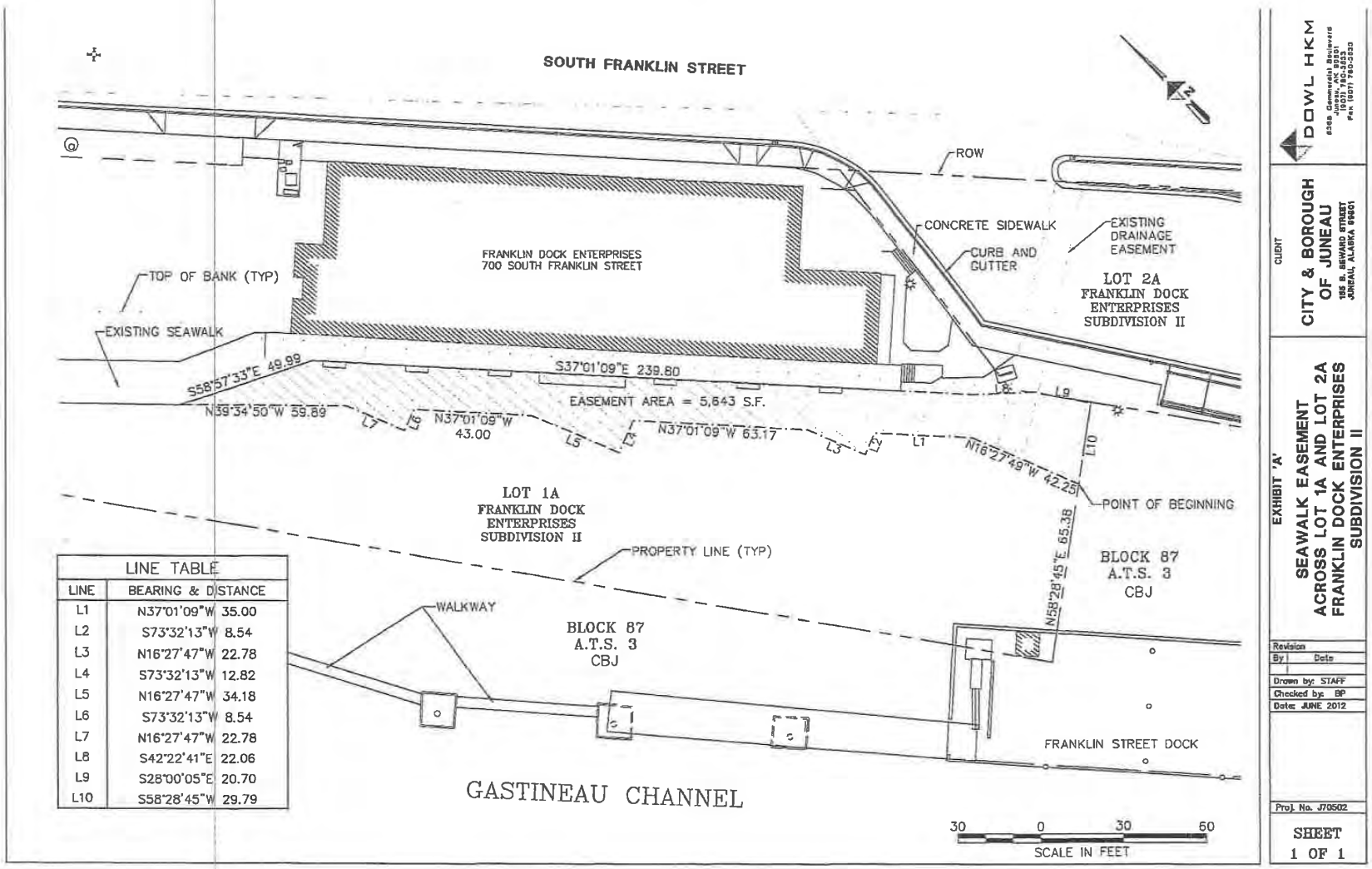
STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the _____ day of _____, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Kimberly Kiefer to me known to be the Manager of the City and Borough of Juneau, Alaska, a municipal corporation which executed the above and foregoing instrument, who on oath stated that she was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that she signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Veeraya R Branum
Notary Public in and for the State of Alaska
My Commission Expires: 6-15-2015

STATE OF ALASKA
OFFICIAL SEAL
Veeraya R. Branum
NOTARY PUBLIC
My Commission Expires: 6-15-2015



LINE TABLE	
LINE	BEARING & DISTANCE
L1	N37°01'09"W 35.00
L2	S73°32'13"W 8.54
L3	N16°27'47"W 22.78
L4	S73°32'13"W 12.82
L5	N16°27'47"W 34.18
L6	S73°32'13"W 8.54
L7	N16°27'47"W 22.78
L8	S42°22'41"E 22.06
L9	S28°00'05"E 20.70
L10	S58°28'45"W 29.79

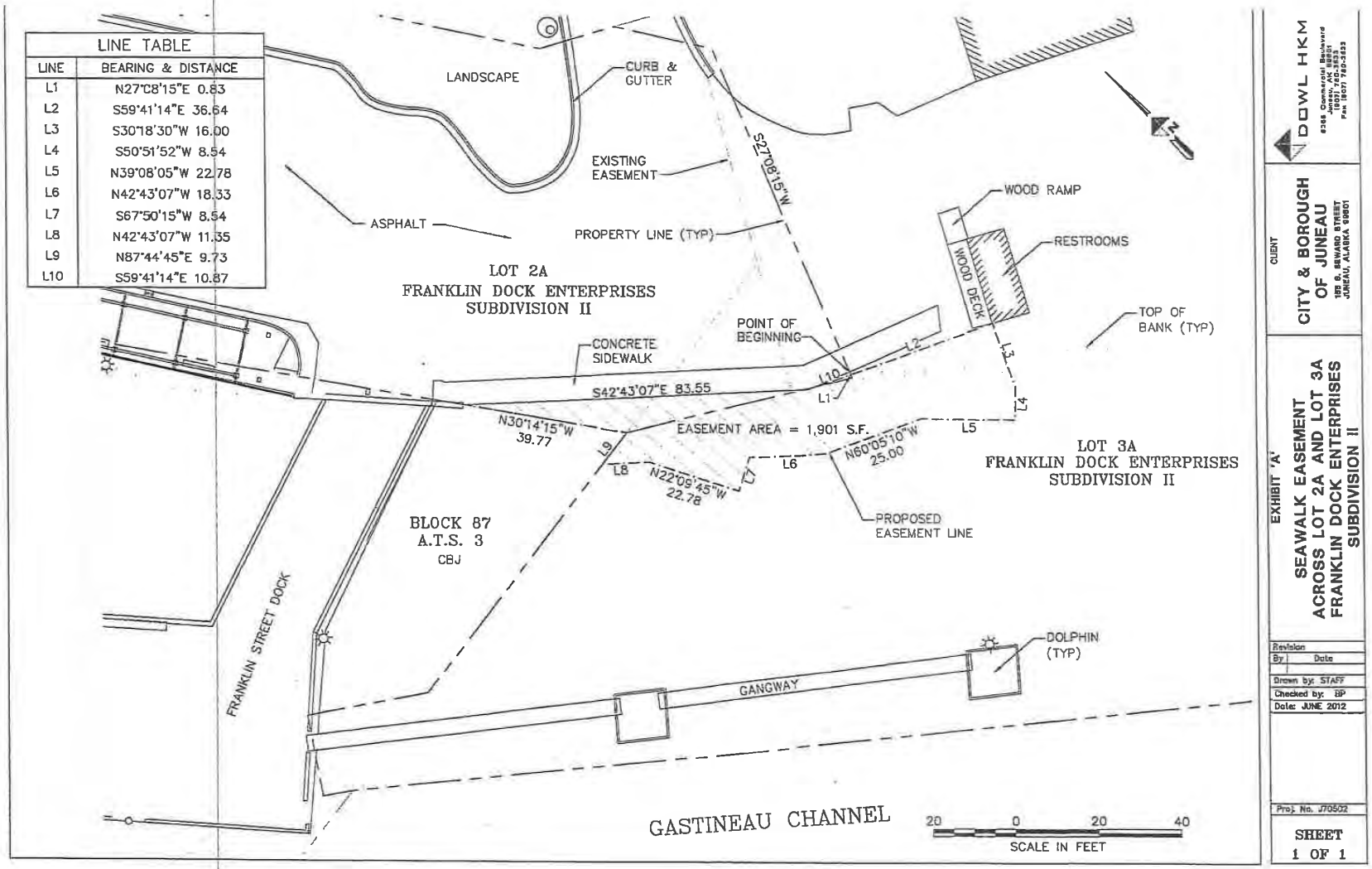
DOWL HKM
6360 Commercial Boulevard
Juneau, AK 99801
(907) 790-3333
Fax (907) 790-3330

CLIENT
CITY & BOROUGH OF JUNEAU
155 S. SEWARD STREET
JUNEAU, ALASKA 99801

EXHIBIT 'A'
SEAWALK EASEMENT
ACROSS LOT 1A AND LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II

Revision	
By	Date
Drawn by: STAFF	
Checked by: BP	
Date: JUNE 2012	
Proj. No. J70502	

SHEET
1 OF 1

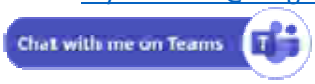

LINE TABLE
LINE | BEARING & DISTANCE
L1 | N27°08'15"E 0.83
L2 | S59°41'14"E 36.64
L3 | S30°18'30"W 16.00
L4 | S50°51'52"W 8.54
L5 | N39°08'05"W 22.78
L6 | N42°43'07"W 18.33
L7 | S67°50'15"W 8.54
L8 | N42°43'07"W 11.35
L9 | N87°44'45"E 9.73
L10 | S59°41'14"E 10.87
LANDSCAPE
CURB & GUTTER
EXISTING EASEMENT
S27°08'15"W
WOOD RAMP
RESTROOMS
WOOD DECK
ASPHALT
PROPERTY LINE (TYP)
LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
TOP OF BANK (TYP)
POINT OF BEGINNING
CONCRETE SIDEWALK
S42°43'07"E 83.55
N30°14'15"W 39.77
EASEMENT AREA = 1,901 S.F.
N60°05'10"W 25.00
N22°09'45"W 22.78
LOT 3A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
BLOCK 87
A.T.S. 3
CBJ
PROPOSED EASEMENT LINE
FRANKLIN STREET DOCK
DOLPHIN (TYP)
GANGWAY
GASTINEAU CHANNEL
20 0 20 40
SCALE IN FEET
DOWL HKM
CLIENT
CITY & BOROUGH OF JUNEAU
155 S. SEWARD STREET
JUNEAU, ALASKA 99801
EXHIBIT 'A'
SEAWALK EASEMENT
ACROSS LOT 2A AND LOT 3A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II
Revision
By | Date
Drawn by: STAFF
Checked by: BP
Date: JUNE 2012
Proj. No. J70502
SHEET
1 OF 1

Irene Gallion

From: Menze, Jay T CIV USCG CEU JUNEAU-ASSET L (USA) <Jay.T.Menze@uscg.mil>
Sent: Wednesday, June 21, 2023 7:16 PM
To: Irene Gallion
Subject: RE: [URL Verdict: Neutral][Non-DoD Source] USE23-03: Huna Totem Cruise Facility - per your query

Thanks for taking the time to talk with me.

v/r
Jay Menze, MAT4, USCG, Ret.
D14 & D17
Real Property Accountability Specialist (RPAS)
CEU Juneau
P: 907-463-2409
C: 907-209-3980
Email: Jay.T.Menze@uscg.mil



From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 21, 2023 3:54 PM
To: Menze, Jay T CIV USCG CEU JUNEAU-ASSET L (USA) <Jay.T.Menze@uscg.mil>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: [URL Verdict: Neutral][Non-DoD Source] USE23-03: Huna Totem Cruise Facility - per your query

Hi Jay,

Thank you for the call.

You had expressed concerns that the proposed cruise ship dock would impede Coast Guard operations, particularly regarding the Coast Guard mooring dolphin. You also advised that the Coat Guard will be accepting responsibility for NOAA lands to the east and will accommodate any federal ship.

I'm sending you the latest application materials.

Please advise of:

- The location of your mooring dolphin.
- The depth and width of area you'd need to operate effectively at your dock.

Note that the Planning Commission is not technically expert on maritime design, but can establish conditions for CBJ-held tidelands that could mitigate impacts on Coat Guard operations. There are two ways to present your information that would be helpful:

- In layman's terms, so that members of the public, the Commission and Assembly have an idea of the request.
- In technical terms, so constraints can be passed on to the Applicant and their engineers.

The documents I'm attaching are larger than the system allows, so I'll be sending you a ZendTo to pick them up. There will be a two week deadline on picking up the documents. If you miss it, let me know and I'll resend. Note: Please check your junk file!

You can also find initial documents at the project web site: https://juneau.org/community-development/short-term-projects Scroll down to case number USE2023 0003. The documents I'm e mailing you have been revised from those on the web site, but the site has not yet been updated.

Note that Coast Guard comments will need to be received by **noon on July 7th** to be considered by the Commission at their July 11th meeting.

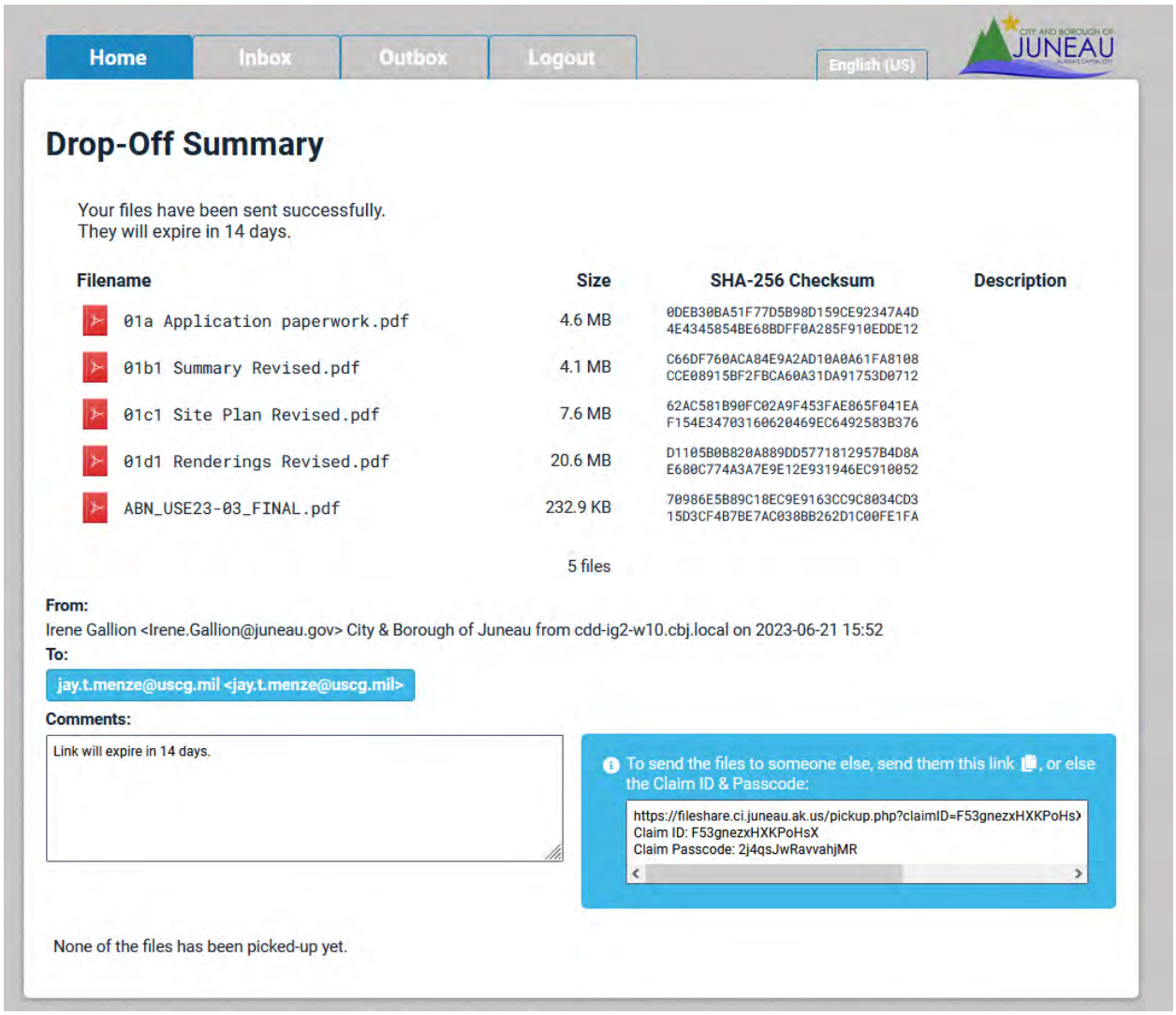
As we discussed, after the Conditional Use Permit application will be the Tidelands Lease process run through CBJ Lands and decided by the Assembly.

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 x4130

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing



Home | Inbox | Outbox | Logout | English (US)

CITY AND BOROUGH OF JUNEAU

Drop-Off Summary

Your files have been sent successfully.
They will expire in 14 days.

Filename	Size	SHA-256 Checksum	Description
01a Application paperwork.pdf	4.6 MB	0DEB30BA51F77D5B98D159CE92347A4D4E4345854BE68BDFF0A285F910EDDE12	
01b1 Summary Revised.pdf	4.1 MB	C66DF760ACA84E9A2AD10A0A61FA8108CCE08915BF2FBCA60A31DA91753D0712	
01c1 Site Plan Revised.pdf	7.6 MB	62AC581B90FC02A9F453FAE865F041EAF154E34703160620469EC6492583B376	
01d1 Renderings Revised.pdf	20.6 MB	D1105B0B820A889DD5771812957B4D8AE680C774A3A7E9E12E931946EC910052	
ABN_USE23-03_FINAL.pdf	232.9 KB	70986E5B89C18EC9E9163CC9C8034CD315D3CF4B7BE7AC038BB262D1C00FE1FA	

5 files

From:
Irene Gallion <Irene.Gallion@juneau.gov> City & Borough of Juneau from cdd-ig2-w10.cbj.local on 2023-06-21 15:52

To:
jay.t.menze@uscg.mil <jay.t.menze@uscg.mil>

Comments:
Link will expire in 14 days.

To send the files to someone else, send them this link, or else the Claim ID & Passcode:

https://fileshare.ci.juneau.ak.us/pickup.php?claimID=F53gnezxHXKPoHsX
Claim ID: F53gnezxHXKPoHsX
Claim Passcode: 2j4qsJwRavvahjMR

None of the files has been picked-up yet.

Irene Gallion

From: Irene Gallion
Sent: Monday, June 26, 2023 3:40 PM
To: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA)
Cc: Sprenger, Paul A CIV USCG D17 (USA); randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA); Meek, Moira H LT USCG CGC LIBERTY (USA); Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA); Irene Gallion
Subject: RE: USE23-03: Subport Development - agency comments

Hello CBR Torba,

Below are initial responses to your concerns. Please advise if you have any concerns or additions.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

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From: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Sent: Friday, June 23, 2023 10:17 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>; Meek, Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>; Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA) <Mitchell.P.Schumacher@uscg.mil>
Subject: RE: USE23-03: Subport Development - agency comments

Good Afternoon Ms. Gallion,

I'll be your USCG POC for agency reviews going forward. Below are our comments:

- Concerning increased traffic on Whittier Street: STA Juneau needs to maintain unimpeded access to the pier. STA Juneau regularly transports crews and boats on the road system from downtown to Auke Bay for operations. CBJ requires rights-of-way remain clear for movement of pedestrians and vehicles. If the right-of-way will be blocked or used for other purposes, a ROW Permit will be required.

- Concerning on-street parking along Whittier Street: STA Juneau and the Buoy Deck utilize that public [illegible] overflow. Should it get repurposed, there will be an impact on Coast Guard use, along with patrons of the Buoy Deck restaurant/bar. Unless waivered or within the No Parking Required Area, property owners are expected to maintain adequate parking for their uses on their property. CBJ does not allow back-out parking onto rights-of-way for commercial uses. The Applicant has not included the Whittier Street spaces in their parking calculations, and showed them conceptually.
- Concerning significant increase to pedestrian traffic along Whittier Street: based on the projections and conceptual design, STA Juneau's security posture will require an upgraded stance, which will incur costs to the USCG. This note is not a request for funding, it is solely provided for awareness of the impact. If CBJ can facilitate reasonable accommodation through permitting or design please open that conversation with me, and I'll get you to the right Department depending on the proposal.
- Page 36 Existing Site Plan shows Huna Totem property line extended onto USCG property. We suspect they show it that way due to a 35' revocable permit that was previously in place with the State of Alaska when our wharf extended to the mooring dolphin and the State had a building located roughly where Tracy's Crab Shack is now. The permit was so they could access their building. Upon demolition of the building and transfer of the property to the Mental Health Trust the permit was dissolved. This information was passed to Fred Parady at Huna Totem on 11/15/2022. Pages 37-39 appear to have their planned seawalk partially on USCG property which is not allowable. I reached out to the applicant on this concern. No element of the development will extend into Coast Guard property. They are aware of the expired 35-foot easement. They are anticipating some supplemental survey that will clean up the drawings during design.
- According to our records, we own the bulkhead that runs along their property and our dock; what measures will be taken to ensure Huna Totem's planned construction does not compromise our bulkhead? If the bulkhead extends onto Applicant property, they will work with you regarding the encroachment. They anticipate that, if there are encroachments, they are very minor. They do not anticipate excavation work near your bulkhead, and will design their work to protect existing USCG structures.

Please don't hesitate to contact me with any questions or concerns. I look forward to working with you on this effort.

Respectfully,

CDR Tracey Torba, PE, PMP
Commanding Officer
U.S. Coast Guard Civil Engineering Unit Juneau
709 West Ninth Street | Juneau, AK| 99801
O: 907-463-2412| M: 907-463-2412
Chat on MS Teams
Call me on MS Teams

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, May 30, 2023 10:02 AM
To: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Subject: [URL Verdict: Neutral][Non-DoD Source] USE23-03: Subport Development - agency comments

Hello all,

Attached are revised application materials for proposed development of a cruise ship dock and associated uplands infrastructure. You can find additional information at our web site: https://juneau.org/community-development/short-term-projects

The Conditional Use Permit hearing has been scheduled for July 11, 2023.

Please have comments to CBJ by **June 26, 2023** for inclusion in the staff report. Comments received between June 26, 2023 and July 7, 2023 at noon will be forwarded directly to the Planning Commission. Comments received after July 7, 2023 at noon cannot be accepted.

Note that the purpose of the Planning Commission hearing and Conditional Use Permit process is to assure the project meets local codes and complies with local plans. We recognize that this project will still require permits from other local, state and federal agencies.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Monday, June 26, 2023 12:37 PM
To: Irene Gallion; Fred Parady
Subject: Re: USE23-03: Coast Guard comment

Hi Irene-

I think this graphic problem was caused by some inaccuracies in our site survey information at this corner. We have pretty good survey work from PND that was done for NCL in 2021, but we understand this will need to be supplemented and we have a proposal from PND for that work.

Our response to the USCG is that we intend to extend the Seawalk between our building and the USCG property to the property line, but not over it. We understand that the old 35' easement has been revoked, and we were not intending to use it. If the existing USCG dock facilities extend off their property and encroach onto ours, then we will work with them to resolve the issue, but we think any encroachments are very minor. Our building starts a minimum of 16' back from property line, so there will not be major excavation work near the USCG bulkhead. We will design our work to protect any existing USCG structures.

Thanks,
C

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 9:24 AM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: Coast Guard comment

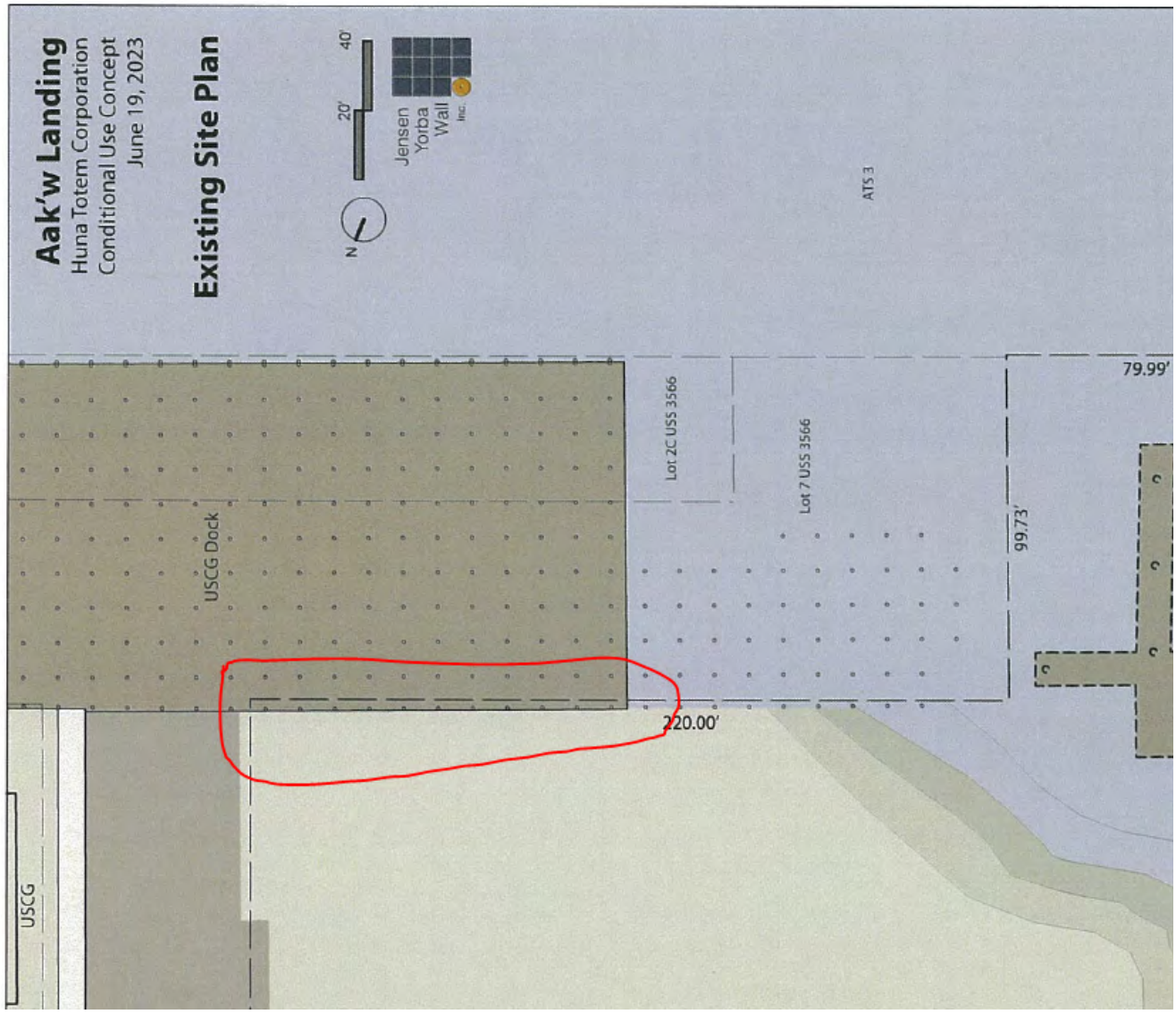
Hi Fred and Corey,

Hoping to get the staff report wrapped up today for Admin, hoping to get a quick response on these issues if able. Thanks!

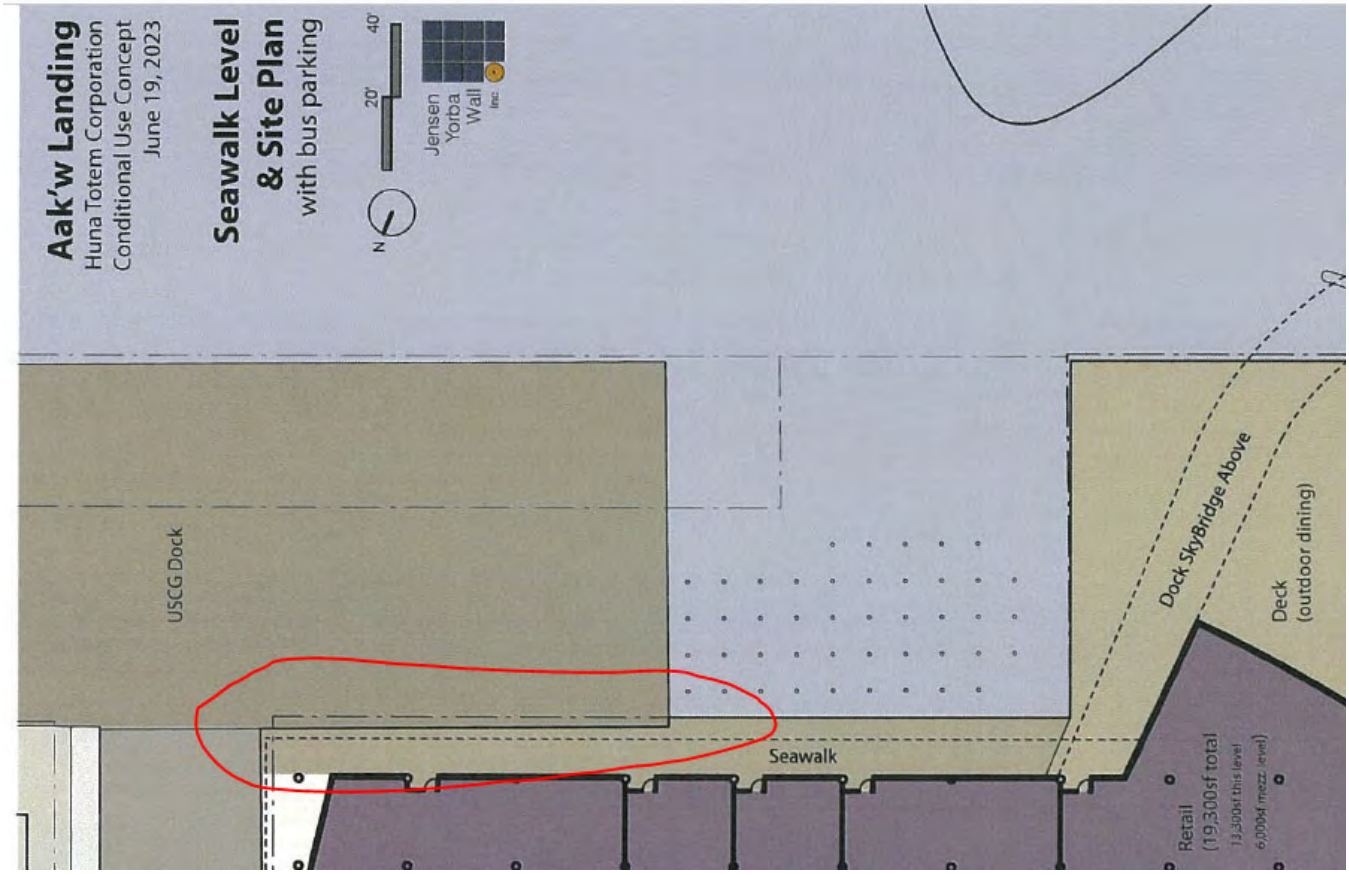
I received this comment from the Coast Guard:

- Page 36 Existing Site Plan shows Huna Totem property line extended onto USCG property. We suspect they show it that way due to a 35' revocable permit that was previously in place with the State of Alaska when our wharf extended to the mooring dolphin and the State had a building located roughly where Tracy's Crab Shack is now. The permit was so they could access their building. Upon demolition of the building and transfer of the property to the Mental Health Trust the permit was dissolved. This information was passed to Fred Parady at Huna Totem on 11/15/2022. Pages 37-39 appear to have their planned seawalk partially on USCG property which is not allowable.

I think they mean the area below:



When I look at subsequent drawings, based on color, it looks like development of the seawalk does not extend onto Coast Guard property. Is that correct? I remember Mickey talking about this at one of our meetings, so I think you are aware and designing appropriately, but wanted to double check.



Also, they say,

- According to our records, we own the bulkhead that runs along their property and our dock; what measures will be taken to ensure Huna Totem's planned construction does not compromise our bulkhead?

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 x4130

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, June 26, 2023 2:01 PM
To: Irene Gallion
Cc: Schuler, Michael K (DOT); Purves, Nathan A (DOT); Thater, Steven P (DOT)
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Irene,

The outcome of a very productive meeting between the Department, DOWL, Huna Totem and Jensen Yorba Wall this morning culminated in the following adjustments to the previously provided feedback on the review of the subject TIA. Hopefully this is not too late, but please submit this as DOT&PF's comments on the TIA.

The review of the provided TIA for the proposed development garnered the following feedback from the respective sections within the Department.

Planning: No objections from Planning. The assumed no build growth rate seems high at 2%; however, I note it was confirmed by DOT&PF. As well, mitigation is included for the Egan/Whittier intersection, so I am not concerned that the no build growth rate impacts the final outcome.

Environmental: No comment at this time from Environmental concerning the TIA and potential traffic impacts.

Traffic and Safety: Traffic and Safety is working with DOWL to ensure that a revised Traffic Impact Analysis meets the needs of the Department and addresses pertinent mitigation measures necessary to successfully flow traffic in the best interests of the traveling public.

Maintenance and Operations: No comment.

Right of Way: Per 17 AAC 10.060 the developers will be required to submit an application for an approach road permit as the proposed development significantly changes the current land use of the subject property and traffic flow into the established DOT&PF facility, specifically at the Egan/Whittier intersection. As part of the permitting process, the Department will build a memorandum of agreement with the developer to address any and all mitigation measures needed to alleviate traffic flow issues that may arise from the subject properties change of use. At this time, the subject Traffic Impact Analysis is preliminary and will be modified to address potential traffic flow mitigation measures as they are identified. For further Right of Way permitting questions, please contact Right of Way Agent, Arthur Drown Phone: 907-465-4517 or email arthur.drown@alaska.gov to work through the permitting process.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, June 16, 2023 1:53 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

Not nagging, just checking – does it look like you'll have comments by June 26th?

Thank you, have a good weekend!

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Tuesday, May 30, 2023 7:59 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thank you for this information Irene,

I put the TIA out for Department wide review, I will compile any comments provided and return a summary to you prior to the deadline.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, May 26, 2023 4:18 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

The Huna Totem project is scheduled for the July 11 Planning Commission meeting.

For DOT analysis or concerns to be considered in the staff report, it must be received by June 26.

If you miss that deadline, review notes and memos can still be accepted through July 7 at noon, but will n in the staff analysis. If this is the case, I'd recommend that DOT develop a memo that clearly states conditions they'd like to see added to the permit.

Thanks! Have a good weekend,

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:50 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Perfect, thank you Scott.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 3:49 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

You don't often get email from scott.ciambor@juneau.gov. Learn why this is important

Hi Arthur –
This study was one of the last items needed for their Conditional Use Permit application. The Planning Commission hearing on this case will likely be in July/August – I'll be sure to have Irene reach out once it is set. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:36 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Scott,

Thank you for passing this along. I will disseminate to the appropriate parties within the department for review. Is there currently public hearing or planning commission agenda regarding the review of the development? If there is it may be good to loop us in after the TIA is reviewed in order to provide comment.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 2:02 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Some people who received this message don't often get email from scott.ciambor@juneau.gov. Learn why this is important

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Arthur and Michael -
Since Irene is on vacation, I wanted to forward the Traffic Impact Analysis for Huna Totem Aak'w Landing project that we received on Friday. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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

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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Docks & Harbors

STAFF PERSON/TITLE: Carl Uchytil/Port Director

DATE: June 22, 2023

APPLICANT: Huna-Totem Corporation (HTC)

TYPE OF APPLICATION: Conditional Use Permit (CUP)

PROJECT DESCRIPTION:

Mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

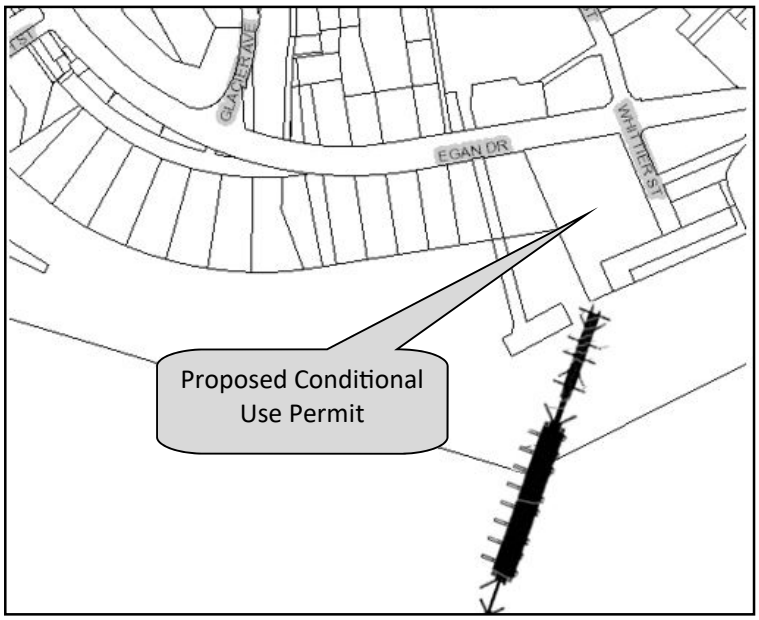
1. Docks & Harbors requests a navigability study be conducted to ensure the alignment of the proposed HTC dock does not impede access to the AS/CT Docks or to the USCG/NOAA Docks. The study should also evaluate any unreasonable impact to larger vessels (i.e. fuel/material barges) transiting Gastineau Channel under the bridge. The AJT Dock (former Standard Oil Dock) also should be addressed as the proposed HTC appears to block reasonable access to this derelict pier which is legally on patented private tidelands.
2. Docks & Harbors recommends that Wings and FAA be consulted to ensure access, landing and taxiing to the float plane docks are not unduly restricted.
3. Docks & Harbors, on behalf of CBJ requests as a condition of the permit, the ability to petition the State of Alaska (DNR) for state submerged tidelands to be conveyed to CBJ in accordance with AS 38.05.820 (Occupied Tide and Submerged Land) necessary for the HTC dock construction.
4. Docks & Harbors recommends the CUP address dock electrification and expected commitment from HTC to achieve shore power (conceptual planning document, by date certain, anticipated financial investment, etc.).
5. Docks & Harbors requests the applicant provide clarity to the finger floats shown in the renderings. What size of slips are proposed and how will these slips be utilized in the off-season.

AGENCY COMMENTS (CONTINUED):

6. Docks & Harbors requests to know if HTC will be providing navigation safety measures such as real time current monitoring and/or meteorological sensors.
7. Given a that very large cruise ships will be moored perpendicular to shore and in close proximity to the bride, request a hydraulic study be conducted to determine whether disruptions to the tidal flushing under the bridge or if siltation issues will be anticipated. Additionally, evaluate safety concerns to very large cruise ships mooring with current abeam in the proposed dock alignment.
8. An evaluation to view-shed impacts should be considered/addressed for both the dock (with vessel) as well as the proposed upland building.

Invitation to Comment

On a proposed Conditional Use Permit at the Southwest corner of Egan Drive and Whittier Street (subport).



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 a **Conditional Use Permit for mixed use development:** Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Project includes a steel dock up to 70 feet wide and 500 feet long. Uplands located at southwest corner of **Egan Drive and Whittier Street**, zoned **Mixed Use 2**. Dock extends into **tidelands,** zoned **Waterfront Commercial**.

PROJECT INFORMATION:
Project Information can be found at:
https://juneau.org/community-development/short-term-projects

PLANNING COMMISSION DOCUMENTS:
Staff Report expected to be posted **July 3rd, 2023** at
https://juneau-ak.municodemeetings.com/
Find hearing results, meeting minutes, and more here, as well.

Now through June 19th

Comments received during this period will be sent to the Planner, **Irene Gallion,** to be included as an attachment in the staff report.

June 20 — noon, July 7

Comments received during this period will be sent to Commissioners to read in preparation for the hearing.

HEARING DATE & TIME: 7:00 pm, July 11,

This meeting will be held in person and by remote participation. For remote participation: join the Webinar by visiting https://juneau.zoom.us/j/88134375638 and use the Webinar ID: 881 3437 5638 OR join by telephone, calling: 1-253-215-8782 and enter the Webinar ID (above).

You may also participate in person in City Hall Assembly Chambers, 155 S. Seward Street, Juneau, Alaska.

July 12, 2023

The results of the hearing will be posted online.

FOR DETAILS OR QUESTIONS,

Phone: **(907)586-0753 ext. 4130**
Email: **pc_comments@juneau.gov**
Mail: **Community Development, 155 S. Seward Street, Juneau AK 99801**

Printed June 2, 2023

Case No.: USE2023 0003
Parcel No.: 1C060K010031
CBJ Parcel Viewer: http://epv.juneau.org

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Sunday, June 25, 2023 12:09 PM
To: Irene Gallion
Cc: Mickey Richardson; Corey Wall
Subject: Re: USE23-03: Sign reminder

Irene:

I put the sign up just now (noon on Sunday 6/25)…

NOTICE
For more information
586-0715
pc.comments@juneau.org
MIXED USE
DEVELOPMENT
USE20230003: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.
HEARING DATE: 7/11/2023

NOTICE
For more information
586-0715
pc_comments@juneau.org
MIXED USE DEVELOPMENT
USE20230003: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.
HEARING DATE: 7/11/2023

NOW OPEN
NOTICE 586-0715
MIXED USE
DEVELOPMENT
HEARING DATE: 7/11/2023

NOTICE 586-0715
MIXED USE
DEVELOPMENT
HEARING DATE: 7/11/2023

Fred

Sent from my iPhone

On Jun 20, 2023, at 4:19 PM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:

Hi Team,

Just a reminder that the public notice sign needs to be posted by Monday, June 26, 2023.

Fred, if you already did this and sent me a picture, I've misplaced it, can you resend? I know you picked up the sign already. If not, please send me an e mail when the sign is posted. The e mail will be used to date stamp the installation.

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 x4130
.

Irene Gallion

From: Ilsa Lund
Sent: Monday, April 3, 2023 9:00 AM
To: Irene Gallion
Subject: FW: USE2023 0003: Aak'w Landing, multi-use waterfront development

Hi Irene,
I believe you are assigned to this case.
Thanks,

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Note: my email has changed to ilsa.lund@juneau.GOV on 12/5/22*

Fostering excellence in development for this generation and the next.

From: Bill Kramer <907billk@gmail.com>
Sent: Sunday, April 2, 2023 12:09 PM
To: PC_Comments <PC_Comments@juneau.gov>
Subject: USE2023 0003: Aak'w Landing, multi-use waterfront development

Dear Juneau Community Development Department,

Comment regarding: USE2023 0003: Aak'w Landing, multi-use waterfront development

I am writing to express my concern about the proposed development of more retail infrastructure for the cruise ship industry in our city. As you are likely aware, Juneau is already suffering from overtourism caused by the cruise ship industry, and it is clear that something needs to be done to address this issue.

As a resident of Juneau, I have witnessed firsthand the negative impacts of overtourism, including overcrowding, environmental degradation, and strain on local resources and infrastructure. The cruise ship industry is contributing to these problems, and we need to take action to limit the number of cruise ship passengers and crew members in our city each day.

Rather than continuing to expand the retail infrastructure for the cruise ship industry, I urge you to prioritize the protection of our environment and the well-being of our community. This could include measures such as implementing a limit on the number of cruise ships allowed to dock in our port each day, or exploring alternative tourism models that prioritize sustainability and community well-being.

I believe that it is important for the City and Borough of Juneau to take a proactive approach to addressing the issue of overtourism and the negative impacts of the cruise ship industry. By working together and taking action now, we can ensure that our city remains a vibrant and sustainable place to live, work, and visit for generations to come.

Thank you for considering my concerns and taking action to address this important issue.

Sincerely,

Bill Kramer

Sent from Mail for Windows

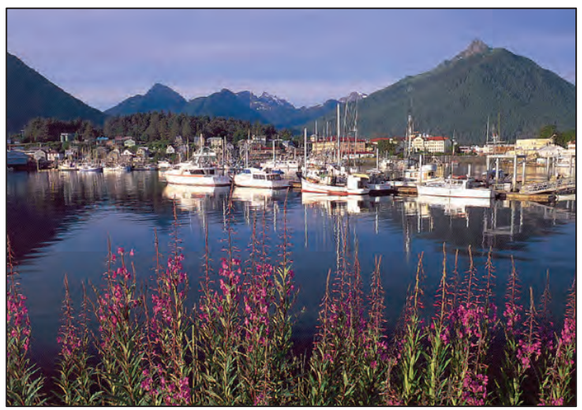
3.3 AREA B: SUBPORT

Land Use

Redevelopment of the Subport and properties surrounding this area represent the largest and most ambitious effort in the Plan, but also one that will provide significant dividends to Juneau residents and visitors. The Subport component of the Plan follows many of the elements proposed within the *2003 Subport Revitalization Plan*—an effort that was formulated with community input and through collaboration with primary land owners. The Subport provides a unique opportunity to take a large, underutilized property and create a truly new component of Downtown. Creation of a lively, mixed-use neighborhood is the focus of Subport redevelopment (see Figure 33, Feature B3). Reuse of area buildings along with introduction of new structures creates an urban atmosphere supportive of office, hotel, entertainment, fish and whole foods market(s), and retail uses. Area attractors—the Gold Creek Park, nearby cultural facilities, and seasonal marine activities—combined with residential and office users foster economic activity in this district year-round. Streets and plazas encourage pedestrian and other modes of travel to move both through the site and along the waterfront.

This Subport plan also retains its maritime roots, offering facilities for local and transient vessels and small cruise vessels at the Gold Creek Marina facility (see Figure 33, Feature B2). The Plan calls for the creation of a floating marina facility capable of accommodating forty five, 50 to 60 foot vessels and upwards of 60, 20 to 30 foot vessels. Also provided is a +/- 1,000 foot floating exterior dock designed to support operations by small cruise ships, large transit yachts, visiting military vessels, and other vessels contributing to an active and diverse working waterfront. Located to the north of this facility is the proposed Gold Creek Waterfront Park, a new, two acre recreational area oriented to families and children (see Figure 33, Feature B1). Gold Creek Park provides an important area attraction and asset as well as a visual and functional transition point into Downtown.

View of Similar Waterfront Park Areas



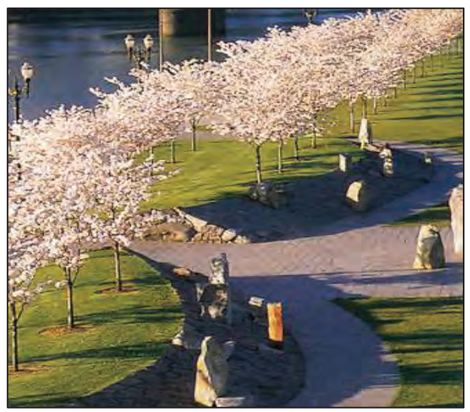
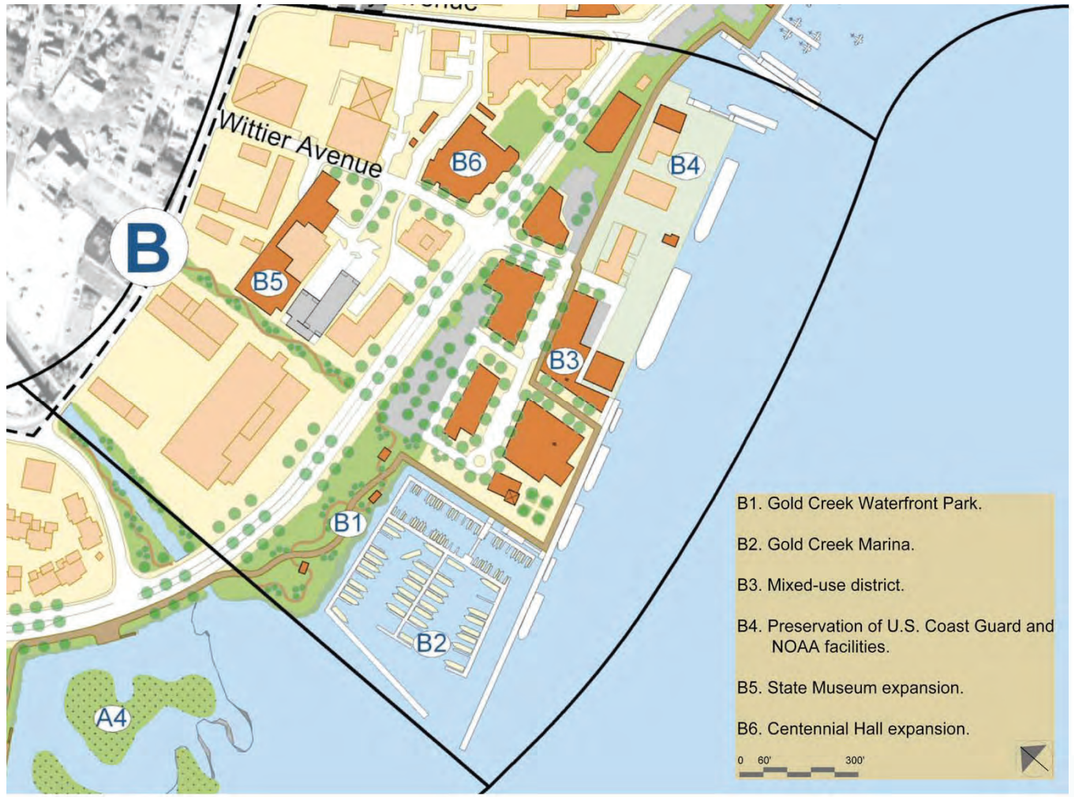


Figure 33: Area B (Overall) 2025 Concept Plan



U.S. Coast Guard and NOAA facilities are retained under the Plan (See Figure 33, Feature B4). Improved edge conditions are encouraged to keep vehicles and pedestrians away from these properties. More appropriate decorative fencing of a height of 10 feet should be installed and other hardscape and landscape treatments to buffer this edge and prevent cars from parking proximate to these should be installed.

Intended to further strengthen this area of Juneau's and SE Alaska's cultural center, a 65,000 SF expansion of the State Museum to house State Library and Archives is depicted in the Concept Plan. Supporting this expansion is an additional 50 parking spaces contained on one level of additional parking (See Figure 33, Feature B5). Expansion of Centennial Hall allows Juneau to capture a greater share of the regional convention and executive conference market. Properly designed, expansion of Centennial Hall could also provide an improved venue for concerts, theatre and other performing arts (See Figure 33, Feature B6).

Properties in Area "B" currently provide a significant amount of parking for downtown Juneau. Parking is a poor use of valuable waterfront property; however, as this area transitions to more appropriate uses, reduced parking supply in the downtown area may result. To avoid parking shortages, the downtown community needs to be prepared to compensate for loss of parking and the increased parking demand created by new development in a comprehensive manner.

Suggested Design Criteria

Suggested design criteria for Area B include the following:

- **Site and Structures – Mixed-Use District.** If possible, incorporate a portion of the Subport's existing warehouse building and reuse timber components.

- **Site and Structures – Gold Creek Park.** Park should be developed with a series of all weather structures designed in keeping with Juneau's character. Encourage the development of several zones within the park to provide for differing types of recreation. A child's play area and environmental and/or historical zone also geared to kids should be considered. Park should link back to the City by at-grade and/or below grade pedestrian linkages created and an improved recreation edge to Gold Creek and back to the State Museum. Elevated pedestrian links should be discouraged over Egan Drive.

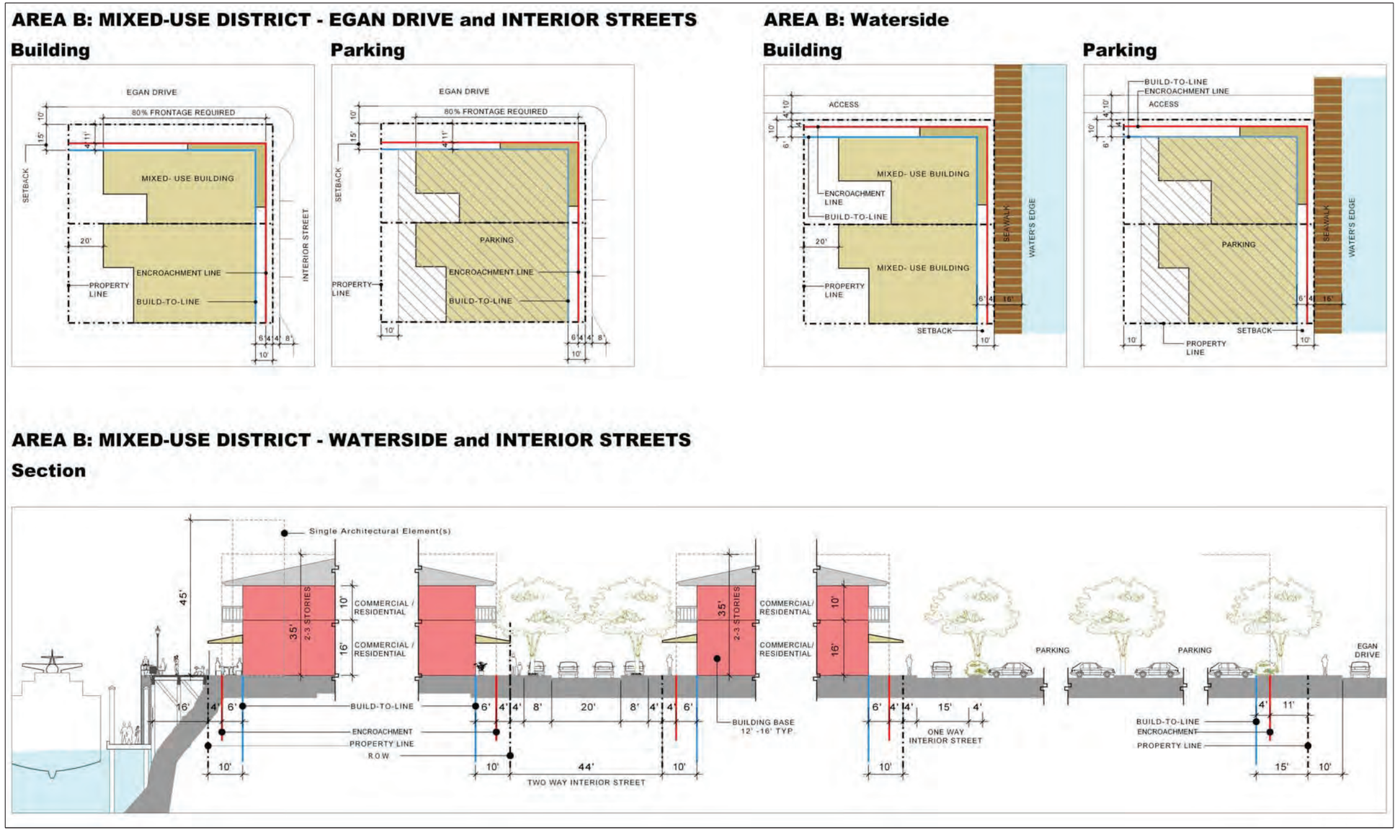
- **Massing and Scale – Mixed-Use District – Interior Streets and Egan Drive.** Maintain buildings heights between 2- to 3-stories (maximum 35 feet) along Egan Drive and interior streets (see Figure 34). A single architectural element(s) can extend to a height of 45 feet. Consideration may be given to permit additional building height in exchange for amenities such as preserving identified view corridors, open space, or building design. Set front and side street building setbacks at a maximum of 10 feet from the street edge; balconies and other architectural elements associated with activity in the public realm may be extended up to 4 feet from the street edge (see Figure 29). Awnings and similar weather protection features may be extended the full 10 feet for the ground level only. Establish building frontages at a minimum 80% of the building façade. Parking should be placed behind and/or wrapped by buildings; parking should be discouraged from placement along the waterfront. A perimeter of 10 feet should be established between mixed-use area and the U.S. Coast Guard and NOAA; for security purposes, this area should be clear of all structures and landscaping and should discourage pedestrian access.

- **Massing and Scale – Mixed-Use District – Waterside.** Building heights between 2- to 3-stories (maximum 35 feet) along the waterfront. Consideration may be given to permit additional building height in exchange for amenities such as preserving identified view corridors, open space, or building design. Maintain building setbacks at 10 feet along waterfront streets. Encroachment of public realm building elements should follow guidelines described for interior streets. Set aside an additional minimum of 16 feet to accommodate the seawalk.

- **Character.** Building types should include a mix of medium sized buildings that create an appealing visual rhythm and feel from the pedestrian scale. Building development with a mix of community oriented commercial activities on the ground floor with residential units occupying upper floors should be encouraged. Buildings should be consistent with the historic maritime architectural character of Juneau and include deep recessed building openings and strong detailing. Consideration should be given for inclusion of a signature building that creates an icon for the project site and/or anchors a portion of the area.

View of Similar Waterside Massing and Scale Treatments (Area B)

FIGURE 34: SUGGESTED DESIGN GUIDELINES, AREA B

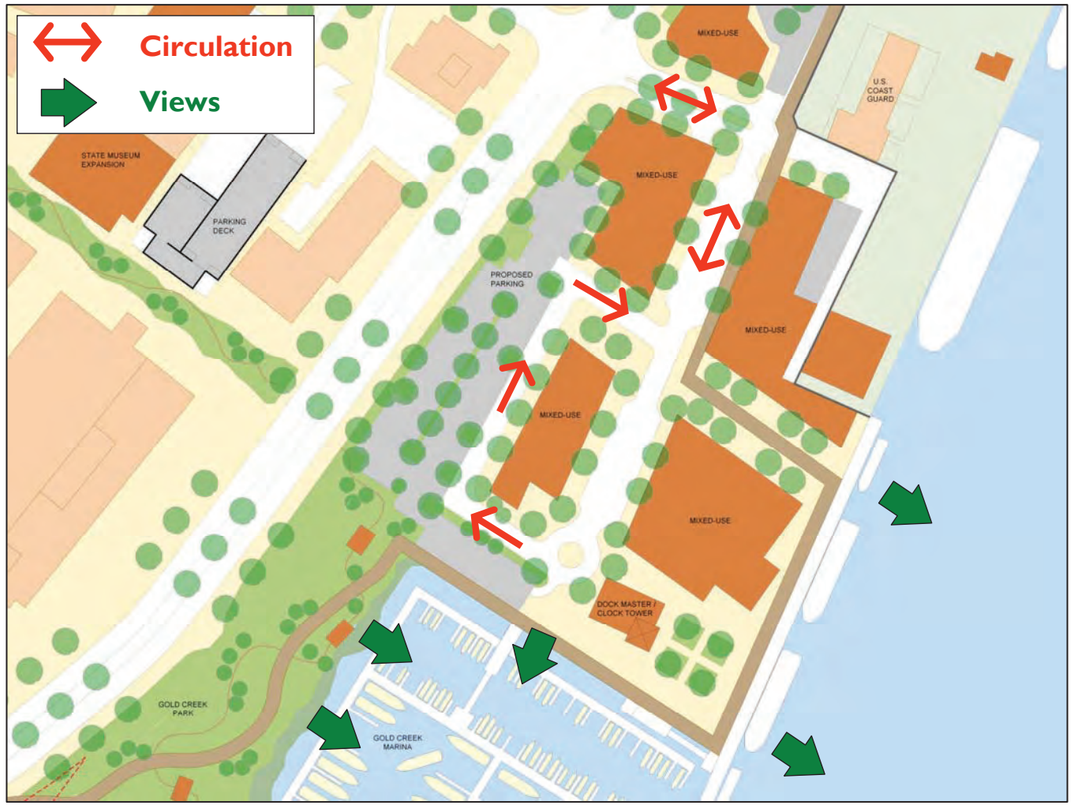


Attachment I - 2004 Long Range Waterfront Plan, Chapter 3.3 (Area B)

- **Street Orientation.** The primary entrance to the Subport redevelopment should be from a signalized intersection introduced at Egan Drive and Wittier Avenue (See Figure 35). Signage anchoring this intersection should be incorporated. Internal streets should radiate for a new central spine created through the center of the project, accessing adjacent, smaller scale streets and pedestrian plazas, parking areas, and the U.S. Coast Guard and NOAA facilities. Parking should be concealed and/or wrapped by buildings and not be present along the waterfront. On street parking stalls should be present along most roadways internal to the Subport.

- **Transparency and Views.** Views along the internal streets of the Subport should be preserved, with consideration provided to use the public area, and building façade articulation to accentuate view corridors and anchor visual interest in key locations. Views from the Gold Creek Park across the marina and Gold Creek Protection Zone should also be maintained.

Figure 35: Area B: Circulation and Views



3.4 AREA C: DOWNTOWN

Land Use

Strengthening Downtown and the waterfront are not mutually exclusive ends; the improvement of one will improve the other. The vision for Downtown includes a number of exciting projects, from greatly enhancing the heart of Downtown through redevelopment and expansion of Marine Park, to embracing the development of a new State Capitol Building/Complex on Telephone Hill that uses Marine Park and the waterfront area as a figurative front porch for the people of Juneau and Alaska.

To the extent that the Merchant's Wharf site becomes available, the city should look at purchasing either part or all of it, depending on the cities needs. The city is interested in the creation of an Aviation History Center, Maritime Museum or other similar venue that reflects a theme important to the region and waterfront, but at this time is not ready to select a specific site. The edge along the waterfront portion of Merchant's Wharf would be increased to allow for greater pedestrian circulation along the seawalk as well as outdoor dining areas with weather protection. Waterfront areas would be reconfigured to afford a new cruise tender position (City Tender), float plane area (Wing's of Alaska), small ship berthing, water taxi/shuttle stop, and other uses. With the removal of a portion of Merchant's Wharf, an additional quarter acre would be acquired to allow for expansion of Marine Park and the creation of a visual linkage to the waterfront from Main Street (see Figure 36, Feature C2). The present Marine Park structures are redeveloped to allow for a more appropriate and complete relationship between recreational areas found to the west and east. Marine Park elements would include historical artifacts and signage appropriate for the area; a small stage area for cultural activities, displays, and performances; and other elements. The present cruise ship tender position is contemplated for removal/relocation to the western edge of the park to better disperse visitors through the park and along the seawalk.

Creation of a new State Capitol Building/Complex on Telephone Hill has long been an objective discussed within the community and contained within previous planning documents. Over the long term and provided that equitable financial arrangements are made, development of a new State Capitol Building/Complex in this area solidifies Juneau's permanence as the State's center (see Figure 36, Feature C3). It also works to create a focus for activity along the waters edge and a dramatic silhouette of the City appropriate for the Capital of Alaska. The Plan also envisions wrapping the ground floor of the Public Library with commercial and/or cultural uses and to soften the hard edge of the parking structure as well as reduce its presence as a barrier to visitor circulation along the building edge (see Figure 36, Feature C4). Such improvements should be designed as additions to the outside of the existing structure to maintain the structural integrity of the building and to maintain existing parking spaces. Uses could include a visitors center, not for profit commercial enterprise, artist studio(s) showcasing local works or other activity considered not in direct commercial competition with local businesses. Landscaping improvements and other modification are also contemplated for this structure as well as the Marine View building. The Plan also calls for a gateway feature that would entice area visitors into the Historic District of Juneau. Each of these projects is intended to help provide infrastructure that helps lead area visitors into Downtown and to turn the corner along the waterfront toward the Subport.

From: Irene Gallion
Sent: Wednesday, June 28, 2023 8:49 AM
To: Irene Gallion
Subject: USE23-03: Familiarization

Greetings, Commissioners:

On July 11, 2023 you'll be hearing a Conditional Use Permit application from Huna Totem for subport uplands and dock development.

The Commission's role will be evaluating this individual project for compliance with code and plans. The Assembly, through the Tidelands Lease project, will have the opportunity to manage tourism impacts systemically.

In advance of the meeting, you may want to familiarize yourself with some applicable documents found at our Short Term web site: https://juneau.org/community-development/short-term-projects

When you click the "+" next to USE2023 0003, you can scroll down to "Resources." This includes:

- Long Range Waterfront Plan (LRTP), Amendment: This document was written specifically to condition a dock development at the subport.
- Long Range Waterfront Plan, Subarea B: This section of the Long Range Waterfront Plan is specific to development in the subport area.
- Limiting visitors: This memo from the City Attorney outlines the legal challenges to limiting visitors.
- State of the Visitor Industry: This is a presentation that the Tourism Manager made to the Assembly Committee of the Whole on April 3, 2023. The video is poor, so the slide deck she refers to is linked at the web site. YouTube Link: https://www.youtube.com/watch?v=8w_xyEeg-34 You can start watching the video at time stamp 1:17:40.

The web page includes a public process timeline, starting with Norwegian Cruise Line purchase of the property, and linking to support documents for meetings that have been held.

The recommendations that led to LRTP update come from the Visitor Industry Task Force (VITF). VITF charter and products can be found at this web site, along with other tourism resources: https://juneau.org/manager/tbmp

Please be mindful of conversations that might impact your ability to hear this case. If you have any concerns about conflicts, please contact Attorney Sherri Lane.

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 x4130

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

From: Bill Kramer <907billk@gmail.com>
Sent: Sunday, April 2, 2023 12:09 PM
To: PC_Comments
Subject: USE2023 0003: Aak'w Landing, multi-use waterfront development

Dear Juneau Community Development Department,

Comment regarding: USE2023 0003: Aak'w Landing, multi-use waterfront development

I am writing to express my concern about the proposed development of more retail infrastructure for the cruise ship industry in our city. As you are likely aware, Juneau is already suffering from overtourism caused by the cruise ship industry, and it is clear that something needs to be done to address this issue.

As a resident of Juneau, I have witnessed firsthand the negative impacts of overtourism, including overcrowding, environmental degradation, and strain on local resources and infrastructure. The cruise ship industry is contributing to these problems, and we need to take action to limit the number of cruise ship passengers and crew members in our city each day.

Rather than continuing to expand the retail infrastructure for the cruise ship industry, I urge you to prioritize the protection of our environment and the well-being of our community. This could include measures such as implementing a limit on the number of cruise ships allowed to dock in our port each day, or exploring alternative tourism models that prioritize sustainability and community well-being.

I believe that it is important for the City and Borough of Juneau to take a proactive approach to addressing the issue of overtourism and the negative impacts of the cruise ship industry. By working together and taking action now, we can ensure that our city remains a vibrant and sustainable place to live, work, and visit for generations to come.

Thank you for considering my concerns and taking action to address this important issue.

Sincerely,

Bill Kramer

Sent from Mail for Windows

Planning Commission
(907) 586-0715
PC_Comments@juneau.org
www.juneau.org/community-development/planning-commission
155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION
NOTICE OF DECISION

Date: July 20, 2023
Case No.: USE2023 0003

Huna Totem Corporation
9301 Glacier Hwy, Ste. 200
Juneau, AK 99801

Proposal:	Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.
Property Address:	0 Egan Drive
Legal Description:	Juneau Subport Lot C1
Parcel Code No.:	1C060K010031
Hearing Date:	July 11, 2023

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 29, 2023 as they pertain to the floating dock. The Commission approved a Conditional Use Permit for a floating steel dock up to 70 feet wide and 500 feet long. The project is to be conducted as described in the project description and project drawings submitted with the application, and with the following conditions:

1. A Temporary Certificate of Occupancy will not be issued for the dock until the tidelands lease is recorded.
2. The minimum width of the Applicant – constructed seawalk on the south side of the lot will be 16 feet wide. The minimum width of the Applicant-constructed seawalk on the west side of the lot will be 20 feet.
3. Before Temporary Certificate of Occupancy for any phase or element of the project, the Applicant will record an easement for CBJ maintenance and management of the seawalk. The easement will be at least 16 feet wide on the south side of the lit, and 20 feet wide on the west side of the

lot. The easement will be comparable to such easements in place for other dock owners.

4. The Applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use.
5. The dock owner will, at their own expense, provide shore power within 24 months after an appropriately-sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.
6. Prior to issuance of a building permit, the Applicant must provide a navigability study that includes explicit consideration of access impacts to:
   - Alaska Steam Dock.
   - Cruise Ship Terminal.
   - USCG/NOAA docks.
   - Large traffic, such as material or fuel barges, transiting Gastineau Channel under the bridge.
   - The AJT Mining Properties, Inc. dock.
   - Aircraft using the area for landing and taxiing to the float plane docks.
7. The dock is limited to one (1) large cruise ship (750 feet or more in length OR 950 or more passengers) each 24 hour period beginning at midnight.
8. The dock will not accommodate hot berthing.
9. The dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity.

The Commission (Commission) did not adopt the analysis and findings that relate to the uplands portion of the application. The Commission found that the uplands portion of the application did not contain sufficiently specific information, particularly about the portion designated Phase 3, to support a conclusion that the project as a whole would comport with Title 49, including the MU2 land use designation.

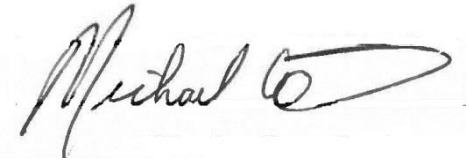
Attachments: June 29, 2023 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding USE2023 0003.

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, July 11, 2023.

Expiration Date: The permit will expire 18 months after the effective date, or January 11, 2025, 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

July 19, 2023
Date

Ilsa Lund
Filed With City Clerk

July 20, 2032
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.

Agenda
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Michael LeVine, Chairman
July 11, 2023

I. LAND ACKNOWLEDGEMENT – Read by Vice Chair Cole.

We would like to acknowledge that the City and Borough of Juneau is on Tlingit land and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh!

II. ROLL CALL

Michael LeVine, Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in Assembly Chambers of the Municipal Building, virtually via Zoom Webinar, and telephonically, to order at 7:00 p.m.

Commissioners present:	Commissioners present in Chambers – Michael LeVine, Chairman; Mandy Cole, Vice Chair; Erik Pedersen, Assistant Clerk; Paul Voelckers; Matthew Bell; Adam Brown; Nina Keller; David Epstein Commissioners present via video conferencing – None
Commissioners absent:	Travis Arndt, Clerk
Staff present:	Jill Maclean, CDD Director; Lily Hagerup, CDD Administrative Assistant; Ilsa Lund, CDD Administrative Assistant; Sherri Layne, Law Assistant Municipal Attorney
Assembly members:	‘Wáahlaal Gíidaak (Barbara) Blake; Beth Weldon, Mayor; Christine Woll

III. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA – None

IV. APPROVAL OF MINUTES

A. June 13, 2023 Draft Minutes, Regular Planning Commission

MOTION: *by Mr. Epstein to approve the June 13, 2023 Planning Commission Regular Meeting minutes.*

The motion passed with no objection.

V. BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION – By Chair LeVine

VI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None

VII. ITEMS FOR RECONSIDERATION – None

VIII. CONSENT AGENDA – None

IX. UNFINISHED BUSINESS – None

X. REGULAR AGENDA

Prior to presentation of USE2023 0003, Mr. Voelckers declared a conflict and recused himself from hearing the case.

Prior to presentation of USE2023 0003, Ms. Cole declared a potential conflict as the architect presenting USE2023 0003 is on her board of directors. She has consulted with counsel. She has no financial stake in the matter and feels she can remain impartial. She was allowed to stay.

USE2023 0003:	Conditional Use Permit for Mixed Use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle park, and a park. Project includes a floating steel dock up to 70 feet wide and 500 feet long.
Applicant:	Huna Totem Corporation
Location:	Southwest corner of Egan Drive and Whittier Street

Director's Report

This application focuses on code and plan compliance of this proposal and is part of a larger process. The multi-step process for overall project approval was established by the Assembly when the subport was owned by NCL. There are three (3) major steps. The first step was amendment of the Long Range Waterfront Plan to allow a dock at the subport, which was completed March of 2022. The second step is the Conditional Use Permit (CUP) for the uplands and dock, providing review of code and plan compliance. The third step will be establishing a Tidelands Lease through the Lands and Resources Division. The Tidelands Lease is the authority of the Assembly and will occur at a future date.

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE Conditional Use Permit USE2023 0003 with conditions.

STAFF PRESENTATION – By Director Maclean

QUESTIONS FOR STAFF

Mr. LeVine asked if there was a distinction between the portion of the project affecting the docks and portions affecting uplands or if the permit in question was comprehensive to the entire project. Ms. Maclean explained it is comprehensive covering both the dock and the upland site.

APPLICANT PRESENTATION – Fred Parady, COO, Huna Totem Group, Mickey Richardson, Creative Development VP, Huna Totem Group, and Corey Wall, Jensen Yorba Wall Architects presented the project.

Mr. Parady introduced the project saying it conforms to the comprehensive plan. Mr. Richardson presented the goals and vision of the project saying their plan includes creating a destination that can be utilized year-round, including performance and plaza areas. Phase one includes 34,000 sq ft of retail and restaurant space with a 10,000 sq ft welcome center. They plan to move bus and tourism parking underground. In the off season, the parking structure will provide 172 car spaces.

Mr. Richardson expressed minimal concerns with conditions 5, 7, and 9. Condition 5 requires shore power within 24 months. However, it may take longer than that to get the necessary transformers. Condition 7 limits the dock to one large cruise ship per day. They are in agreement with the one ship limit but the plan includes using the backside of the dock for tour boat loading. Condition 9 requires no lightering. They are supportive of that condition.

Mr. Wall explained the plan is still in the design phase and is 12-18 months away from obtaining building permits.

QUESTIONS FOR APPLICANT

Ms. Cole asked what the timeline is for getting shore power. Mr. Richardson explained they are in line behind CBJ for getting transformers. However, they are plumbed in and ready when the CBJ is able for the dock to come online.

Mr. Levine asked if the reason Huna Totem could not provide shore power at their own expense is because doing so would compromise other portions of the city. Mr. Richardson and Mr. Wall said cost is not the limiting factor. Instead, they are currently limited by city power capacity.

Ms. Cole asked how Whittier and Klawock would take pressure off CBJ? Mr. Richardson said that given the 5-ship limit and overcrowding issues, if the ships have another destination choice, they can have fewer ships in a port at a time.

Mr. Pedersen noticed the owner is listed in the packet as Huna Totem but the assessor database shows Auke Landing LLC as the owner and asked for clarification. Mr. Parady explained Huna Totem Corporation owns Auke Landing LLC.

Mr. LeVine asked for a summary of the future phases two and three. Mr. Richardson explained phase one includes a pedestal for future development of the second phase. That phase would be the addition of up to 40,000 square feet of building. Mr. Wall added the drawing with the upper level is the only future phasing. The lower level, parking, seawalks, retail spaces, welcome center and park space is the initial phase. Phase three is subject to future planning. Mr. Parady added that the plan is to have phase two completed within three years of completing phase one.

Mr. Bell asked if shore power is a critical component to getting to the next phase and if passing the permit right away would give them the step needed to take it to AELP. Mr. Parady said it would help.

Mr. Epstein asked how they determined the number of needed bus spaces. Mr. Wall answered that Huna Totem is affiliated with local coach companies and have worked with them to determine parking needs. The corporation also will have control over when and how many buses come to the site and will be able to limit overcrowding. He added the planned bus parking capacity is larger than any other location in Juneau.

Ms. Cole wanted to know if they had considered housing as critical to further tourism expansion and maybe addressing that as part of phase one or two rather than phase three? Mr. Parada answered that housing is not guaranteed to be included even in phase three. That phase is not yet planned.

Mr. LeVine stated the definition of MU2 is intended to include housing and asked how the PC could consider allowing the permit if housing is not included in the project.

Ms. Cole asked, how might Huna Totem feel about a condition for housing in the determination of the CUP considering a CUP goes with the land. Mr. Parady said they would have to see the proposal and discuss it considering. He felt it may be difficult to direct housing on this particular three-acre lot though he understands housing is a citywide concern.

Mr. LeVine asked for clarification if Huna Totem's plan in making this investment is that it could allow and not necessarily preclude housing in phase three. Mr. Wall agreed that the plan proposed could possibly accommodate housing.

AT EASE 7:41 p.m. – 7:43 p.m.

PUBLIC COMMENT

Wayne Coogan, Auke Bay – Spoke in support of the project saying this is a pretty unique project that supports the tourism economic pillar that will strengthen the CBJ relationship with Huna.

Max Mertz, West Juneau – Spoke on behalf of the Chamber of Commerce saying the Chamber strongly supports this project.

Mr. LeVine asked Mr. Mertz how he thought the PC might consider housing with this project? Mr. Mertz said any housing added in this 3-acres waterfront property will not be affordable housing and added it may not help to make it a requirement of this CUP.

Lee Kadinger, COO, Sealaska Heritage Institute (SHI), spoke in support saying this will support jobs, increase tax revenue, emphasize southeast culture and help with parking congestion.

Ms. Cole asked what are the smaller costs he mentioned in his statement. Mr. Kadinger said the small costs would include construction noise and other inconveniences of construction.

ADDITIONAL APPLICANT COMMENTS – Mr. Parady pointed out the totems recently installed around downtown, the coastal arts campus recently built by SHI, central council work in the Willoughby district and said those developments all create a cultural core in town.

He spoke to housing saying it is a complex issue and added this problem may increase as the tourism season lengthens and overlaps dates of the legislative session. He is not sure that housing is the best use of this land but said that they would be a part of the housing discussion in some capacity going forward.

ADDITIONAL COMMISSIONER QUESTIONS

Ms. Cole inquired the status with the US Coast Guard (USCG) regarding parking and impacts to navigability and asked if the applicant has worked with the USCG to sufficiently answer their questions. Mr. Parady answered they have met with the USCG in Washington DC and Senator Sullivan. USCG may lose a few parking spaces but overall, he sees this as having positive impacts and predicted this may even bring in more ice breakers.

Mr. LeVine wanted a description of the size of vessels that will be supported by the new dock and the extend of planning that has been completed regarding pedestrian traffic from crew and passengers in that area. Mr. Richardson said the largest ship that can currently be supported carries up to 4,500 passengers. This plan does not increase the number of ships coming to Juneau. Rather, they will move around from the far end to the north end of the docks. This will reduce the anchored ships and lightering back and forth. The traffic studies conducted demonstrate this project will not negatively impact pedestrian traffic in the downtown area.

Ms. Cole asked how this project will be a year-round advantage to downtown. Mr. Parady said the retail shops and restaurants can remain open in the off-season. Additionally, the covered parking will draw people to the area.

Mr. LeVine was concerned by the lack of public participation and asked what outreach had been done. Mr. Parady described multiple events have been conducted and they will hold more in the near future. He considered the lack of participation at the meeting illustrative of support as nobody came to speak against the project.

COMMISSIONER QUESTIONS FOR STAFF

Mr. LeVine asked Ms. Layne how the PC should consider the phases. Specifically, if they were to consider each phase or the entire project as a single item. Additionally, he wanted to know how to insure the third phase is developed.

Ms. Layne explained the key with phasing is to look at the ultimate end phase and decide if all the interim pieces are supporting that end phase. With respect to ensuring phase three, she suggested the PC can rely on the public process or they can add conditions. Ultimately, it is hard to guarantee any project will be completed.

Ms. Cole asked Ms. Layne is there would be concerns with approving a CUP without a final vision of the third phase. Ms. Layne said her understanding was that the applicant is thinking ahead and they have said they have a vision and they will build to what the location can handle.

Mr. Pedersen asked if it would it be correct to interpret that approving as shown that they are limited to the building as presented? Ms. Maclean said that if the project was changed, the applicant would need to bring that before the PC. Therefore, it they do not adhere to the plan, then the PC would have to approve significant changes.

Mr. Bell said phase three is a moving target but the PC is tasked with voting on all three phases and asked if they could recommend housing be included. Ms. Maclean said if housing is required, it would have to be conditioned.

Ms. Cole asked for an example of a project the CDD would NOT approve under MU2. She felt this project is more like waterfront commercial then MU2. Mr. LeVine clarified the question by asking if an applicant had a project in MU2 that could accommodate housing but would not; could it be approved? Ms. Maclean said it would be possible to approve that adding just because it is allowed does not mean it is automatically in the community's best interest. It may not be safe or prudent to add housing in one area or another. In this case, any housing would be high end and would not add to affordable housing.

Mr. Brown asked if the PC could approve the project one phase at a time or if they must approve all or nothing right now.

Mr. LeVine pointed out phases one and two include the same geographic parcel. Considering a CUP runs with the land, he felt there wasn't a way to approve phase one and not phase two.

Mr. Bell asked if the PC could stipulate a timeline for phase three. Ms. Maclean said that would be within the authority of the PC.

MOTION: *by Mr. Epstein that the Commission approve the applicants' application and adopt the Director's analysis and findings and approve with the conditions, plus one additional condition. Phase three development will be subject to the CUP process.*

Mr. LeVine restated the motion for clarity saying, "the motion is to approve USE2023 0003 and staff findings and conditions with an additional condition requiring phase three development to be subject to the CUP process"

****AT EASE 8:34-8:44 p.m.****

Attorney Layne explained the motion before them was not valid as you cannot put a CUP on a CUP.

Mr. Epstein withdrew the motion.

Ms. Cole said crafting a motion is 'tricky' because she has questions but there is enough information to issue a CUP for the dock up to 500 feet long and 70 feet wide.

MOTION: *by Ms. Cole to approve the CUP for the dock and accept the conditions and findings that apply to the dock; not the uplands part of the project at this moment.*

Ms. Cole spoke to her motion stating there are many fine qualities about the project and its design. However, she had questions about how to address the 'mystery' portion of phase three through the CUP process. In order for her to satisfy her responsibility as a commissioner, she needs to understand the entirety of the intent of the project. She said she has discomfort with a CUP predicated on 'what could be'. She believes the project should continue and feels confident the applicant will come before the PC again with a finished project that will be balance the needs of the community and those of Huna Totem. Mr. LeVine felt they could approve phases one and two but not knowing what the project phase three entails and how it will comport with the Land Use code make it difficult to approve phase three. However, the issue with approving only phases one and two is ensuring the final project will be in compliance with MU2.

Director Maclean cautioned the PC to be thoughtful as this could set a precedent with unintended consequences.

MOTION TO AMEND: *by Mr. Epstein to add the approval of phases one and two.*

Mr. Epstein spoke to his support saying the applicant has sufficiently defined their intention in phases one and two but phase three is not ready for approval.

Mr. LeVine clarified that approval of only phases one and two could tacitly disapprove construction of phase three. Mr. Epstein felt building atop phase two would be subject to further permitting.

Mr. Bell spoke to support the amendment.

Mr. LeVine spoke against the amendment. He expressed concern that the applicant would not be able to use that area at all, including building the infrastructure for future development of the phase three area.

ROLL CALL VOTE ON MOTION TO AMEND
YEA – *Epstein, Brown, Bell*
NAY – *Pedersen, Cole, Keller, LeVine*
Motion Failed 3-4

*****AT EASE 9:01 p.m. – 9:04 p.m.*****

MOTION TO AMEND: *by Mr. Brown to approve phases one, two, and three of the uplands portion with a condition that 50% of square footage in phase three be dedicated to housing.*

Ms. Cole spoke against the motion saying conditioning 50% of an undesigned phase may not be the correct way to go.

Mr. Brown spoke to the amendment saying this allows them to begin construction and the applicant can request an amendment or a change to the condition by coming before the PC when that time comes.

Mr. Epstein suggested removing the percentage requirement and rather just recommend the developer consider housing in the planning of phase three.

MOTION TO AMEND THE MOTION TO AMEND: *by Mr. Epstein to recommend to the developer that they include housing in phase three with no percentage specified.*

Mr. Brown spoke in support of the motion.

Mr. Pedersen spoke against the motion saying it is an advisory condition and not necessarily effective.

ROLL CALL VOTE ON MOTION TO AMEND THE MOTION TO AMEND
YEA – *Epstein, Brown, Bell*
NAY – *Keller, Pedersen, Cole, LeVine*
Motion Failed 3-4

ROLL CALL VOTE ON MOTION TO AMEND THE MOTION TO AMEND
YEA – *Brown, Bell, Epstein, LeVine*
NAY – *Keller, Pedersen, Cole*
Motion Failed 4-3

Mr. Bell spoke to the main motion saying phases one and two complement each other and he cannot support voting for only one portion. Mr. Brown agreed with Mr. Bell.

Mr. LeVine clarified the motion approves only the dock construction and does not address either phase one, two, or three.

Ms. Keller said it makes her uncomfortable not knowing what phase three is going to be. This motion allows the applicant to move forward and they can come back in the future with a proposal for the phase three of the project.

Mr. Pedersen spoke in support of the motion saying making this a two-step process will allow the public more opportunity to make comments and give input.

Mr. LeVine is supportive of the project but is concerned with the incomplete proposal and lack of public participation. He is hopeful that the motion as presented will encourage the applicant to bring a completed proposal soon.

ROLL CALL VOTE ON MOTION
YEA – *Cole, Pedersen, Epstein, Keller, LeVine*
NAY – *Brown, Bell*
Motion Passed 5-2

XI. OTHER BUSINESS – None

XII. STAFF REPORTS
Title 49 will meet July 20 Noon – Accessory Dwelling Unit ordinance is on the agenda for this meeting
The Assembly approved permit software yesterday and bids closed today
The Assembly adopted the stream setback ordinance.
The July 25 PC meeting will include Chapter 35, Bungalow Lots, and Rules of Order on the Agenda
The Eaglecrest CUP will be a large packet at the August 8 meeting

XIII. COMMITTEE REPORTS
LANDS – Cole – The last meeting focused on Hazard Mapping.

XIV. LIAISON REPORTS - ‘Wáahlaal Gíidaak (Barbara) Blake – Nothing to add

XV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None

XVI. PLANNING COMMISSION COMMENTS AND QUESTIONS
Mr. LeVine reminded commissioners to promptly answer emails from staff.

XVII. EXECUTIVE SESSION – None

XVIII. ADJOURNMENT – 9:23 p.m.

Respectfully submitted by *Kathleen Jorgensen Business Assists (907)723-6134*

49.15.330 Conditional use permit.

(a) *Purpose.* 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.

(b) *Preapplication conference.* Prior to submission of an application, the developer shall meet with the director for the purpose of discussing the site, the proposed development activity, and the conditional use permit procedure. The director shall discuss with the developer, regulation which may limit the proposed development as well as standards or bonus regulations which may create opportunities for the developer. It is the intent of this section to provide for an exchange of general and preliminary information only and no statement by either the developer or the director shall be regarded as binding or authoritative for purposes of this code. A copy of this subsection shall be provided to the developer at the conference.

(c) *Submission.* The developer shall submit to the director one copy of the completed permit application together with all supporting materials and the permit fee.

(d) *Director's review procedure.*

(1) The director shall endeavor to determine whether the application accurately reflects the developer intentions, shall advise the applicant whether or not the application is acceptable and, if it is not, what corrective action may be taken.

(2) After accepting the application, the director shall schedule it for a hearing before the commission and shall give notice to the developer and the public in accordance with section 49.15.230.

(3) The director shall forward the application to the planning commission together with a report setting forth the director's recommendation for approval or denial, with or without conditions together with the reasons therefor. The director shall make those determinations specified in subsections (1)(A)—(1)(C) of subsection (e) of this section.

(4) Copies of the application or the relevant portions thereof shall be transmitted to interested agencies as specified on a list maintained by the director for that purpose. Referral agencies shall be invited to respond within 15 days unless an extension is requested and granted in writing for good cause by the director.

(5) Even if the proposed development complies with all the requirements of this title and all recommended conditions of approval, the director may nonetheless recommend denial of the application if it is found that the development:

(A) Will materially endanger the public health or safety;

(B) Will substantially decrease the value of or be out of harmony with property in the neighboring area; or

(C) Will not be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.

(e) *Review of director's determinations.*

(1) At the hearing on the conditional use permit, the planning commission shall review the director's report to consider:

(A) Whether the proposed use is appropriate according to the table of permissible uses;

(B) Whether the application is complete; and

(C) Whether the development as proposed will comply with the other requirements of this title.

(2) The commission shall adopt the director's determination on each item set forth in paragraph (1) of this subsection (e) 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.

(f) *Commission determinations; standards.* Even if the commission adopts the director's determinations pursuant to subsection (e) of this section, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the 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) Lack general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

(g) *Specific conditions.* The commission may alter the director's proposed permit conditions, impose its own, or both. Conditions may include one or more of the following:

(1) *Development schedule.* A reasonable time limit may be imposed on construction activity associated with the development, or any portion thereof, to minimize construction-related disruption to traffic and neighborhood, to ensure that development is not used or occupied prior to substantial completion of required public or quasi-public improvements, or to implement other requirements.

(2) *Use.* Use of the development may be restricted to that indicated in the application.

(3) *Owners' association.* The formation of an association or other agreement among developers, homeowners or merchants, or the creation of a special district may be required for the purpose of holding or maintaining common property.

(4) *Dedications.* Conveyance of title, easements, licenses, or other property interests to government entities, private or public utilities, owners' associations, or other common entities may be required.

(5) *Performance bonds.* The commission may require the posting of a bond or other surety or collateral approved as to form by the city attorney to guarantee the satisfactory completion of all improvements required by the commission. The instrument posted may provide for partial releases.

(6) *Commitment letter.* The commission may require a letter from a public utility or public agency legally committing it to serve the development if such service is required by the commission.

(7) *Covenants.* The commission may require the execution and recording of covenants, servitudes, or other instruments satisfactory in form to the city attorney as necessary to ensure permit compliance by future owners or occupants.

(8) *Revocation of permits.* The permit may be automatically revoked upon the occurrence of specified events. In such case, it shall be the sole responsibility of the owner to apply for a new permit. In other cases, any order revoking a permit shall state with particularity the grounds therefor and the requirements for reissuance. Compliance with such requirements shall be the sole criterion for reissuance.

(9) *Landslide and avalanche areas.* Development in landslide and avalanche areas, designated on the landslide and avalanche area maps dated September 9, 1987, consisting of sheets 1—8, as the same may be amended from time to time by assembly ordinance, shall minimize the risk to life and property.

(10) *Habitat.* Development in the following areas may be required to minimize environmental impact:

(A) Developments in wetlands and intertidal areas.

(11) *Sound.* Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.

(12) *Traffic mitigation.* Conditions may be imposed on development to mitigate existing or potential traffic problems on arterial or collector streets.

(13) *Water access.* Conditions may be imposed to require dedication of public access easements to streams, lake shores and tidewater.

(14) *Screening.* The commission may require construction of fencing or plantings to screen the development or portions thereof from public view.

(15) *Lot size or development size.* Conditions may be imposed to limit lot size, the acreage to be developed or the total size of the development.

(16) *Drainage.* Conditions may be imposed to improve on and off-site drainage over and above the minimum requirements of this title.

(17) *Lighting.* Conditions may be imposed to control the type and extent of illumination.

(18) *Other conditions.* Such other conditions as may be reasonably necessary pursuant to the standards listed in subsection (f) of this section.

(Serial No. 87-49, § 2, 1987; Serial No. 2006-15, § 2, 6-5-2006; Serial No. 2015-03(c)(am), § 9, 8-31-2015 ; Serial No. 2017-29, § 3, 1-8-2018, eff. 2-8-2018)

49.40.210 Number of off-street parking spaces required.

(a) *General.* The minimum number of off-street parking spaces required must be as set forth in the following table. The number of spaces must be calculated and rounded down to the nearest whole number:

Use	Spaces Required in All Other Areas	Spaces Required in Town Center Parking Area
Single-family and duplex	2 per each dwelling unit	1 per each dwelling unit
Multifamily units	1 per one bedroom unit	0.4 per one bedroom unit
	1.5 per two-bedroom unit	0.6 per two-bedroom unit
	2.0 per three- or more bedroom unit	0.8 per three- or more bedroom unit
Rooming house, boardinghouse, single-room occupancies with shared facilities, bed and breakfast, halfway house, and group home	1 per 2 bedrooms	1 per 5 bedrooms
Single-room occupancies with private facilities	1 per each single-room occupancy plus 1 additional per each increment of four single-room occupancies with private facilities	1 per 5 single-room occupancies, plus 1 per each increment of ten single-room occupancies with private facilities.
Accessory apartment	1 per each unit	0 per each unit
Motel	1 per each unit in the motel	1 per each 12 units in the motel
Hotel	1 per each four units	1 per each 12 units
Hospital and nursing home	2 per bed OR one per 400 square feet of gross floor area	2 per bed OR one per 400 square feet of gross floor area
Senior housing	0.6 parking spaces per dwelling unit	0.3 spaces per dwelling unit
Assisted living facility	0.4 parking spaces per maximum number of residents	0.4 parking spaces per maximum number of residents
Sobering center	1 parking space per 12 beds	2 parking spaces
Theater	1 for each four seats	1 for each 10 seats
Church, auditorium, and similar enclosed places of assembly	1 for each four seats in the auditorium	1 for each 10 seats in the auditorium
Bowling alley	3 per alley	1.2 per alley
Bank, office, retail commercial, salon and spa	1 per 300 square feet of gross floor area	1 per 750 square feet of gross floor area
Medical or dental clinic	1 per 200 square feet of gross floor area	1 per 400 square feet of gross floor area
Funeral Home	1 per six seats based on maximum seating capacity in main auditorium	1 per 15 seats based on maximum seating capacity in main auditorium
Warehouse, storage, and wholesale businesses	1 per 1,000 square feet of gross floor area	1 per 2,500 square feet of gross floor area
Restaurant and alcoholic beverage dispensary	1 per 200 square feet of gross floor area	1 per 750 square feet of gross floor area
Swimming pool serving general public	1 per four persons based on pool capacity	1 per 10 persons based on pool capacity

Shopping center and mall	1 per 300 square feet of gross leasable floor area	1 per 750 square feet of gross floor area
Convenience store	49.65 Article V	1 per 750 square feet of gross floor area
Watercraft moorage	1 per three moorage stalls	2 per 15 moorage stalls
Manufacturing uses; research, testing and processing, assembling, industry	1 per 1,000 square feet gross floor area except that office space must provide parking as required for offices	1 per 2,500 square feet gross floor area except that office space must provide parking as provided for offices
Library and museum	1 per 600 square feet gross floor area	1 per 1,500 square feet of gross floor area
School, elementary	2 per classroom	2 per classroom
Middle school or junior high	1.5 per classroom	1.5 per classroom
High school	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom
College, main campus	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater
College, satellite facilities	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater
Repair/service station	5 spaces per bay. For facilities with two or more bays, up to 60 percent of the required non-accessible parking spaces may be in a stacked parking configuration.	3 spaces per bay. All but two of the required non-accessible parking spaces may be in a stacked configuration
Post office	1 per 200 square feet gross floor area	1 per 500 square feet of floor area
Childcare Home	49.65 Article X, cannot be varied or FIL	49.65 Article X, cannot be varied or FIL
Childcare Center	49.65 Article X, cannot be varied or FIL	49.65 Article X, cannot be varied or FIL
Indoor sports facilities, gyms	1 per 300 square feet gross floor area	1 per 750 square feet gross floor area
Mobile Food Vendors	No parking requirement	No parking requirement
Open air food service (TPU 8.3)	1 per 400 square feet of gross floor area.	Zero

(b) *Accessible parking spaces.* Accessible parking spaces must be provided as part of the required off-street parking spaces, according to the following table (Table 49.40.210(b)). Except, Accessible parking spaces are not required for residential uses that require fewer than ten parking spaces and there are no visitor parking spaces.

Table 49.40.210(b)	
Total Parking Spaces in Lot	**Required Minimum Number of Accessible Parking Spaces**
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total spaces
1,001 and over	20 plus 1 space for each 100 spaces over 1,100 total spaces in lot

(c) *Facility loading spaces.* In addition to the required off-street parking requirements, a development must provide loading spaces as set forth in the following table:

	Gross Floor Area in Square Feet		
Use	**All other areas**	**Town Center Parking District**	**Loading Space Required**
Motels and hotels	5,000—29,999	6,000—60,000	1
	30,000—60,000		2
	Each additional 30,000	Each additional 30,000	1
Commercial	5,000—24,999	6,000—50,000	1
	25,000—50,000		2
	Each additional 30,000	Each additional 30,000	1
Industrial, manufacturing, warehousing, storage, and processing	5,000—24,999	6,000—50,000	1
	25,000—50,000		2
	Each additional 30,000	Each additional 30,000	1
Hospital	5,000—40,000	6,000—40,000	1
	Each additional 40,000	Each additional 40,000	1
School	For every two school buses		1
Home for the aged, convalescent home, correctional institution	More than 25 beds		1

(Serial No. 2022-04(b) , § 2, 4-25-2022, eff. 5-26-2022)

49.35.240 Improvement standards.

(a) *Right-of-way widths.* The minimum right-of-way width of proposed streets is as follows:

(1) Arterials: 100 feet; minor, 80 feet.

(2) Collectors: 60 feet.

(3) Streets other than arterials and collectors: 60 feet.

(4) Cul-de-sacs: temporary or permanent turnaround: a diameter of 120 feet.

(5) Alleys: 20 feet.

(6) Stairways and other non-motorized access routes: 15 feet.

(7) Half streets. Whenever there exists a dedicated or platted half street or alley adjacent to the tract of land to be developed, the other half of the street or alley must be platted, dedicated, and the entire street or alley constructed to current improvement standards.

(8) Substandard width. Any previously platted right-of-way with less than the minimum standards identified for the traffic generated shall be improved to meet the minimum requirements established by this title.

(b) *Right-of-way minimum width reductions.* The director may reduce minimum right-of-way width requirements:

(1) For a collector, the right-of-way width may be reduced by up to ten feet.

(2) For streets with less than 500 average daily trips, or a privately maintained access road in a right-of-way, the width may be reduced by up to 25 feet.

(3) Where the dedicated right-of-way abuts and runs parallel to an exterior property line, will serve as a half-street, and will be developed as a low volume street or a driveway in a right-of-way, the width may be reduced by up to 30 feet.

(4) Alleys and stairway right-of-ways may be reduced by up to five feet.

(5) The director shall make written findings supporting right-of-way minimum width reductions granted under this section. The director's findings shall state that:

(A) The applicant has provided room for electric utility features and demonstrates that if the road is upgraded in the future to include additional sidewalks that there is sufficient right-of-way for construction of the sidewalks without need for retaining walls over two feet in height.

(B) There is sufficient right-of-way or easements to allow for drainage improvements required by construction of the sidewalks.

(C) That any driveways shall be constructed to accommodate the elevations of future sidewalks.

(D) No additional right-of-way width will be required in order to provide for sufficient access to abutting lands.

(E) There is sufficient room for snow storage.

(c) *Sight distance.* Sight distances for intersection, passing and stopping must be in accordance with the specifications set forth in "A Policy on Geometric Design of Highways and Streets".

(d) *Street grades.* Street grades are as follows:

(1) *Maximum.* Grades on arterial streets must not exceed six percent. Grades on other streets must not exceed 12 percent.

(2) *Minimum.* The minimum grade for all streets is one-half percent.

(3) *Cross slope.* The minimum cross slope on all streets is three percent.

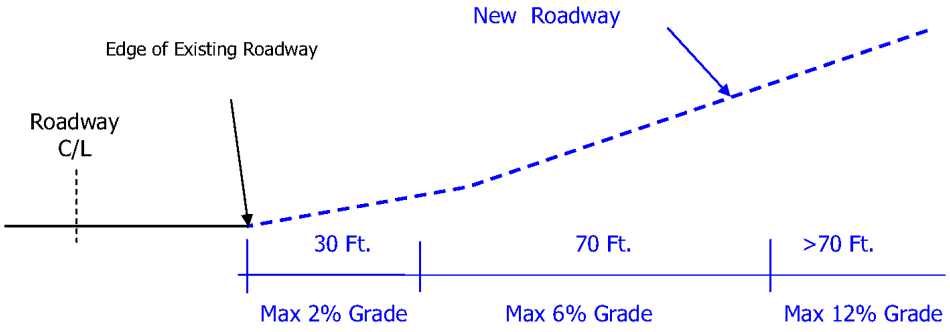
(4) *Exception.* Grades for all streets in hillside areas may be increased under certain circumstances according to chapter 49.70, article II, hillside development.

(e) *Intersections.*

(1) *Corner sight distance.* Corner sight distance must be in accordance with CBJ 49.35.240, however, in no case shall the sight distance be less than 200 feet.

(2) *Intersection angle.* Intersections of right-of-way lines must not be less than 60 degrees. The intersection of the centerline of the constructed roadway must not be less than 80 degrees.

(3) *Grade.* The grade for the approach leg of a new roadway at an intersection must not exceed two percent for the first 30 feet, measured from the edge of the existing roadway. The grade for the next 70 feet of the new roadway must not exceed six percent (See Figure 1).

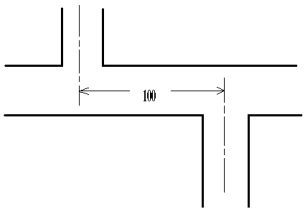


Maximum Grades at the Intersection of a New Roadway

Figure 1

(4) *Adjustment to grade.* In certain circumstances, the director of engineering and public works may require the centerline grade to be adjusted to ensure the grades along the edge of the intersecting street do not exceed the maximum grades listed above.

(5) *Alignment.* A proposed street that will intersect with an existing cross street shall, whenever practicable, align with an existing street intersection on the opposite side of the cross street. Street jogs that have center line offsets of less than 100 feet, shall not be permitted (See Figure 2).



Street jogs shall be no less than 100' apart, measured from the center of the street.

Figure 2

(f) *Curves.*

(1) *Design.* Curves shall be designed in accordance with "A Policy on Geometric Design of Highways and Streets."

(2) *Vertical curve.* The minimum length of vertical curves is 200 feet unless otherwise approved by the director of engineering and public works.

(g) *Cul-de-sacs.*

(1) *Length.* Streets designed to have one end permanently closed shall be no more than 600 feet and not less than 150 feet in length measured from the center of the intersection to the radius point of the turnaround. The director for minor subdivisions, and the commission for major subdivisions, may authorize a longer or shorter cul-de-sac if it is found that the unique characteristics of the site warrant modification to the length.

(2) *Temporary cul-de-sacs.* Temporary cul-de-sacs will be allowed where a street can practically be extended to provide for connecting streets into an adjoining undeveloped land, is located in a right-of-way or in an easement for public access, and if the following are met:

(A) The temporary portions of the cul-de-sac shall be easements on the plat rather than as dedicated right-of-way. Such easements shall allow for public access and maintenance as if it were dedicated right-of-way until such time the easements are vacated. The easements shall not contribute towards lot area.

(B) All of the cul-de-sac must be constructed to permanent street construction standards except as noted in (G) below.

(C) The CBJ will record a release of the easements for the temporary portions of the cul-de-sac at the state recorder's office at Juneau at the time the cul-de-sac is removed and the street improvements have been extended.

(D) Easement lines for the temporary cul-de-sac will be considered front property lines for determining building setbacks.

(E) All improvements, including utilities and private driveways, must be designed to accommodate the eventual extension of the street and reversion of the temporary cul-de-sac to adjoining

properties. The construction plans shall demonstrate those improvements connecting through a temporary cul-de-sac will still comply with CBJ standards after the temporary cul-de-sac is removed.

(F) Temporary cul-de-sacs must provide required access and minimum frontage on a publically maintained right-of-way to all lots using the cul-de-sac as access. If the cul-de-sac is not extended to the adjoining property, the maximum length of an unconstructed right-of-way between the temporary cul-de-sac and the adjoining property shall be the minimum lot width for the zoning district. If the right-of-way is located in more than one zoning district, the shortest minimum lot width shall be used. The right-of-way between the constructed temporary cul-de-sac and the adjoining property shall be subject to the stub street requirements of this Title (See Figure 3).

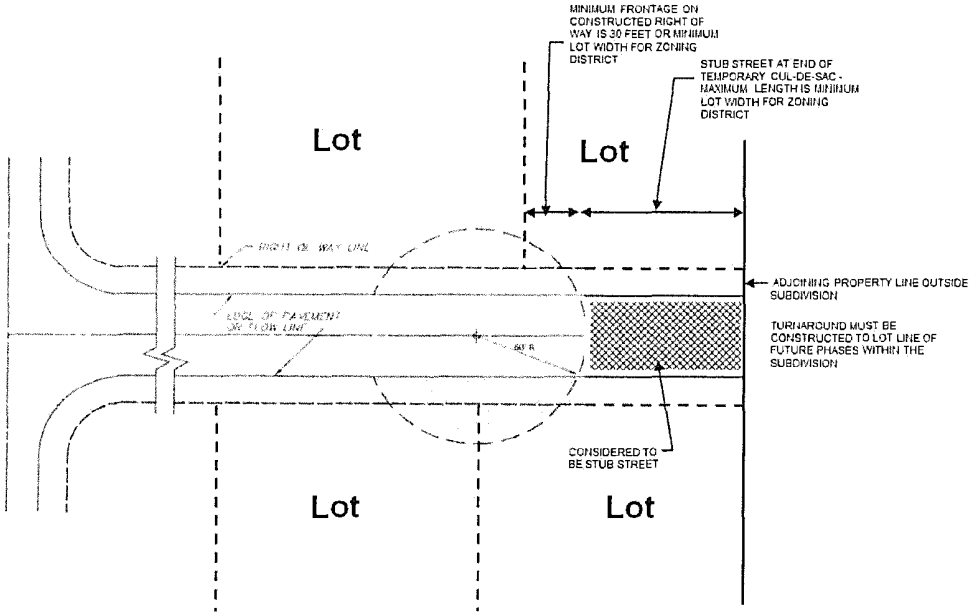


Figure 3

(G) The temporary cul-de-sac may be located on property within the subdivision intended for future subdivision phases in conjunction with a platted right-of-way. It may also be located outside the subdivision boundary entirely within an easement (See Figure 4). If the temporary cul-de-sac is constructed on property outside of the subdivision boundary, then curb, gutter, and sidewalks are not required for the temporary cul-de-sac.

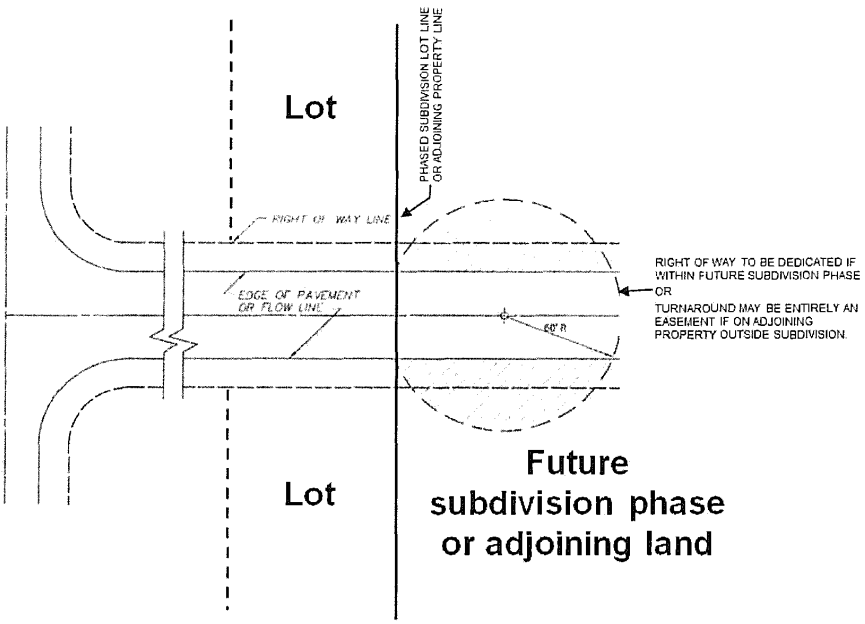


Figure 4

(H) The plat shall include the following note "Temporary cul-de-sac easement shall be vacated upon extension of street unless the director determines all or a portion of the cul-de-sac may remain."

(I) When the developer of adjoining property is required to connect to the temporary cul-de-sac, the temporary portions of the cul-de-sac shall be removed. The director, after considering public safety, costs, and recommendations of the director of engineering and public works department and of the fire marshal, shall determine if the developer may leave all or part of the temporary portions of the cul-de-sac. If any temporary cul-de-sac portion is removed, then the resulting constructed right-of-way shall conform to CBJ standards.

(3) *Hammerhead turnarounds.* Hammerhead turnarounds may be built in lieu of a temporary cul-de-sac, upon approval by the director of engineering and public works.

(h) *Streets construction standards.*

(1) *Arterials.* The subdivider is not responsible for the construction of arterial streets, but may be required to dedicate the necessary right-of-way during the platting process.

(2) *Other streets.* Other than arterials, street shall comply with the following:

Table 49.35.240 Table of roadway construction standards

Avg. Daily Trips (ADT)	Adopted Traffic Impact Analysis Required	Sidewalks	Travel Way Width	Street Lights	Width	Paved Roadway Required	Publicly Maintained

≥ 500	Yes	Both sides	26 ft.	At all intersections	60 ft. Public ROW[ii]	Yes	Yes
212 to 499	Maybe	One side	24 ft.	At all intersections	60 ft. Public ROW[ii]	Yes	Yes
0 to 211	No	Not required	22 ft.	At intersection of subdivision streets and external street system	60 ft. Public ROW[ii]	Yes	Yes
0 to 211	No	Not required	20 ft.[i]	At intersection of subdivision streets and external street system	60 ft. Public ROW[ii]	No, if outside the urban service area	No
0 to 70	No	Not required	20 ft.[i]	No	50 ft. private easement	No[iii]	No

[i] Or as required by the Fire Code at CBJ 19.10.

[ii] ROW width may be reduced as prescribed at CBJ 49.35.240.

[iii] Except as provided by CBJ 49.35.262(b)(9).

(3) *Signs and markings.* The subdivider must install street name signs, traffic control signs, and traffic control pavement markings in accordance with approved plans and the requirements of the current issue of the Manual on Uniform Traffic Control Devices, including the current Alaska Traffic Manual Supplement, published by the Alaska Department of Transportation and Public Facilities.

(i) *Street waivers.* The director, after considering the recommendations of the director of the engineering and public works department and of the fire marshal, may waive the following and no other street improvement requirements:

(1) Right-of-way relocation. If a plat is submitted for the purpose of relocating a right-of-way, the director may waive all or some of the construction requirements under the following conditions:

(A) The proposed relocation will improve access to abutting or neighboring property not otherwise adequately served.

(B) The subdivider has provided sufficient engineering information to demonstrate to the director of engineering and public works the feasibility of constructing a public street at the location of the relocated right-of-way.

(C) The relocated right-of-way and the resulting subdivision layout will conform to all the other standards of this chapter.

(D) The improvements required in the new right-of-way will not be less than those in the existing right-of-way.

(E) No additional lots are being platted.

(2) *Stub streets.*

(A) The director for minor subdivisions and the commission for major subdivisions may waive the full construction of a roadway within a right-of-way that is required to provide access to a bordering property, and does not provide required access to any lot within the subdivision. A developer requesting a stub street waiver shall demonstrate in the construction plans that a street can reasonably be constructed to CBJ standards in the right-of-way. The commission or director may require provision of a roadbed, utility line extensions, or other appropriate improvements (See Figure 5).

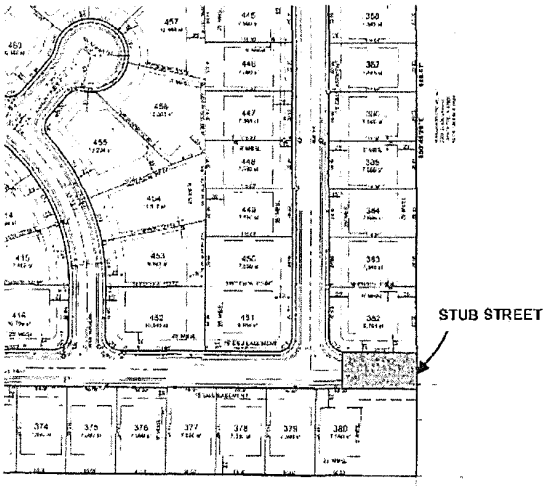


Figure 5

(B) Reserved.

(C) When the developer of adjoining property is required to connect to the stub street, then the developer of the adjoining property will be required to construct the stub street to City and Borough standards at the time.

(3) *Remote subdivisions accessible by navigable water.* The commission and the director may waive roadway improvements and other street construction requirements for remote subdivisions accessed solely by navigable water.

(4) *Roadway construction standards waivers.* Roadway construction standards identified in Table 49.35.240 may be waived in accordance with this subsection for any street reconstruction project, not including routine maintenance; or any new street construction project located in a right-of-way platted before 1987. Waivers shall be in writing.

(A) Roadway construction standards may be waived by the director if:

(i) The existing roadway does not comply with the roadway construction standards identified in Table 49.35.240;

(ii) There are unique circumstances that make compliance with the requirements of the table unreasonable;

(iii) The proposed project will not aggravate the intent of the requirements of this chapter; and

(iv) The proposed project complies with the American Association of State Highway and Transportation Officials' guidelines.

(B) Roadway construction standards may be waived by the commission if:

(i) The existing roadway does not comply with the roadway construction standards identified in Table 49.35.240;

(ii) There are unique circumstances that make compliance with the requirements of the table unreasonable;

(iii) The proposed project will not aggravate the intent of the requirements of this chapter; and

(iv) 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.

(j) *Pioneer path standards.* The following standards shall apply to remote subdivisions accessed by pioneer paths.

(1) Interior access shall be provided solely by pioneer path in a right-of-way. The right-of-way width of a pioneer path within a remote subdivision shall be 60 feet.

(2) Grades for pioneer paths must not exceed 18 percent. The maximum cross slope grade must not exceed five percent.

(3) The width of a pioneer path shall not exceed 54 inches of tread, and must be located within a six-foot corridor.

(4) Pioneer paths shall be designed and constructed to prohibit vehicular traffic wider than 48 inches from using the path, which may include the use of boulders, bollards, or any other similar structure.

(k) *Responsibility for improvements.* Unless otherwise provided, it shall be the responsibility of the subdivider to pay the cost of all right-of-way and street improvements caused by any development, as determined by the director.

(Serial No. 87-49, § 2, 1987; Serial No. 88-30, § 2, 1988; Serial No. 2002-20, § 5, 8-5-2002; Serial No. 2006-15, § 8, 6-5-2006; Serial No. 2010-41, § 2, 1-10-2011; Serial No. 2015-03(c)(am), § 27, 8-31-2015 ; Serial No. 2016-26(b), 4-3-2017, eff. 5-4-2017 ; Serial No. 2018-08, § 2, 3-5-2018, eff. 4-5-2018 ; Serial No. 2019-08, § 2, 4-22-2019, eff. 5-23-2019)

Presented by: The Manager
Introduced: 09/12/2005
Drafted by: J.W. Hartle

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2005-29(am)

An Ordinance Relating to the Seawalk in the Area Encompassed by the Long Range Waterfront Plan.

WHEREAS, the Assembly has adopted the Long Range Waterfront Plan; and

WHEREAS, that plan includes a seawalk extending along the entire downtown waterfront to provide a useable transportation corridor; and

WHEREAS, the CBJ Land Use Code currently requires property owners developing or redeveloping their property to construct the seawalk and dedicate an easement for it; and

WHEREAS, having the City and Borough construct the seawalk will facilitate development of a coherent, useable corridor; and

WHEREAS, the LID process can be used to provide for construction of the seawalk along properties not under development.

NOW, THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough code.

Section 2. Amendment of Subsection. CBJ 49.70.960 Special waterfront areas, is amended at subsection (c)(6) to read:

...

(6) Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to twenty percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners of property along

the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk sixteen feet in width.

(A) *Reserved.*

(B) *Reserved.*

(C) The seawalk shall not be required for existing buildings located along the water's edge until additions or alterations, or both, in excess of 50 percent of the gross square footage of the existing structure are proposed or undertaken within a 36-month period as determined by the City and Borough building division. General maintenance or repair work is exempt from this requirement.

(D) *Reserved.*

...

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 10th day of October, 2005.

Bruce Botelho, Mayor

Attest:

Laurie J. Sica, Clerk

Chapter 49.80 DEFINITIONS

49.80.110 Rules of construction.

For the purpose of this title, certain terms or words shall be interpreted as follows:

(1) "Sign, major" means a sign which requires a permit and review by the department.

(2) "Sign, minor" means a sign which does not require a permit or review by the department, but which must meet the requirements and standards set forth in chapter 49.45.

(3) "Used" or "occupied" as applied to any land or building shall be construed to include the words "intended," "arranged," or "designed" to be used or occupied.

(Serial No. 87-49, § 2, 1987; Serial No. 99-22, § 15, 6-7-1999)

49.80.120 Definitions.

The following words, terms and phrases, when used in this title, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Abut means to physically touch, border upon, or to share a common property line with.

Accent lighting means any directional lighting which emphasizes an object or draws attention to an area.

Access point means any improvement designed for a motor vehicle to travel from or onto a right-of-way including, a driveway, a parking area, or street that intersects an existing street, and any similar improvements.

Access road means a public or private road which affords the principal means of vehicular access to a property, structure, or development.

Accessory apartment means one or more rooms with private bath and kitchen facilities comprising an independent, self-contained dwelling unit within or attached to a single-family dwelling or in a detached building on the same lot as the primary dwelling unit. An accessory apartment is distinguishable from a duplex in that, unlike a duplex, it is clearly subordinate to the primary dwelling unit, both in use and appearance.

Accessory use and *accessory structure* mean a use or structure customarily subordinate or incidental to and located on the same lot as an existing principal use, building or structure. The terms "accessory use" and "accessory structure" include signs, garages, required parking areas, boathouses, smokehouses and storage sheds.

Addition means an increase in gross floor area or height of a building or structure.

ADT means average daily traffic and is determined by calculating the total volume of traffic during a given time period (in whole days), greater than one day and less than one year, divided by the number of days in that time period. The source of this definition is the publication of the American Association of State Highway and Transportation Officials entitled "A Policy on Geometric Design of Highways and Streets" (1984).

Affected surface and *surface disturbance* mean the surface area which may be disturbed by mining exploration or by a mining operation, including on-site roads, land excavations, spoil piles, evaporation ponds, settling ponds, leaching dumps, placer areas, tailings ponds or dumps, work parking, storage or waste discharge areas, and areas in the immediate vicinity of the exploration or mining operation in which structures, facilities, equipment, machines, tools or other materials or property which may be used in such operations are situated. The

terms "affected surface" and "surface disturbance" do not include roads, railways, tramways, utility corridors or rights-of-way necessary to gain access to an exploration or mining operation.

Alley means a public right-of-way providing a secondary means of vehicular access to abutting lots but which is not intended for general traffic circulation.

Alteration means any change, addition or modification in construction.

Amateur radio antenna means any tower used for amateur radio (HAM) transmissions consistent with FCC regulations.

Antenna means communications equipment that transmits and receives electromagnetic radio signals used in the provision of all types of wireless communications services.

Antenna array means a single or group of antenna elements and associated mounting hardware, transmission lines, or other appurtenances which share a common attachment device such as a mounting frame or mounting support structure for the sole purpose of transmitting or receiving electromagnetic waves.

Application means an application form and all accompanying documents and exhibits.

Appurtenant or *associated facilities* means an accessory facility or structure serving or being used in conjunction with WCF, and located on the same property or lot as the WCF, including, but not limited to, utility or transmission equipment storage shelters or cabinets.

Area of shallow flooding, for the purposes of chapter 49.70.400, flood hazard areas, means a designated Zone AO, AH, AR/AO or AR/AH (or VO) on a community's flood insurance rate map (FIRM) with a one percent or greater annual chance of flooding to an average depth of one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

As-grades means surface conditions after completion of grading.

Assembly means the assembly of the City and Borough of Juneau.

Assisted living means a facility providing housing and institutional care for people unable to live independently or without assistance. Assisted living includes facilities that provide nursing care services or emergency shelter. Assisted living use that occurs within a single-family dwelling is regulated as a single-family dwelling use.

Awning means an architectural projection that provides weather protection, identity, or decoration, and is wholly supported by the building to which it is attached. An awning is comprised of a lightweight, rigid skeleton structure over which a covering, typically of cloth or aluminum, is attached.

Backfill means the material used to refill a ditch or other excavation, or the process of doing so.

Barrier islands and lagoons mean depositional coastal environments formed by deposits of sediment offshore or coastal remnants which form a barrier of low-lying islands and bars protecting a saltwater lagoon with free exchange of water to the sea.

Base flood means a flood having a one percent chance of being equaled or exceeded in any given year.

Base flood elevation (BFE) means the elevation of surface water resulting from a base flood. The BFE is shown on the flood insurance rate map (FIRM) and in the flood insurance study for Zones AE, AH, A1-A30, AR, AR/A, AR/AE, AR/A1-A30, AR/AH, AR/AO, V1-V30, and VE.

Base map means a map showing geographic references such as state survey or municipal boundary lines, streets, easements, parcel line, control lines and other features sufficient to allow the plotting of other data.

Base station means a facility consisting of radio transceivers, antenna, coaxial cable, a regular and back-up power supply, and other electronics associated with the operation of a WCF. It includes a structure that currently

supports or houses an antenna, transceiver, or other associated equipment that constitutes part of a bases station. It may encompass such equipment in any technological configuration, including attached WCF.

Basement, for the purposes of chapter 49.70, article IV, flood hazard areas, means any area of a building, including any sunken room or sunken portion of a room, having its floor below ground level on all sides.

Bed and breakfast means a dwelling in which more than two bedrooms are used for commercial lodging provided by the owner or operator who lives on site. The term "bed and breakfast" includes boardinghouses and rooming houses.

Berm means a mound of earth, or the act of pushing earth into a mound.

Bikeway means a pathway intended for the use of bicycles.

Block means a parcel of land entirely surrounded by public highways, streets, shorelines, streams or other physical features.

Boarding stable means a structure designed for the feeding, housing or exercising of horses not owned by the owner of the premises.

Boardinghouse and rooming house mean a dwelling in which more than two bedrooms are used for commercial lodging provided by the owner or operator who lives on site. The term "boardinghouse and rooming house" includes houses offering bed and breakfast.

Body of water and *waterway* mean the sea or natural or manmade lakes, marshes, ponds, rivers, creeks and streams.

Breakpoint technology means the engineering design of a monopole wherein a specified point on the monopole is designed to be at least five percent more susceptible to failure than any other point along the monopole so that in the event of structural failure, the failure will occur at the breakpoint rather than at the base plate, anchor bolts, or any other point on the monopole.

Buffer strip means land area used to visually separate one use from another or to shield or block noise, lights, views or other impacts. Buffer strips may be required to include fences or berms, as well as shrubs and trees.

Buildable area means the area of a lot remaining after the minimum yard and open space requirements of the zoning ordinance have been met.

Building means any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of persons, animals, processes, equipment, goods or materials. For the purposes of chapter 49.70, article IV, building means a structure with two or more outside rigid walls and a fully secured roof, that is affixed to a permanent site; or a manufactured home; or a travel trailer without wheels, built on a chassis and affixed to a permanent foundation, that is regulated under the community's floodplain management and building ordinances or laws.

Building line means a line parallel to the street line at a distance therefrom, equal to the depth of the front yard required for the zoning district in which the lot is located.

Building permit means a permit issued pursuant to section 19.03.120.

Building space means the combined square footage of each floor in the structure.

Bulk storage means the storage of chemicals, petroleum products and other materials in containers for subsequent resale.

Campground means a lot upon which two or more campsites are maintained as noncommercial temporary living quarters, for recreation, education or vacation purposes.

Canopy means an architectural projection that provides weather protection, identity, or decoration and is supported by the building to which it is attached. A canopy is a permanently affixed, horizontal roof-like structure.

Capacity analysis means techniques used to determine the operational characteristics of a transportation facility using the Highway Capacity Manual prepared by the Transportation Research Board.

Change of use means any use which substantially differs from the previous use of a building or land.

Child care center means a building or portion thereof, used for the purpose of providing for the paid care and supervision of 13 or more children under the age of 12. Child care centers include pre-schools and nursery schools not associated or co-located with an elementary, middle, or high school.

Child care home means a building or portion thereof, used for the purpose of providing for the paid care and supervision of no more than 12 children under the age of 12 at any one time.

Child care institution means a facility operated by a government or private agency providing 24-hour housing for more than nine children under 18 years of age.

Child care residence means a home for no fewer than six, nor more than nine children under 18 years of age, together with not more than two adults who supervise such children for compensation, all of whom live together as a single housekeeping unit.

Church means a building, portion of a building or group of buildings primarily used for the conducting of organized religious services and associated accessory uses but not including a building or portion of a building used primarily for child care, a preschool or a school providing other than religious instruction.

City and Borough means the City and Borough.

Civil engineer means a professional engineer licensed as such by the state.

Clinic means a building where patients are admitted for examination and treatment by one or more physicians, dentists or psychologists and where patients are not usually lodged overnight.

Club means a noncommercial incorporated or unincorporated association of persons organized for social or fraternal purposes.

Cluster means a development design technique that concentrates buildings on portions of the site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive features.

Cluster wastewater system means a system with individual on-site wastewater treatment and a shared wastewater collection system under some form of common ownership, other than public ownership, that collects wastewater from two or more dwellings and conveys it for disposal to a suitable site near the dwellings.

Coastal development means any physical structure or alteration of coastal resources which is regulated by this title.

Coastal water means all water bodies in the coastal area, including wetlands and the intertidal area.

Coastal zone means the area subject to the policies of this title as depicted on JCMP Map 1.

College means an educational institution authorized by a recognized accrediting agency to award baccalaureate or higher degrees.

College, main campus means that portion of a college or university where dormitories, offices, classrooms, libraries, and related facilities are separated by no more than one-half mile.

College, satellite facilities means those portions of a college or university located more than one-half mile from the main campus.

Collocation means the mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communications purposes.

Commercial means having profit as a chief aim.

Commercially impracticable means the inability to perform an act on terms that are reasonable in commerce. The inability to achieve a satisfactory financial return on investment or profit, standing alone, shall not be considered "commercial impracticability" and shall not render an act or the terms of an agreement commercially impracticable.

Commission means the City and Borough Planning Commission.

Common driveway means a commonly shared or used pedestrian or vehicular way that connects or serves two or more properties within a common wall development.

Common facilities means streets, sidewalks, parking areas, community buildings, refuse disposal systems, sewer systems, and water systems, held in common ownership by planned unit development homeowners.

Common open area. The common open area is the contiguous area of a cottage housing development that does not include the cottages, other buildings, driveways, parking areas, and the areas within the ghost lines that define the spacing around each cottage.

Common open space means open space held in common ownership by planned unit development homeowners. Buildings, parking areas, and similar improvements may be located in and included in the calculation of common open space if related and necessary to the function of the open space. Stormwater drainage and flood storage may be located in and included in the calculation of the common open space. Common on-site sewage disposal systems, but not individual septic systems, may be located in and included in the calculation of common open space. Streets may be located in but shall not be included in the calculation of common open space.

Community wastewater and disposal system means a system with a shared wastewater treatment and collection system under some form of common ownership, other than public ownership, that collects wastewater from two or more dwellings and conveys it to a treatment plant and disposal system located on a suitable site near the dwellings.

Comprehensive plan means the comprehensive plan and all of its additions listed at CBJ 49.05.200(b).

Conservation lot means an undeveloped or remediated parcel where building development is permanently prohibited. A conservation lot is intended to preserve open space, environmentally sensitive areas, scenic views, wetlands, and buffers.

Convenience store means an establishment, serving a neighborhood market area and engaged in the retail sale or rental, from the premises, of food, beverages, and other frequently or recurrently needed items for household use.

Correctional facility means a facility providing for the imprisonment or physical confinement of persons under guard or 24-hours physical supervision such as a prison, jail, detention center, halfway house, and similar facilities.

Cottage means a cottage is a detached dwelling, not greater than 1,200 square feet in gross floor area, that is developed at a density greater than the underlying zone pursuant to this article.

Cottage housing development means a cottage housing development is a cluster of four to fourteen cottages and common open area. A cottage housing development shall have the following characteristics:

(1) Each cottage is of a size and function suitable for one to three people;

(2) Each cottage has the construction characteristics of a single-family house as set forth in this article;

(3) Cottages are developed as a detached dwelling, common interest community, and share use of common elements such as a common open area, tool shed, workshop and parking areas; and

(4) The site is designed with a coherent concept in mind, including: shared common open area, off-street parking, access within the site and from the site, and visually consistent landscaping and architecture.

Cottage housing development lot means a cottage housing development lot is the undivided lot on which the cottage housing development takes place.

Council means the Alaska Coastal Policy Council.

Crucial habitat means limited areas that serve as a concentrated use area for fish and wildlife species during a sensitive life history stage where either alteration of the habitat or human disturbance, individually or cumulatively, could result in a permanent loss of a sustained yield of a population of a species that is of significant commercial, recreational or subsistence importance, or species that are threatened or endangered.

Cul-de-sac means a dead-end street that provides for a required vehicle turnaround.

Day care center means a building or portion thereof, used for the purpose of providing paid care for more than 12 people, 12 years of age or older at any one time.

Day care home means a building or portion thereof, which is used for the purpose of providing paid care for fewer than 13 people, 12 years of age or older at any one time.

Dedication means the setting aside of land by a property owner which is accepted by the City and Borough for public purposes.

Density bonus means an increase in allowable density above that otherwise allowed in the zoning district in which the planned unit development is located.

Department means the City and Borough community development department.

Design professional means a licensed engineer, a licensed architect or a graphic artist.

Developer means the person or persons who own or control property used for a development.

Development means any of the following:

(1) Construction, reconstruction or enlargement of a structure involving more than 120 square feet;

(2) A subdivision;

(3) Conduct of a home occupation;

(4) Change in use of a lot, including any structure thereon;

(5) Installation or emplacement of a mobile or modular home;

(6) Removal of substantial vegetative cover;

(7) Excavation, dredge or fill activity;

(8) Installation of a sign;

(9) For the purposes of chapter 49.65, article I, the work performed in relation to a deposit, subsequent to exploration but prior to extraction of commercial quantities of a mineral commodity, aimed at, but not limited to, preparing the site for mining, defining an ore deposit, conducting pilot plant operations, and construction of roads or ancillary facilities;

(10) Any site work in preparation or anticipation of the above;

(11) For the purposes of chapter 49.70, article IV, flood hazard areas, means any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials.

Development permit means department approvals, subdivision permits and approvals, allowable use permits, special use permits and conditional use permits.

Direct impact for the purposes of chapter 49.65, article I, means the direct or primary effect or consequences that are caused by the activity of a mining operator whether as a mining operation or otherwise, and whether on affected surface or not. Direct impacts generally occur at the same time and place as the mining operation but may also occur at other than the time or the place of the mining operation. Direct impacts include all discharge, emission and other effects that a mining operation may have on the environment as described in subsection 49.65.135(a)(1), (2) and (3).

Director means the community development director of the City and Borough or his or her designee.

District means geographic area within the municipality, within which certain zoning or development regulations apply.

Double-wide unit means two mobile home segments, attached side-by-side to form a complete mobile home.

Drainage means:

(1) Surface water runoff;

(2) The removal of surface water or groundwater from land by drains, grading or other runoff controls designed to minimize erosion and sedimentation during and after development, to preserve a water supply or to prevent or alleviate flooding.

Dredged material means material that is excavated from waters of the United States, including wetlands.

Driveway means a private roadway providing vehicular access to a structure.

Duplex means a building on a single lot containing two dwelling units, each of which, except for a common stairwell exterior to both dwelling units, is separated from the other by an unpierced wall extending from floor to roof or an unpierced ceiling and floor extending from exterior wall to exterior wall.

Dwelling means a building or portion thereof, used exclusively for human habitation.

Dwelling, attached, means a one-family dwelling attached to one or more single-family dwellings by common walls.

Dwelling, common wall, means a single-family dwelling attached by a common wall to one other single-family dwelling on a separate lot.

Dwelling, detached, means a dwelling which is not attached to any other dwelling by any means.

Dwelling, multifamily, means a building designed for or occupied by three or more families.

Dwelling, single-family, means a detached dwelling which is designed for and occupied by not more than one family.

Dwelling unit means a residential use consisting of a building or portion thereof, providing independent and complete cooking, living, sleeping and toilet facilities for one family.

Eligible facilities request means any request for modification of an existing wireless tower or base station involving (a) collocation of new transmission equipment; (b) removal of transmission equipment; or (c) replacement of transmission equipment. In this context, the term "existing wireless tower or base station" only means a WCF that has been reviewed and approved per this article.

Eligible support structure means any structure that meets the definition of a wireless tower or base station.

Emergency shelter means a temporary residential facility providing accommodations and minimal supportive services for homeless persons on a short-time basis.

Enclosed industrial use means any industrial use where goods, materials, noise, odor, and glare are wholly contained within a building.

Encroachment means any structure located in a floodway, setback, right-of-way or adjacent lot.

Engineer means an engineer licensed to practice in the state.

Environmental impact statement and *EIS* mean a detailed statement on the environmental impact of, and alternatives to, major federal actions, as required under Section 102(2)(c) of the National Environmental Policy Act, 42 USC 4331, "NEPA."

Environmental review means an environmental impact statement, an environmental assessment, or other comprehensive environmental analysis by a state or federal agency.

Equipment cabinet or shelter means a small structure shelter, cabinet or vault used to house and protect the electronic equipment necessary for processing wireless communication signals. Associated equipment may include air conditioning and emergency generators.

Estuary means a semiclosed coastal body of water which has a free connection with the sea and within which seawater is measurably diluted with freshwater derived from land drainage.

Excavation means the disturbance of soil.

Existing grade means the grade prior to grading.

Existing use means a structure in existence and the use or uses to which it is put on the effective date of the ordinance codified in this title.

Exploration means the process of advanced mineral commodity investigation subsequent to prospecting and prior to development.

Exposed high-energy coasts means open and unprotected sections of coastline with exposure to ocean generated wave impacts and usually characterized by coarse sand, gravel, boulder beaches, and well-mixed coastal water.

Exterior wall means any wall, one side of which, is exposed to the elements.

FAA means the Federal Aviation Administration or its duly designated and authorized successor agency.

Facade means any vertical wall face of a building, including vertical parapet walls which enclose usable space. Where separate faces are oriented in the same direction, they are to be considered as part of a single facade.

Facilities related to commercial fishing and seafood processing mean hatcheries and related facilities, seafood processing plants and support facilities, marine industrial and commercial facilities, and aquaculture facilities.

Family means one or more persons living as a single housekeeping unit.

Farm animal means horses, cows, sheep, goats, swine, ducks, chickens and other similar animals, but not including domesticated cats and dogs.

FCC means the Federal Communications Administration or its duly designated and authorized successor agency.

Feasible and prudent means consistent with sound engineering practice and not causing environmental, social, or economic costs that outweigh the public benefit to be derived from compliance with the standard which is modified by the term "feasible and prudent."

Feed lines means cables used as the interconnecting media between the transmission/receiving base station and the antenna.

Fence, sight-obscuring means a fence other than one made of chainlink, chicken wire, or similar materials.

Fill means a deposit of material placed by artificial means. Berms are classified as fill.

Fill material means material placed for the primary purpose of replacing an aquatic area, including a wetland, with dry land.

Finished elevation means the proposed elevation of the land surface of a site after completion of all site preparation work.

Finished (habitable) area means an enclosed area having more than 20 linear feet of finished interior walls (paneling, etc.) or used for any purpose other than solely for parking of vehicles, building access, or storage.

Flood (area of shallow flooding) means a designated AO or AH zone on the flood insurance rate map (FIRM). The base flood depths range from one to three feet; a clearly defined channel does not exist; the path of flooding is unpredictable and indeterminate; and, velocity flow may be evident. AO is characterized as sheet flow and AH indicates ponding.

Flood (area of special flood hazard) means the land within a community subject to one percent or greater chance of flooding in any given year. This area is equivalent to the "100-year floodplain." Designation on maps always includes the letters A or V.

Flood (base flood) means the flood having a one percent chance of being equalled or exceeded in any given year. Also referred to as the "100-year flood." Designation on maps always includes the letters A or V.

Flood means:

(1) A general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties (at least one of which is the policyholder's property) from:

  (A) Overflow of inland or tidal waters;

  (B) Unusual and rapid accumulation or runoff of surface waters from any source; or

  (C) Mudflow; or

(2) Collapse or subsidence of land along the shore of a lake or similar body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels that result in a flood as defined above.

Flood insurance rate map (FIRM) means the official map of a community on which FEMA has delineated the special flood hazard areas (SFHAs), the base flood elevations (BFEs), and the risk premium zones applicable to the community.

Flood insurance study means the official report provided by the Federal Insurance Administration that includes flood profiles, the flood boundary-floodway map, and the water surface elevation of the base flood.

Floodplain or *flood-prone area* means any land area susceptible to being inundated by water from any source.

Floodplain development permit means a permit issued by the department to allow development that conforms with the standards of chapter 49.70, article IV, flood hazard areas.

Floodplain means the channel and the relatively flat area adjoining the channel of a natural stream or river which has been or may be covered by floodwater.

Floodproofing means a combination of structural provisions, changes or adjustments to properties and structures subject to flooding for the reduction or elimination of flood damage to properties, water and sanitary facilities and other utilities, structures, and the contents of buildings.

Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Flood zones A or V means areas of special flood hazard land within a community subject to one percent or greater chance of flooding in any given year. This area is equivalent to the "100-year floodplain." Designation on maps always includes the letters A or V.

Flood zones AO or AH means areas of shallow flooding on the flood insurance rate map (FIRM). The base flood depths range from one to three feet; a clearly defined channel does not exist; the path of flooding is unpredictable and indeterminate; and, velocity flow may be evident. AO is characterized as sheet flow and AH indicates ponding.

Floor area ratio means the gross floor area of all buildings on a lot, divided by the lot area.

Flush-mounted means any antenna or antenna array attached directly to the face of the support structure or building in a manner that permits mechanical beam tilting if necessary but such that no portion of the antenna extends above the height of the support structure or building.

Footprint means the outermost exterior perimeter of a building at the foundation where it touches the ground plane.

Frontage means that side of lot abutting a street; the front lot line.

Full cutoff lighting fixture means a lighting fixture with a flat lens that eliminates or minimizes direct glare and does not cast light upward or to the side. Full cutoff lighting fixtures are mounted with the lens in a horizontal position. The bulb is shielded on all sides and the top by an opaque housing.

Gas station means buildings and premises where automotive fuel, supplies and equipment are sold and where, in addition, routine automotive servicing and parts replacement may be done. Tire recapping and regrooving and major automotive mechanical and body work, painting, welding, storage, impounding and auto wrecking and motor overhaul are activities specifically excluded from this definition.

General maintenance and repair means activities which over a 36-month period do not change the use of more than 25 percent of the floor area of the structure; do not add more than 20 percent to the usable floor area of the structure; and do not exceed 25 percent of the value of the structure.

Geographic Area Douglas means all lots of record within that area formerly known as Service Area 2, as designated by a Parcel Number beginning with 2.

Geographic Area Juneau means all lots of record within that area formerly known as Service Area 1, as designated by a Parcel Number beginning with 1.

Geographic search area means an area designated by a wireless provider or operator for a new base station or WCF, produced in accordance with generally accepted principles of wireless engineering.

Geophysical hazard areas means those areas which present a threat to life or property from geophysical or geological hazards, including flooding, tsunami or storm surge run-ups, landslides, snowslides, faults, ice hazards, erosion and littoral beach processes.

Grade (adjacent ground elevation) means the lowest point of elevation of the finished surface of the ground, paving, or sidewalk within the area between a building and a property line or, when the property line is more than five feet from the building, between the building and a line five feet from the building.

Grading means a disruption of the natural soil surface.

Gravel pit means an open land area where sand, gravel or rock fragments are mined or excavated for sale or off-tract use.

Greenbelt means an open area which is cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Gross area means the total site area of a parcel of land, measured horizontally and excluding bodies of water.

Gross building area means the total horizontal floor areas of all floors, measured to the exterior of the walls, of a principal building, together with all accessory buildings or structures, exclusive of steps and porches. The gross area of a building without surrounding exterior walls shall be measured to the outside line of the supporting structure.

Gross floor area means the total horizontal floor area measured to the outside of surrounding exterior walls or to the centerline of common interior walls. The gross floor area of a building without surrounding exterior walls shall be measured to the outside line of the supporting structure.

Gross leasable floor area means the total gross floor area designed for exclusive tenant use or exclusive owner use in a commercial building.

Ground cover means grasses or other plants grown to keep soil from being blown or washed away.

Guy wire means any wire or cable that provides structural support between a tower and the ground.

Hillside means property which includes a slope in excess of 18 percent extending for a vertical distance of at least five feet on the effective date of the ordinance codified in this title.

Historic building means any building that is:

(A) Listed individually in the National Register of Historic places (a listing maintained by the Department of the Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register; or

(B) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary of the Interior to qualify as a registered historic district; or

(C) Individually listed in a state inventory of historic places in states with preservation programs that have been approved by the Secretary of the Interior; or

(D) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:

(i) By an approved state program as determined by the Secretary of the Interior; or

(ii) Directly by the Secretary of the Interior in states without approved programs.

Home occupation means any activity carried out for gain by a resident, conducted as an accessory use in the resident's dwelling unit, and meeting the following criteria:

(1) The use of a dwelling unit for the home occupation is clearly incidental and subordinate to its use for residential purposes by its occupants, involves no employees, and takes up no more than 25 percent of the net floor area or 500 square feet, whichever is less, in the dwelling;

(2) The home occupation results in no change to the outside appearance of the building and no other visible nonilluminated evidence of the conduct of such home occupation other than one nonprojecting facade-mounted sign one square foot or less in area;

(3) The home occupation generates no traffic and requires no parking in excess of that normally to be found in the neighborhood; and

(4) No equipment or process is used which creates noise, vibration, glare, fumes, odors or electrical interference off the site of the home occupation.

Homeowners' association means a community association, other than a condominium association, which is organized in a development in which individual owners share common interests in, and responsibility for open space, facilities or both.

Hospital means an institution providing primary health services and medical or surgical care to persons, primarily inpatients, suffering from illness, disease, injury, deformity and other abnormal physical or mental conditions, and including, as an integral part of the institution, related facilities such as laboratories, outpatient facilities or training facilities.

Hotel means a building offering transient lodging accommodations to the general public and which may provide additional services such as restaurants, meeting rooms or recreation facilities.

Impact means, for the purposes of chapter 49.65, article I, the reasonably foreseeable effects or consequences of a mining operation. The term "impact" includes social, economic, physical and environmental consequences or effects.

Improved common open space means common open space containing common facilities, recreational equipment, parks, gardens, picnic areas, landscaping, or other outdoor improvements.

Including means including but not limited to.

Indirect impact means, for the purposes of chapter 49.65, article I, the indirect effects or consequences that are caused by a mining operation and are generally later in time or farther removed in distance, but are still reasonably foreseeable and demonstrable. Indirect impacts may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and their related effects on air and water and other natural systems, and effects caused by development induced by the mining operation, including effects on governmental services and facilities.

Indirect lighting means lighting systems which distribute 90 percent to 100 percent of the emitted light by reflection rather than by direct illumination.

Infrastructure means facilities and services needed to sustain industrial, residential and commercial activities.

Intensity of use means the degree to which a use is made, carried on or exercised.

Juneau Coastal Management Program or *JCMP* mean the coastal management program for the City and Borough.

Junk means dismantled, wrecked or unusable aircraft, boats, motor vehicles, machinery, mobile homes, trailers, appliances, furniture and similar items, not scheduled for repair; used, scrap, discarded or salvaged building materials; metals, rubber, paper, plastic, or other waste.

Junkyard means a lot or portion thereof, where junk is bought, sold, exchanged, scrapped, baled, cleaned, packed, disassembled, handled or stored. The term "junkyard" also includes auto-wrecking yards, house-wrecking yards, used-lumber yards, and any storage of junk occupying more than 200 square feet outside an enclosed building.

Kennel means a building in which six or more dogs more than four months of age are kept.

Lacustrine wetland means wetlands situated in a topographic depression or a dammed river channel, lacking persistent vegetation greater than 30 percent aerial coverage, and whose total area exceeds 20 acres.

Landscape means:

(1) An expanse of natural scenery;

(2) To add lawns, trees, plants, and other natural and decorative features to land.

Large mine means a mining operation involving more than 20 acres of affected surface disturbance; or having 75 or more personnel employed at the mining operation in the City and Borough, whether direct employees or employees of independent contractors, in any consecutive three-month period; or a mining operation which a federal agency has determined would involve a major federal action significantly affecting the quality of the human environment so that the preparation of an environmental impact statement in accordance with NEPA is required.

Large mine permit means a conditional use permit for a large mine, pursuant to chapter 49.15, article III, and section 49.65.130.

Lighting fixture luminaire means a complete lighting unit consisting of one or more lamps together with the components which are designed to distribute the light, to position and protect the lamps, and to connect the lamps to the electrical power supply; also called the lighting fixture.

Loading space means an off-street space or berth used for the loading or unloading of vehicles.

Local improvements means a public improvement which benefits a specific area and which is usually paid for in whole or part by special assessment of benefiting property owners.

Lot means a continuous parcel, tract or area of land undivided in ownership, established by plat, subdivision, or as otherwise permitted by law, to be used, conveyed, developed, or built upon as a unit.

Lot area means the total area within the property lines of a lot, excluding any street rights-of-way.

Lot, corner, means a lot or parcel of land abutting upon two or more streets at their intersection, or upon two parts of the same street forming an interior angle of less than 135 degrees.

Lot coverage means the percentage of horizontal lot area that is occupied by all buildings on the lot, each measured at the outside of those exterior walls of the floor having the greatest horizontal dimensions.

Lot depth means the average distance measured from the front lot line to the rear lot line.

Lot line, front, means the property line separating the lot from a street right-of-way, other than an alley.

Lot line, rear, means the property line opposite and most distant from a front lot line, except in the case of a corner lot.

Lot line, side, means any property boundary line not a front or rear lot line.

Lot line, street side, means the property line separating the lot from a street right-of-way, other than an alley or the front lot line.

Lot, minimum area of, means the smallest lot area established by the zoning ordinance on which a particular use or structure may be located in a particular district.

Lot, minimum size, means the smallest lot that may be created by subdivision in a particular zoning district.

Lot width means the horizontal distance between the side lines of a lot measured at right angles to its depth along a straight line parallel to the front lot line at the minimum required building setback line.

Lowest floor, for the purposes of chapter 49.70, article IV, flood hazard areas, means the lowest floor of the lowest enclosed area (including a basement). An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access, or storage in an area other than a basement area, is not considered a building's lowest floor provided that it does not violate subsection 49.70.400(h)(1).

Lowest floor elevation, for the purposes of section 49.70.400, flood hazard areas, means the measured distance of a building's lowest floor above mean lower low water specified on the flood insurance rate map (FIRM) for the City and Borough of Juneau.

Major development means all development that is not a minor development.

Major energy facility means marine service bases and storage depots, pipelines and rights-of-way, drilling rigs and platforms, petroleum or coal separation, treatment, or storage facilities, liquid natural gas plants and terminals, oil terminals and other port development for the transfer of energy products, petrochemical plants, refineries and associated facilities, hydroelectric and other electric generating plants, transmission lines, uranium enrichment or nuclear fuel processing facilities, and geothermal facilities; "major energy facility" means a development of more than local concern carried out in, or in close proximity to, the coastal area, which meets one or more of the following criteria:

(1) A facility required to support energy operations for exploration or production purposes;

(2) A facility used to produce, convert, process or store energy resources or marketable products;

(3) A facility used to transfer, transport, import or export energy resources or marketable products;

(4) A facility used for in-state energy use; or

(5) A facility used primarily for the manufacture, production or assembly of equipment, machinery, products or devices which are involved in any activity described in subsections (1)—(4) of this definition.

Manufactured home means, for purposes of sections 49.70.400—49.70.410, a structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. For floodplain management purposes the term "manufactured home" also includes park trailers, travel trailers, and other similar vehicles placed on a site for greater than 180 consecutive days. For insurance purposes, the term "manufactured home" does not include park trailers, travel trailers, and other similar vehicles.

Manufacturing, heavy, means the processing and/or fabrication of materials having the potential to produce noise, dust, glare, odors, or vibration beyond the owner's property line or that may be offensive or obnoxious on adjacent properties. This category includes uses that require storage of large volumes of volatile, highly flammable, toxic, noxious, or explosive substances.

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.

Marijuana means all parts of the plant of the genus cannabis whether growing or not, the seeds thereof, the resin extracted from any part of the plant, and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds, or its resin, including marijuana concentrate; "marijuana" does not include fiber produced from the stalks, oil, or cake made from the seeds of the plant, sterilized seed of the plant which is incapable of germination, or the weight of any other ingredient combined with marijuana to prepare topical or oral administrations, food, drink, or other products.

Marijuana cultivation facility means an entity that cultivates, prepares, and packages marijuana and sells marijuana to retail marijuana stores, to marijuana product manufacturing facilities, and to other marijuana cultivation facilities, but not to consumers.

Marijuana product manufacturing facility means an entity that purchases marijuana; manufactures, prepares, and packages marijuana products; and sells marijuana and marijuana products to other marijuana product manufacturing facilities and to retail marijuana stores, but not to consumers.

Marijuana retail store means an entity that purchases marijuana from marijuana cultivation facilities, purchases marijuana and marijuana products from marijuana product manufacturing facilities, and sells marijuana and marijuana products to consumers.

Marijuana testing facility means an entity that analyzes and certifies the safety and potency of marijuana.

Marquee means any hood, canopy, awning or permanent construction which projects from a wall of a building, usually above an entrance.

Material means any rock, sand, gravel, clay, organic natural soil or fill or any combination thereof.

Mean high water means the average elevation of the high tides.

Mineral commodity means an inanimate constituent of the earth which, when extracted from the earth, is usable in its natural form or is capable of conversion into a form usable as metal, a metallic compound, a chemical, quarry stone, an energy source, or a raw material for manufacturing or construction material. For the purposes of this section, the term "mineral commodity" does not include surface or subsurface water, geothermal resources, sand or gravel, common varieties of construction aggregate, or natural oil, gas, coal and peat, or associated by products recovered therewith.

Mining means the extraction of minerals including: solids, such as coal and ores; liquids, such as crude petroleum; and gases, such as natural gases. The term "mining" also includes quarrying; well operation; milling, such as crushing, screening, washing and flotation; and other preparation customarily done at the mine site or as part of a mining activity.

Mining development. See "Development."

Mining operation means the development, construction or reclamation of a mine, including associated infrastructure, or the exploitation or extraction of a mineral commodity from its occurrence on or in the earth, or the operation of a mine. The term "mining operation" includes open pit mining, placer mining and underground mining, and the disposal of refuse, tailings or waste rock from any such operation. The term "mining operation" also includes transporting, concentrating, milling, evaporating and other on-site processing. The term "mining operation" does not include off-site smelting, refining, cleaning, preparing, transportation or other surface operations not conducted on the affected surface.

Mitigate means:

(1) Avoiding the impact altogether by not taking a certain action or parts of an action;

(2) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;

(3) Rectifying the impact by repairing, rehabilitating or restoring the affected environment;

(4) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;

(5) Compensating for the impact by replacing or providing substitute resources or environments.

Mitigation bank means wetland enhancement, restoration, creation or acquisition undertaken to provide compensatory mitigation for wetlands losses from future development activities. The bank involves enhancing, restoring, creating or acquiring wetlands in advance of development of a wetland as part of a mitigation credit program.

Mobile food vendor means a type of food service that is located in a vehicle, trailer or cart, and is capable of moving easily daily. Unless a push cart, these units must be capable of being licensed by the state as a motor vehicle, and can be moved without special conditions (such as a pilot car, flagging, or restricted hours of movement). Mobile units must completely retain their mobility at all times.

Mobile home means a detached residential dwelling unit designed for transportation, after fabrication, on streets or highways on its own wheels or on a truck or trailer, and arriving at the site where it is to be occupied as a dwelling complete and ready for occupancy except for minor and incidental unpacking and assembly operations, location on jacks or other temporary or permanent foundations, connections to utilities, and the like, and includes recreational vehicles used outside of a recreational vehicle park as living quarters, other than as temporary living quarters for recreational, camping, or travel purposes. For the purpose of chapter 49.70, article IV, flood hazard areas, a mobile home is the same as a manufactured home.

Mobile home park means a residential use consisting of a site utilized for occupancy by more than one mobile home, together with accessory uses.

Monopole WCF means a style of freestanding WCF consisting of a single shaft usually composed of two or more hollow sections that are in turn attached to a foundation. This type of WCF is designed to support itself without the use of guy wires or other stabilization devices. These facilities are mounted to a foundation that rests on or in the ground or on a building's roof.

Motel means an establishment providing transient accommodations containing six or more rooms, at least 25 percent of which have direct access to the outside, without the necessity of passing through the main lobby of the building.

Multiple-building complex means a group of structures housing at least one retail business, office, commercial venture, or independent and separate department of a business which shares the same lot, access or parking facilities of a coordinated site plan.

Multiple-tenant building means a single structure housing more than one retail, office, or commercial business.

Natural area park means a lot owned by a government and characterized by areas of natural quality designed to serve the entire community by providing fish and wildlife habitat, open space/natural areas, access to water, and opportunities for passive and dispersed recreation activities. Development is prohibited except for structures, roads, and trails necessary for public use, education, maintenance, and protection of the resource.

Natural grade means the grade unaffected by construction techniques such as fill, landscaping, or berming.

Neighborhood means a physical area, usually residential, the physical or social characteristics of which distinguish it from other areas, or the people in which have certain lifestyle characteristics in common, such as attendance at an elementary school, use of a central area, shared boundaries, or similar auto commutes. The commission shall consider neighborhood elements as necessary on a case-by-case basis.

Net floor area means the total horizontal floor area included within the surrounding walls of a building or portion thereof, exclusive of vent shafts. The net floor area of a building, or portion thereof, not provided with surrounding walls shall be measured to the inside of the supporting structure.

New construction, for the purposes of chapter 49.70, article IV, flood hazard areas and for flood insurance rates, means structures for which the "start of construction" commenced on or after the effective date of an initial flood insurance rate map (FIRM) or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures.

New land use means a use falling under a different category in the table of permissible uses than the "mining operations" use designation in 14.400.

Non-concealed means a WCF that has not been treated, camouflaged, or disguised to blend with its surroundings and is readily identifiable.

Nonconforming lot means a lot, or lot fractions, that:

(1) Was allowed or not prohibited by law when established; and

(2) Due to the subsequent adoption or amendment of a zoning ordinance, the lot(s) fails to conform to this title.

Nonconforming parking means dimensional standards and types of off-street parking and loading that were not in effect when the development was established, and due to the subsequent adoption or amendment of a zoning ordinance, are now required under this title.

Nonconforming residential density means:

(1) Residential development of a density that was allowed or not prohibited by law when constructed; and

(2) Due to the subsequent adoption or amendment of a zoning ordinance, is of a greater density than allowed under this title.

Nonconforming situation means a nonconforming use, a nonconforming residential density, a nonconforming structure, a nonconforming lot, and nonconforming parking, whether existing alone or in any combination.

Nonconforming structure means a structure that:

(1) Was allowed or not prohibited by law when constructed; and

(2) Due to the subsequent adoption or amendment of a zoning ordinance, fails to conform to this title.

Nonconforming use means a use that:

(1) Was allowed or not prohibited by law when established; and

(2) Due to the subsequent adoption or amendment of a zoning ordinance fails to conform to this title.

Nonmotorized recreation means any human-powered vehicular activity undertaken for relaxation or enjoyment.

Nonresidential use means a commercial, service, professional, industrial, or agricultural use, or a public facility.

Nursery means land used to raise flowers, shrubs and plants for sale.

Nursing care home means a facility maintained for the purpose of providing skilled nursing care and medical supervision to not more than nine persons at a lower level than that available in a hospital.

Nursing care institution means an institutional facility maintained for the purpose of providing skilled nursing care and medical supervision to more than nine persons at a lower level than that available in a hospital.

Office means a nonresidential use consisting of the space used for providing services other than vehicle repairs.

Office, professional means an office used for the practice of law, the healing arts, accountancy, architecture, engineering or other use determined similar by the planning commission.

Offshore areas means submerged lands and waters seaward of the coastline.

Off-street parking space means an automobile parking space and access thereto, located on a lot.

Open air food service means a food service located in a structure or area that does not have a permanent means of heat. (Note that woodstoves are not considered a permanent means of heat by the building code official). The director can extend the operation period for cause, such as extended tourist season, community event, or emergency provisions.

Open space means any parcel or area of land or water essentially unimproved and set aside, dedicated, designated or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or in the same neighborhood as such open space.

Open space, usable, means open space within a proposed development site excluding areas devoted to structures, storage or recreational vehicles, and parking. At least one-half of all areas designated as usable open space must have a slope of less than 20 percent.

Opening date of a development means the date that a business or housing site is operational and open for occupancy.

Operator (mining) means any person engaged in or controlling, or applying to engage in or control, an exploration or a mining operation.

Ordinary high water mark means:

(1) In the non-tidal portion of a river, lake, or stream: the portion of the bed(s) and banks up to which the presence and action of the non-tidal water is so common and usual, and so long continued in all ordinary years, as to leave a natural line or "mark" impressed on the bank or shore and indicated by erosion, shelving, changes in soil characteristics, destruction of terrestrial vegetation, or other distinctive physical characteristics;

(2) In a braided river, lake, or stream; the area delimited by the natural line or "mark", as defined in part 1 above, impressed on the bank or shore of the outside margin of the most distant channels; or

(3) In a tidally influenced portion of a river, lake, or stream, setbacks shall be taken from the mean high water elevation or from the ordinary high water mark, whichever offers greater protection to the water body.

Other agency means any branch, arm, part agency, department or other governmental entity other than the department with the authority to regulate any aspect of a mining operation, pursuant to any other regulatory program.

Other regulatory program means any governmental program other than one administered by the department which program applies to a mining operation or prospecting operation.

Palustrine wetland means a freshwater wetland dominated by trees, shrubs, persistent emergent vegetation, or emergent mosses or lichens.

Panhandle lot means a lot where the only owned access to the right-of-way is a narrow strip of land, the width of which is less than the minimum required by code.

Parent lot means the original lot and the residual area from which unit-lots are created through an alternative residential subdivision.

Park and ride means a parking and loading facility where commuters are provided space to park vehicles and to board transit vehicles. A park and ride facility may be located with a transit center or transit station.

Parking access means the area of a parking lot that allows motor vehicles ingress and egress from the street.

Parking deck is an unenclosed structure on which motor vehicles may be parked. The access to the deck must be at street grade. The deck may have a non-sight-obscuring safety rail.

Parking space, stacked, means a parking space that is separated from a driving aisle or lane by one or more additional parking spaces. In a line of stacked parking spaces, the space with direct access to a driving aisle is not a stacked parking space. This parking arrangement is commonly utilized for valet parking or other situations where immediate access to a particular vehicle is not required, and is sometimes referred to as "tandem" parking.

Party wall means a common shared wall between two separate structures, buildings, or dwelling units.

Pedestrian way means any sidewalk, trail, path, or other way reserved, designed, or developed to provide public, pedestrian access whether such way is held by the municipality by way of an easement, permit, dedication, prescription, fee ownership or other form.

Person means an individual, partnership, firm, or company corporation.

Pioneer path means an access path for pedestrian, equestrian, human powered vehicles, all-terrain vehicles, snow machines, and similar off-road recreational vehicles weighing less than 1,000 pounds gross vehicle weight and having a maximum overall width of 48 inches. Except as identified above, a pioneer path shall be designed and constructed to prevent a vehicle registered or required to be registered under AS 28.10 from traveling on the pioneer path.

Planned unit development means a tract of land at least two acres in area, under single, corporation, firm, partnership, or association ownership, planned and developed as an integral unit in a single development operation or a definitely programmed series of development operations and according to approved preliminary and final development plans. Planned unit developments shall comply with all requirements of the land use code, except to the extent that such requirements are superseded by a permit issued pursuant to this article.

Planting strip means a strip of land which is landscaped and maintained with live vegetative cover.

Plat means the map prepared for the purpose of recording subdivisions of land as provided in this title.

Plat, final, means all or a portion of a plat which is presented to the proper review authority for final approval.

Plat, preliminary, means a plat indicating the proposed layout of a subdivision or site plan which is submitted to the proper review authority for consideration and preliminary approval.

Population means a collective and generally discrete reproducing group of animals of the same species.

Principal use means the primary or predominant use of any lot.

Private improvements means those improvements required as part of a subdivision or other land use permit that will not be maintained by the City and Borough or other agency of government.

Privately maintained access road means a road that the department or the commission has permitted to be constructed at less than full public street standards in an existing right-of-way. Privately maintained access roads can be used by the public and can provide access to more than one parcel, but will not be publicly maintained. A privately maintained access road is distinguished from an ordinary driveway in that an ordinary driveway provides access between a parcel of land and the public portion of the street, and is not for public access (See Figure 5).

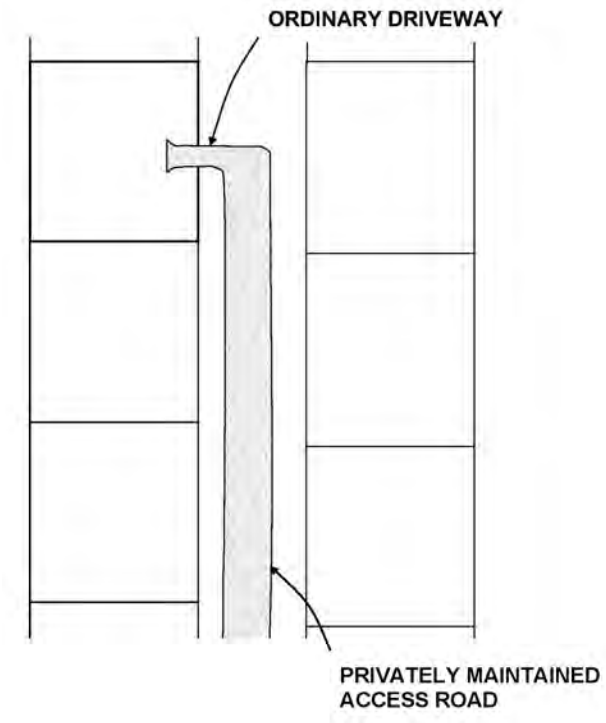


Figure 5

Prohibited use means a use not allowed in a zoning district.

Propagation study means a computer-generated study estimating the signal emanating, and prediction of coverage, from antennas or repeaters sited on a specific tower or structure.

Prospecting means the process of seeking and occasionally removing small samples of mineral commodities for claim staking or further exploration. The term "prospecting" includes only those activities which cause no or very little surface disturbance and which use no mechanized earth-moving equipment.

Public improvements means any construction incidental to servicing or furnishing facilities to a development, including but not limited to: streets; retaining walls; street signs and markings; curbs and gutters; street lights and associated power conduits; sidewalks; shared use pathways; sewer mains, pump stations, service laterals, manholes, cleanouts and all associated parts; storm sewer mains, manholes, catch basins, pump stations, service laterals, and all associated parts; water mains, fire hydrants, service laterals, valves, pump stations, reservoirs, and all associated parts.

Public sewer and water system means any system that is operated by a municipality, governmental agency, or a public utility licensed as such by the state for the collection, treatment and disposal of wastes, furnishing of potable water and fire protection.

Public square means an area dedicated for public use for temporary leisure, assembly, markets, and similar uses.

Public way means pedestrian ways, rights-of-way, and streets and any other way held for or held open by a public entity for purposes of public access.

Public works facility means a facility operated by one or more government agencies and used to maintain public works and public facilities. This is an "umbrella" land use designation that includes land uses typical to public

facilities maintenance, including but not limited to outdoor or indoor storage of materials and equipment and administrative offices. This use may include the collection of hazardous waste in any zoning district where public works facilities can be permitted, or the storage of hazardous waste in the Industrial zoning district when authorized by a major development permit. This umbrella land use does not include any category 4.100-4.220, 11.000, 14.000, or 17.000 uses, or any other category 15.000 uses for which a land use permit is required.

Quasi-public means property or infrastructure that is normally owned by the public sector, but owned by the private sector serving in the public interest.

Radial distance means the shortest distance measured along a radius extending from a point of the object being measured from to a point on the object being measured to.

Radio frequency emissions means any electro-magnetic radiation or other communication signal emitted from an antenna that is regulated by the FCC.

Reclamation means procedures to minimize disruption and to rehabilitate the affected surface through grading and the protection and restoration of plant cover, soil stability, water resources, or other features relevant to the subsequent use of such lands.

Recreation facility, commercial means a place designed and equipped for the conduct of sports, leisure time activities, and other customary and usual recreational activities operated as a business and open to the public for a fee.

Recreational vehicle means a vehicle primarily designed and intended as temporary living quarters for recreation, camping, or travel uses, which either has its own motive power or is mounted on or drawn by another vehicle for moving from one location to another without a change in structure or design, and identified or required to be identified by a license number, registration number, serial number, or motor number for operation on state highways. For the purposes of chapter 49.70, article IV, flood hazard areas, recreational vehicle means a vehicle which is:

(A) Built on a single chassis;

(B) Four hundred square feet or less when measured at the largest horizontal projection;

(C) Designed to be self-propelled or permanently towable by a light duty truck; and

(D) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

Recreational vehicle park means a residential use consisting of a site utilized for occupancy by more than one recreational vehicle, together with accessory uses.

Residential use means the occupation of a building as a dwelling.

Resort means a facility for transient guests where the primary attraction is recreational activities.

Resource extraction means an industrial use involving the removal of timber, native vegetation, peat, topsoil, fill, sand, gravel, rock, or any mineral and other operations having similar characteristics.

Restaurant means a retail establishment selling food, drink, or both for consumption on the premises, including lunch counters and refreshment stands selling prepared foods and drinks for immediate consumption.

Rezone means to change the zoning classification of particular lots or parcels of land.

Right-of-way means a defined area of land, including surface, overhead and underground space, reserved or granted by deed, easement or dedication for a street, alley, utility, walkway, sidewalk, or other public ways.

Riverine wetland means wetlands contained in a freshwater channel. A channel may be either naturally or artificially created.

Roadway means that portion of a street intended for vehicular traffic, including shoulders. The sum of the traveled way and shoulder widths constitutes the roadway width.

Rocky islands and seacliffs mean islands of volcanic or tectonic origin with rocky shores and steep faces, offshore rocks, capes and steep rocky seafronts.

Rough grade means the stage at which the grade approximately conforms to the approved plat.

Rural means that part of the City and Borough which is not designated as being within the urban service area boundary in the comprehensive plan.

Sanitary landfill means a site for solid waste disposal.

Satellite earth station means a parabolic or dish antenna that is mounted to a structure, which may include associated equipment cabinets, necessary for the transmission or reception of wireless communication signals with satellites.

Screening means a method of visually shielding or obscuring one abutting or nearby structure or use from another by fencing, walls, berms or densely planted vegetation.

Seawalk means the pedestrian path and access easement described in CBJ 49.70.960(c)(6) and the Long Range Waterfront Plan.

Senior housing means a dwelling unit specifically designed for occupancy by persons 55 years of age or older.

Separate development means a facility or infrastructure located outside the land area encompassing, and not an integral part of, the mining operation for which a development permit already exists.

Setback means the minimum required yard between a building and a parallel lot line. See "Yard."

Shadow plat means the platting of property in such a way as to provide for future subdivision into smaller lots.

Sidewalk means the portion of a street or crosswalk intended for pedestrian use only.

Sight distance means the distance that a driver needs to react appropriately to a situation, including stopping sight distance, passing sight distance, and intersection sight distance.

Sign means any device for visual communication that is used for the purpose of bringing the subject thereof, to the attention of the public, excluding:

(1) Signs not exceeding 1½ square feet in area and bearing only property numbers, post office box numbers, names of occupants or premises, or other identification of premises not having commercial connotations;

(2) Flags and insignia of any governmental agency except when displayed in connection with commercial promotion;

(3) Regulatory, identification, informational, or directional signs erected or required by governmental bodies;

(4) Integral decorative or architectural features of buildings, except letters, trademarks, moving parts, or moving lights;

(5) Artwork having no commercial connotations.

Sign, directional, means a permanent sign not exceeding six square feet in area without commercial message that directs the public to a specific place such as an entrance, exit, parking or service area.

Sign, freestanding, means a sign attached to the ground and supported by uprights placed on or in the ground.

Sign, major, means a sign which requires a permit and review by the department.

Sign, marquee, means a sign which is integrated into a marquee or canopy and does not extend beyond the limits of the marquee or canopy.

Sign, master, means a sign which is the primary building or complex sign for a multiple-tenant building or a multiple-building complex.

Sign, menu board, means a sign without commercial message which is intended to inform drive-up or pedestrian customers of the goods which can be ordered from outside the building.

Sign, minor, means a sign which does not require a permit or review by the department, but which must meet the requirements and standards set forth in chapter 49.45.

Sign, political, means a sign which advertises a candidate or candidates for public elective office, a political party, or promotes a position on a ballot issue.

Sign, real estate, means a temporary sign which advertises the real estate on which it is located for rent, lease, or sale.

Sign surface area means the entire area within the smallest regular geometrical form or combination of forms which will include all of the display area of a sign or sign elements. Frames and structural members not bearing advertising matter shall not be included in computation of surface area.

Single-Room Occupancy with private facilities means a dwelling unit composed of a private bathroom and a combined kitchen, living, and sleeping area, designed for occupancy by a single person.

Single-Room Occupancy with shared facilities means living and sleeping space for the exclusive use of one occupant, with shared sanitary and/or food preparation facilities for all occupants of the development.

Site plan means the development plan for one or more lots on which is shown the existing and proposed conditions of the site including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Slope means the degree of deviation of a surface from the horizontal, usually expressed in percent or degrees.

Small mine means a mining operation other than a large mine.

Small mine permit means a conditional use permit for a small mine, pursuant to of chapter 49.15, article III, and section 49.65.125.

Small temporary floating structure without amenities means a platform that is afloat at the lowest tide, is held in place by anchor or mooring, is used seasonally and removed when not in use, is no larger than 1900 square feet of decked structure and has no enclosed superstructure over four feet tall.

Snow storage basin means a designated area to store snow that comes from off site. Snow storage basins include grading and drainage improvements to treat melt water. This definition does not apply to areas that are occasionally or temporarily used for snow storage which do not have drainage improvements. This definition does not apply to areas used for storage of snow that accumulates on the same property.

Sobering center means a facility that provides temporary shelter to incapacitated and intoxicated persons taken into emergency protective custody pursuant to AS 47.37.170.

Socioeconomic impact assessment means, for the purposes of chapter 49.65, article I, the ordering, measuring and analysis of beneficial and adverse socioeconomic impacts presented in a report or study format. Specifically, a socioeconomic impact assessment shall address the beneficial and adverse impacts, including direct impacts and

indirect impacts, of a mining operation on existing and future local conditions, facilities and services, including the following:

(a) Transportation and traffic;

(b) Sewer and water;

(c) Solid waste;

(d) Public safety and fire protection;

(e) Education;

(f) Native history and culture;

(g) Health;

(h) Recreation;

(i) Housing;

(j) Employment;

(k) Local businesses;

(l) The rate, distribution and demographic characteristics of any population changes induced by the mining operation;

(m) The fiscal impacts of the mining operation on public facilities and services, including general government functions.

Soil means sediments and other unconsolidated accumulations of solid particles produced by disintegrations of rocks. Includes mixtures of these particles with organics (i.e., topsoil), sand, gravel, silt, etc.

Special flood hazard area (SFHA) means the land in the floodplain subject to a one percent or greater chance of flooding in any given year. It is shown on the flood insurance rate map (FIRM) as Zone A, AO, AH, A, AE, A99, AR (V, VO, VE). "Special flood hazard area" is synonymous in meaning with the phrase "area of special flood hazard".

Spring water means water supplied by a natural flow which rises to the surface of the earth, including water from an artesian well.

Square feet under cultivation means the area of a licensed premises of a cultivation facility that is used for growing marijuana, measured from the perimeter of the floor or growing space for marijuana. "Square feet under cultivation" does not include a processing or storage area, an equipment storage area, an office, a hallway, or another area if that area is not used for growing marijuana.

Stable means a building or land where farm animals are boarded or kept; to keep animals in or on a stable.

Start of construction, for the purposes of section 49.70.400, flood hazard areas, includes substantial improvement, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

Street means a thoroughfare improved or intended to be improved for travel, permanently open to general public use that affords the principal means of access, frontage and address to individual buildings, lots and blocks. Streets include a pioneer path, road, avenue, place, drive, boulevard, highway or other similar means of public thoroughfares except an alley. Unless otherwise indicated, the term street shall refer to both public and private streets.

Street, arterial, means a street with access control, channelized intersections, restricted parking, and which collects and distributes traffic to and from minor arterials and collectors.

Street, collector, means a street which collects traffic from local streets and connects the minor and major arterials.

Street, cul-de-sac, means a street with a single common ingress and egress and with a turnaround at the end.

Street, local, means a street intended for vehicular access to abutting property and not intended for through traffic.

Street, minor arterial, means a street with signals at important intersections and stop signs on the side streets, and which collects and distributes traffic to and from collector streets.

Structural alteration means any change to the supporting members of a structure.

Structure means anything which is constructed or erected and located on or under the ground, or attached to something fixed to the ground, including the following:

(1) A building, regardless of size, purpose, or permanence;

(2) A tower, sign, antenna, pole or similar structure;

(3) A basement, foundation, or mobile home pad;

(4) A fence;

(5) A sign;

(6) A street, road, sidewalk, driveway, parking area, or storage area.

Subdivider means the developer or owner of a subdivision.

Subdivision means the division or redivision of a tract or parcel of land into two or more lots, sites or other divisions and the act of developing, constructing or improving property with a subdivision as required by CBJ Title 49.

Substantial damage, for the purposes of section 49.70.400, flood hazard areas, means damage of any origin whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

Substantial improvement, for the purposes of section 49.70.400, flood hazard areas, means any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the "start of construction" of the improvement. This term includes structures which have incurred "substantial damage", regardless of the actual repair work performed. This term does not include either:

(1) Any project or improvement of a building to correct existing violations of a state or local health, sanitary, or safety code specifications that have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions; or

(2) Any alteration of a "historic structure", provided that the alteration will not preclude the structure's continued designation as a "historic structure".

Temporary structure means a structure established in support of and during the construction of a structure.

Tideflats means mostly unvegetated areas that are alternately exposed and inundated tides.

Tideland means land between the lowest and highest tides.

Tower means a structure that is built for the sole or primary purpose of supporting equipment for the transmission and/or reception of radio frequency signals or other wireless communications or meteorological purposes, and usually consisting of an antenna or antenna array, transmission cables, equipment cabinets, and their associated facilities.

Tower base means the foundation, usually concrete, on which the tower and other support equipment is situated. For measurement calculations, the tower base is that point on the foundation reached by dropping a perpendicular from the geometric center of the tower.

Townhouse means a single-family dwelling in a row of at least three such dwellings, in which each dwelling has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from every other unit by one or more common fire-resistant walls.

Transient structures means all forms of short-term residence, including hotels, motels, boardinghouses, bed and breakfasts, roominghouses, or any other residential use where capacity is measured by rooms rather than dwelling units.

Transit center means a building or facility adjacent to an area where two or more transit vehicles stop for the purposes of layover, transfer, or route termination. A transit center will typically include one or more of the following: information kiosk, vending, snack shop, break room, police substation, bike storage lockers or racks, indoor waiting area, covered platform, private restrooms, public restrooms, and other amenities supporting transit operations.

Transit station means a building or facility within or adjacent to the right-of-way where two or more transit vehicles stop for the purposes of transfer, or route termination. A transit station will typically include one or more of the following: information kiosk, vending, bike storage lockers or racks, covered platform.

Transitional housing means a residential use for people released from a correctional facility or similar facility. Residents may be on probation and parole. Although approval by the Department of Corrections may be necessary for a resident to reside in transitional housing, unlike a correctional facility, a resident is not ordered to live in transitional housing. An owner or manager must live on site.

Transmission equipment means any equipment that facilitates transmission for any FCC licensed or authorized wireless communication service, including, but not limited to, radio transceivers, antennas, coaxial or fiber-optic cable, and regular and backup power supply. The term includes equipment associated with wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

Transmission facilities, major means electrical power distribution lines rated at 69 kilovolts or more.

Transportation and utility routes and facilities means power transmission lines, mineral slurry lines, oil and gas pipelines, land and marine corridors, railways, highways, roadways, air terminals, water and sewer transfer, and facilities required to operate and maintain the route or facility.

Travel way means the portion of the roadway for the movement of vehicles, exclusive of shoulders.

Tower or *wireless tower* means any structure built for the sole or primary purpose of supporting any FCC licensed or authorized antennas and their associated facilities, including structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul, and the associated site.

Undisturbed common open space means common open space left in its natural condition.

Unfinished area means an enclosed area that is used only for the parking of vehicles, building access, or storage purposes and that does not meet the definition of a finished (habitable) area. Drywall used for fire protection is permitted in unfinished areas.

Unit-lot means any lot, site, parcel, unit-site, and similar geographically defined property that is created through an alternative residential subdivision, including a lot that is substantially smaller than the minimum lot size required for the zoning district.

Upland means drainages, aquifers, and lands, the use of which would have a direct and significant impact on coastal water.

Urban service area means the urban service area established in the comprehensive plan.

Urban service boundary means the boundary of the urban service established in the comprehensive plan.

Uses of state concern means the same as set forth in AS 46.40.210(6).

Utilities means all structures involved in the generation, transmission or distribution of electricity, gas, steam, water or sewage.

Utilities, intermediate means utilities that produce noise, vibration, emissions, light, glare or other impacts that are perceptible to neighboring property owners but not offensive or obnoxious, and impacts to adjacent properties do not have a measurable negative effect on other businesses or property values.

Utilities, major means utilities that produce noise, dust, glare, odors, light, glare or vibration that may be offensive or obnoxious on adjacent properties.

Utilities, minor means utilities which do not produce noise, vibration, air pollution, fire hazard, glare or noxious emission which will disturb or endanger neighboring properties. This category includes most underground utilities.

Visitor component means a development or portion thereof designed to accommodate a significant number of people viewing or touring the development.

Walking distance means the distance measured by the shortest route, using pedestrian facilities, from the public entrance of the building in which a use occurs to the outer boundaries of another use.

Walkway means a dedicated right-of-way, which does not include a street and is improved for pedestrian use.

Water-dependent means a use or activity which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body.

Water-oriented means uses or mixtures of uses which would benefit from being near the water and are intrinsic to waterfront development, and which meet all of the following criteria:

(1) Uses must be part of a larger fully-planned development which also incorporates water-dependent or water-related uses;

(2) Uses which are not directly water-dependent or water-related must be necessary to the overall development of the project;

(3) Uses must be integrated functionally by architectural and site designs which are sensitive to the waterfront site;

(4) Uses must act as economic stimuli and anchor points to enable other forms of development, particularly public access improvements; and

(5) Uses must contribute to a diverse and healthy downtown core.

Water-related means a use or activity which is not directly dependent upon access to a water body, but which provides goods or services that are directly associated with water dependence and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered.

Waterway. See "body of water."

WCF Site means towers other than towers in the public rights-of-way, the current boundaries of the leased or owned property surrounding the tower and any other access or utility easements currently related to the site, and, for other eligible support structures, further restricted to that area in proximity to the structures and to other transmission equipment already deployed on the ground.

West Juneau means that portion of the City and Borough from Kowee Creek to Lawson Creek.

Wetlands includes both freshwater and saltwater wetlands; freshwater wetlands means those environments characterized by rooted vegetation which is partially submerged whether continuously or periodically by surface freshwater with less than 0.5 parts per thousand salt content and not exceeding three meters in depth; "saltwater wetlands" means those coastal areas along sheltered shorelines characterized by halophytic, hydrophytes and macroalgae extending from extreme low tide to an area above extreme high tide which is influenced by sea spray or tidally induced water table changes.

Wireless communication facility (WCF) means any manned or unmanned location for the transmission and/or reception of radio frequency signals or other wireless communications, and usually consisting of an antenna or group of antennas, transmission cables, and equipment cabinets, and may include an antenna support structure. The following developments shall be considered a WCF: developments containing new, mitigated, or existing antenna support structures, public antenna support structures, replacement antenna support structures, collocation on existing antenna support structures, attached wireless communications facilities, concealed wireless communication facilities, and non-concealed wireless communication facilities. Excluded from the definition are: noncommercial amateur radio, amateur ham radio and citizen band antennas, satellite earth stations and antenna support structures, and antennas and/or antenna arrays for AM/FM/TV/HDTV broadcasting transmission facilities.

Specific types of WCFs include:

Attached WCF means an antenna or antenna array that is secured to an existing building or structure with any accompanying pole or device which attaches it to the building or structure, together with transmission cables, and an equipment cabinet, which may be located either on the roof or inside/outside of the building or structure. An attached wireless communications facility is considered to be an accessory use to the existing principal use on a site. An attached WCF includes distributed antenna system (DAS) and small cell technologies.

Concealed WCF, sometimes referred to as a concealed or camouflaged facility, means a WCF, ancillary structure, or WCF equipment compound that is not readily identifiable as such, and is designed to be aesthetically compatible with existing and proposed building(s), vegetation, natural features, and uses on a site. There are two types of concealed WCFs: 1) attached and 2) freestanding. Examples of concealed attached WCF include, but are not limited to, those designed to integrate or blend with the building or structure upon which the facility is attached by the use of paint, faux windows, dormers or other architectural features. Freestanding concealed WCFs usually have a secondary, obvious function which may be, but is not limited to, the following: church steeple, windmill, bell tower, clock tower, cupola, light standard, flagpole with or without a flag, or faux tree.

Freestanding WCF means any manned or unmanned location for the transmission and/or reception of radio frequency signals, or other wireless communications, and usually consisting of an antenna or group of antennas, feed lines, and equipment cabinets, and may include an antenna support structure. A freestanding WCF includes, but is not limited to, the following: guyed, lattice, or monopole support structures.

Non-concealed WCF means a wireless communication facility that is readily identifiable as such and can be either freestanding or attached.

Yard means an open space, unoccupied by any building.

Yard, front, means a yard extending the full width of the lot between any building and the front lot line, and measured perpendicular to the building at the closest point to the front lot line.

Yard, rear, means a yard extending across the full width of the lot between the principal building and the rear lot line, and measured perpendicular to the building to the closest point of the rear lot line.

Yard, side, means a yard extending from the front yard to the rear yard between the principal building and the side lot line measured perpendicular from the side lot line to the closest point of the principal building.

Yard, street side, means a yard extending the full width of the lot between any building and the street side lot line, and measured perpendicular from the property line to the building at the closest point to the street side lot line.

(Serial No. 87-49, § 2, 1987; Serial No. 88-21, § 2, 1988; Serial No. 88-21, § 2, 1988; Serial No. 89-01, § 3, 1989; Serial No. 89-05, § 5, 1989; Serial No. 89-47am, §§ 21, 22, 1989; Serial No. 90-41, §§ 11, 12, 1990; Serial No. 90-46, § 11, 1990; Serial No. 91-02, § 3, 1991; Serial No. 92-42, § 3, 1992; Serial No. 93-46, § 5, 1993; Serial No. 95-09, § 4, 1995; Serial No. 97-49, § 7, 1998; Serial No. 99-22, § 15, 1999; Serial No. 2002-29, § 3, 11-4-2002; Serial No. 2003-06, § 3, 2-10-2003; Serial No. 2003-26(am), § 3, 6-9-2003; Serial No. 2003-40, § 3, 9-8-03; Serial No. 2004-09, § 4, 4-12-2004; Serial No. 2004-13, § 4, 9-27-2004; Serial No. 2005-52(b), § 4, 1-30-2006; Serial No. 2006-07, § 3, 4-3-2006; Serial No. 2006-14(b), § 6, 5-15-2006; Serial No. 2007-11, § 3, 4-23-2007; Serial No. 2008-01, § 2, 1-28-2008; Serial No. 2009-22(b), § 5, 10-12-2009; Serial No. 2010-22, § 6, 7-19-2010; Serial No. 2013-19(b), § 3, 7-15-2013 ; Serial No. 2013-26(am), § 6, 11-4-2013, eff. 12-5-2013 ; Serial No. 2014-32(e)am, § 3, 9-29-2014, eff. 10-29-2014 ; Serial No. 2015-07(b)(am), § 7, 2-23-2015, eff. 3-26-2015 ; Serial No. 2015-12 , § 3, 3-16-2015, eff. 4-16-2015; Serial No. 2015-34(am), §§ 3—5, 7-20-2015, eff. 8-20-2015 ; Serial No. 2015-03(c)(am), §§ 58—60, 8-31-2015 ; Serial No. 2015-32, § 4, 8-10-2015 ; Serial No. 2015-39(am), § 8, 11-9-2015 ; Serial No. 2015-38(b)(am), § 2, 5-2-2016, eff. 6-2-2016 ; Serial No. 2016-14, § 3, 5-2-2016, eff. 6-2-2016 ; Serial No. 2016-26(b) , §§ 12—14, 4-3-2017, eff. 5-3-2017; Serial No. 2018-31, §§ 4, 5, 6-4-2018, eff. 7-5-2018 ; Serial No. 2018-41(c), § 3, 12-17-2018, eff. 1-17-2019 ; Serial No. 2019-08, § 2, 4-22-2019, eff. 5-23-2019 ; Serial No. 2019-37, § 7, 3-16-2020, eff. 4-16-2020 ; Serial No. 2021-06, §§ 4—6, 4-26-2021, eff. 5-26-202; Serial No. 2021-19, § 9, 8-2-2021, eff. 9-1-20211; Serial No. 2022-04(b) , § 4, 4-25-2022, eff. 5-26-2022; Serial No. 2021-36 , § 3, 9-12-2022, eff. 10-13-2022; Serial No. 2022-56 , § 2, 11-7-2022, eff. 12-8-2022)

Cross reference(s)—Definitions generally, CBJ Code § 01.15.010.

Chapter 01.50 ADMINISTRATIVE APPEAL PROCEDURES[1]

01.50.010 Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Agency means a division, department, board, commission, body, officer or employee with the authority to:

(1) Make decisions from which an appeal may be taken to another municipal agency;

(2) Hear appeals of decisions of a municipal agency; or

(3) Initiate hearings which may result in the revocation of a right.

Appeal agency means the agency which will hear the appeal or the assembly, if the assembly is to hear the appeal.

Hearing officer means a qualified, unbiased, and impartial individual assigned by the assembly to conduct hearings and perform other duties in connection with the administration of this chapter.

Pleadings means the notice of appeal, memoranda, briefs, and any motions required or permitted to be submitted to the appeal agency.

Presiding officer means the presiding officer of the appeal agency or the presiding officer's designee.

Right whether used singly or in combination with other similar words, means and includes authority, license, permit and privilege. Where an appeal hearing under the chapter is authorized, it shall be assumed that a right exists.

Substantial evidence means such relevant evidence as a reasonable mind might accept as adequate to support a conclusion.

(Serial No. 92-36, § 2, 1992)

Cross reference(s)—Definitions generally, CBJ Code § 01.15.010.

01.50.020 Application of chapter.

(a) The provisions of this chapter shall apply to the following administrative and quasi-judicial proceedings in which legal rights, duties and privileges or penalties of persons are to be determined:

(1) The appeal to the assembly of the decision of any board or commission under Section 3.16(b) of the Charter;

(2) Appeals or other actions to which this chapter is made applicable by other provisions of this Code, the Charter or resolution approved by the assembly. In such cases, all procedures of this chapter shall

[1]Charter reference(s)—Municipal proceedings, § 15.6.

State law reference(s)—Administrative appeals, AS 44.62.340 et seq.

apply unless modified or made not applicable by the Code, Charter section or resolution approved by the assembly.

(b) An appeal shall be filed only from a final agency decision. Decisions which are not appealable include, but are not limited to, decisions to recommend, advise or request an action, even if the recommendation, advice or request is procedurally required as a prerequisite to some other decision, which latter decision is dispositive of the matter.

(Serial No. 92-36, § 2, 1992; Serial No. 96-30, § 2, 1996)

01.50.030 Commencement of action.

(a) *Forfeiture of the office.* Forfeiture of the office of mayor or any other assemblymember shall be declared by the assembly, as provided in Charter section 3.7.

(b) *Other appeals.* All other appeals shall be initiated by filing a notice of appeal with the municipal clerk. The notice of appeal shall include the following:

(1) The name, mailing address, telephone and facsimile numbers, if any, of each appellant;

(2) The signature of the appellant or the appellant's representative;

(3) If the notice of appeal is signed by a representative of the appellant, a notarized statement signed by the representative that the representative is authorized to sign and file the appeal on behalf of the appellant;

(4) A copy of the decision being appealed;

(5) A concise statement of the legal and factual errors in the decision that form the basis of the appeal;

(6) The relief requested by the appellant; and

(7) A filing fee established by the assembly by resolution. The assembly may establish additional fees and charges for particular appellate services. The assembly may as part of any relief awarded to the appellant, order a refund of all or a portion of any such fee.

(c) *Time for filing a notice of appeal.* Unless otherwise provided in the Code, ordinance, resolution, or other provision which creates the right of appeal, no person shall be entitled to an appellate review of a decision who fails to file a proper notice of appeal with the municipal clerk within 20 days of the date the decision is filed with the municipal clerk if the decision is one which is required to be so filed; or, if the decision is not one which is required to be filed with the municipal clerk, then within 20 days of the later of:

(1) The date the decision becomes effective; or

(2) The date the appellant received personal notice of the decision, if such notice is required.

(d) *Action by municipal clerk upon receiving a notice of appeal.* The municipal clerk shall deliver copies of the notice of appeal to the City and Borough manager, the City and Borough attorney, the agency whose action is challenged, other parties to the agency action challenged, and to the presiding officer of the appeal agency.

(e) *Action by appeal agency upon receipt of a notice of appeal.*

(1) Within 30 days of the first regular meeting after receipt of a notice of appeal by the municipal clerk, the appeal agency shall notify the appellant of the acceptance or rejection of the appeal and, if rejected, the reasons for the rejection.

(2) The notice of appeal shall be liberally construed in order to preserve the rights of the appellant. The appeal agency may reject the appeal for failure to comply with these rules or if the notice of appeal does not state grounds upon which any of the relief requested may be granted.

(3) When more than one notice of appeal has been accepted on the same agency decision, including appeals on different issues related to the same agency decision, the appeal agency may consolidate the appeals in a single proceeding. Notice of consolidation will be given to all parties within 30 days after the acceptance of the last notice of appeal.

(4) If the appeal is accepted, the appeal agency shall:

(A) Determine whether the appeal agency will conduct the hearing or whether the appeal will be assigned to a hearing officer;

(B) If the appeal is to be heard by the appeal agency, it shall:

(i) Schedule a prehearing conference to be conducted by the presiding officer,

(ii) Schedule and conduct a hearing and issue a written decision;

(C) If the appeal is assigned to a hearing officer, the hearing officer shall schedule and conduct a prehearing conference and a hearing, and shall issue a proposed decision to the appeal agency.

(f) *Scope of review.* The appeal will be heard on the record supplemented by such new information as the appeal agency or hearing officer finds relevant and admissible under section 01.50.110. "New information" means information that was not presented to the agency whose decision is being appealed and which the appeal agency finds could not have been so presented for reasons beyond the control of the party seeking to submit it to the appeal agency.

(g) *Preparation of record on appeal.* The municipal clerk, with the assistance of the agency whose action is being appealed, shall prepare the record and an index of the record. The record shall consist of the decision being appealed, written public comment received thereon by the agency, and memoranda, minutes and other related materials collected by the agency as part of the proceeding challenged in the appeal. The appeal agency, the hearing officer, or a party at that party's expense, may request a transcript of all or part of the proceeding challenged be made a part of the record.

(h) *Stay pending appeal.* Unless ordered otherwise by the appeal agency, the decision being appealed shall not be stayed pending appeal but action by any person in reliance on the decision shall be at the risk that the decision may be set aside on appeal.

(i) *Additional advise.* The appeal agency may appoint or retain an attorney or other person to advise the appeal agency.

(Serial No. 92-36, § 2, 1992; Serial No. 96-30, § 3, 1996; Serial No. 97-01, § 2, 1997)

01.50.040 Appointment of hearing officers.

The assembly may assign a qualified, unbiased and impartial hearing officer to conduct hearings under this chapter. The hearing officer may perform other duties in connection with the administration of this chapter.

(Serial No. 92-36, § 2, 1992)

01.50.050 Prehearing conference.

(a) The presiding officer of the appeal agency or the hearing officer shall, unless the parties agree otherwise, conduct a prehearing conference with the parties to consider and issue orders related to the following:

(1) Intervention by additional parties;

(2) Simplification or settlement of the issues;

(3) Preparation and distribution of the record;

(4) Preparation and submission of stipulations, admissions, depositions, subpoenas, affidavits, exhibits and other forms of prefiled evidence to the extent permitted by subsection 01.50.110(e);

(5) Briefing schedule;

(6) Submission of witness lists;

(7) The date for the hearing;

(8) The order and time limits for presentation of the appeal; and

(9) Any other matter that may assist in the disposition of the appeal.

(b) The presiding officer or the hearing officer shall issue a prehearing order setting forth the time and place of the hearing and such other information as may aid in the disposition of the appeal. The order shall be delivered to all parties no more than five days after the prehearing conference.

(Serial No. 92-36, § 2, 1992; Serial No. 95-38, § 2, 1995; Serial No. 96-30, § 4, 1996)

01.50.070 Standard of review and burden of proof.

(a) The appeal agency or the hearing officer may set aside the decision being appealed only if:

(1) The appellant establishes that the decision is not supported by substantial evidence in light of the whole record, as supplemented at the hearing;

(2) The decision is not supported by adequate written findings or the findings fail to inform the appeal agency or the hearing officer of the basis upon which the decision appealed from was made; or

(3) The appeal agency or the hearing officer failed to follow its own procedures or otherwise denied procedural due process to one or more of the parties.

(b) The burden of proof is on the appellant.

(Serial No. 92-36, § 2, 1992)

01.50.080 Subpoena.

(a) Before the hearing begins, the appeal agency or the hearing officer shall issue subpoenas and subpoenas duces tecum at the request of a party in accordance with this chapter and the Alaska Rules of Civil Procedure. After the hearing begins, the appeal agency, if it is hearing the case, or the hearing officer may issue subpoenas and subpoenas duces tecum in accordance with this chapter and Alaska Rules of Civil Procedure.

(b) A subpoena issued under subsection (a) of this section extends to all parts of the City and Borough and shall be served in accordance with the Alaska Rules of Civil Procedure.

(c) A witness who is not a party and who appears under a subpoena is entitled to receive witness fees and expenses in accordance with the Alaska Administrative Rules, except a witness who is an officer or employee of the City and Borough. Witness fees and expenses shall be paid by the party at whose request the witness is subpoenaed.

(Serial No. 92-36, § 2, 1992)

01.50.090 Depositions.

(a) The testimony of a witness residing inside or outside the City and Borough may be taken by deposition in accordance with this chapter and in the manner prescribed by the Alaska Rules of Civil Procedure.

(b) If the witness resides outside the City and Borough, the party seeking the deposition shall obtain an order of court by filing a petition for the taking of the deposition in the superior court in Juneau, Alaska. The proceedings on this order shall be in accordance with provisions governing the taking of depositions in a civil action in the superior court.

(Serial No. 92-36, § 2, 1992)

01.50.100 Hearing on appeal.

(a) The presiding officer or the hearing officer shall rule on the admission and exclusion of evidence.

(b) A hearing officer or appeal agency member shall voluntarily withdraw from a case in which the hearing officer or appeal agency member cannot accord a fair and impartial hearing. A party may request the disqualification of a hearing officer or appeal agency member by filing an affidavit, before the taking of evidence at the hearing, stating with particularity the grounds upon which it is claimed that a fair and impartial hearing cannot be accorded. If the request concerns an appeal agency member, the issue shall be determined by the other members of the appeal agency. If the request concerns the hearing officer, the issue shall be determined by the appeal agency.

(c) The hearing shall be tape recorded.

(Serial No. 92-36, § 2, 1992)

State law reference(s)—Hearings, AS 44.62.450.

01.50.110 Evidence.

(a) Evidence may be taken only on oath or affirmation.

(b) Each party may:

(1) Call and examine witnesses;

(2) Introduce exhibits;

(3) Cross-examine opposing witnesses on matters relevant to the issues, even though that matter was not covered in any written testimony or in direct examination;

(4) Impeach a witness regardless of which party first called the witness to testify; and

(5) Rebut adverse evidence.

(c) If a party does not testify on the party's own behalf, the party may be called and examined as if under cross-examination.

(d) The hearing need not be conducted according to technical rules relating to evidence and witnesses. Relevant evidence shall be admitted if it is the sort of evidence on which responsible persons are accustomed to rely in the conduct of serious affairs, regardless of the existence of a common law or statutory rule that makes improper the admission of the evidence over objection in a civil action. Hearsay evidence may be used to

supplement or explain direct evidence, but is not sufficient by itself to support a finding unless it would be admissible over objection in a civil action. The rules of privilege are effective to the same extent that they are recognized in a civil action. Irrelevant and unduly repetitious evidence shall be excluded. New information is not admissible if the appeal agency finds that the party seeking to have new information admitted could have by exercising reasonable diligence presented it to the agency whose decision is being appealed.

(e) No issue, and no testimonial, physical or documentary evidence may be advanced or introduced at the hearing or included in the submission to the appeal agency or hearing officer which was not previously submitted to the agency whose decision is being appealed. The presiding officer or the hearing officer may waive this prohibition if the failure previously to submit or disclose was due to:

(1) Newly discovered evidence which by due diligence could not have been discovered previously and disclosed during the prehearing process, and further could not have been submitted to the agency whose decision is being appealed; or

(2) Fraud, misrepresentation, or other misconduct of an opposing party.

(f) The prohibition of subsection (e) of this section does not apply to evidence offered solely to rebut or impeach evidence admitted pursuant to subsection (e).

(Serial No. 92-36, § 2, 1992; Serial No. 95-38, § 3, 1995; Serial No. 96-30, § 6, 1996)

01.50.120 Evidence by affidavit.

Evidence by affidavit may be allowed as set forth in the prehearing order. Cross-examination of the affiant may be allowed upon a motion by the opposing party for good cause shown.

(Serial No. 92-36, § 2, 1992; repealed and reenacted by Serial No. 96-30, § 7, 1996)

01.50.130 Official notice.

In reaching a decision, the appeal agency or the hearing officer may take official notice, either before or after submission of the case for decision, of a generally accepted technical or scientific matter within the appeal agency's or hearing officer's special field, and of a fact which is judicially noticed by the courts of the state. Parties present at the hearing shall be informed of the matters to be noticed, and those matters shall be noticed in the record, referred to in the record, or appended to it. A party present at the hearing shall, upon request, be given a reasonable opportunity to refute the officially noticed matters by evidence or by written or oral presentation of authority.

(Serial No. 92-36, § 2, 1992)

01.50.140 Decision on the appeal.

(a) *Form and contents.* All decisions shall be written and must contain findings of fact and a determination on each of the issues presented. A decision may affirm, modify, or set aside an agency decision in whole or in part. A decision may be to remand any issue to the agency. Following adoption of the decision by the appeal agency or hearing officer, the municipal clerk shall deliver or mail the decision to the parties or their representatives.

(b) *Appeal agency decisions.* In an appeal heard by the appeal agency:

(1) The attorney, if any, who advised the appeal agency at the hearing may be present during the deliberation on the decision of the case, and if requested, shall assist and advise the appeal agency;

(2) A member of the appeal agency who has not heard the evidence in person at the hearing may not participate in the decision;

(3) Deliberation shall be in executive session unless the agency votes to deliberate in open session; and

(4) The appeal agency shall itself prepare and adopt a written decision no later than 45 days after the close of the hearing and the filing of all post-hearing briefs, if any; or the appeal agency may direct the attorney who advised the appeal agency, if any, or the prevailing party to prepare a proposed decision. A proposed decision prepared by the advising attorney or the prevailing party shall be filed with the municipal clerk and served on each party to the appeal or the party's representative no later than 45 days after the close of the hearing and the filing of all post-hearing briefs, if any. The parties may file written objections to the proposed decision with the municipal clerk within five days after service of the proposed decision. The proposed decision and any objections to the proposed decision shall be placed before the appeal agency at the first regular meeting at which the matter may be scheduled or at a special meeting called for that purpose.

(c) *Hearing officer decisions.* In an appeal heard by a hearing officer, the hearing officer shall prepare a proposed decision and shall serve copies of the proposed decision with the municipal clerk and on each party in the appeal or the party's attorney no later than 45 days after the close of the hearing and the filing of all post-hearing briefs, if any.

(1) Within five days of service of the hearing officer's proposed decision on a party, a party may file a written objection to all or any part of the proposed decision. The objection shall set forth with specificity the parts of the proposed decision to which objection is taken, the basis for the objection, and the action which the objecting party seeks to have the appeal agency take. Within three days of the service on a party of objections, a party may file a written statement in support of the proposed decision. The hearing officer shall reconsider the proposed decision in light of timely filed objections and statements of support and shall promptly prepare any amendments to be made to the proposed decision or shall issue a statement that the objections to and the statements in support of the proposed decision have been considered and that no change in the proposed decision should be made. The hearing officer shall set forth the reason for any amendment or for the rejection of timely filed objections.

(2) If no timely objections are filed, at the first regular meeting at which the matter may be scheduled or at a special meeting held for that purpose following the close of business on the last day upon which objections to the decision could have been filed, the proposed decision shall be placed before the appeal agency. If a timely objection is filed, at the first regular meeting at which the matter may be scheduled or at a special meeting held for that purpose following the day upon which the hearing officer's response to the objections is filed with the appeal agency, the proposed decision, the timely filed written objections, the timely filed statements in support, and the hearing officer's response to the objections shall be placed before the appeal agency. Unless rejected or modified by an affirmative vote of the appeal agency on a motion to reject or modify, the proposed decision, as amended by the hearing officer if such an amendment has been filed, shall be deemed adopted by the appeal agency and shall be the appeal agency decision. No testimony or evidence of any nature other than that contained in a timely filed objection may be received by the appeal agency at the meeting at which the proposed decision is presented.

(3) If the proposed decision is rejected by the appeal agency, the matter shall be immediately referred to the hearing officer for a rehearing of the appeal after notice to the parties; provided, the appeal agency may refer the appeal to a different hearing officer, may limit the scope of the rehearing to specified issues, may request the hearing officer to reconsider the proposed decision solely in light of new evidence raised in an objection, may place similar or different limits or conditions on the rehearing or reconsideration by the hearing officer, may remand the matter, or may rehear the matter itself after notice to the parties.

(Serial No. 92-36, § 2, 1992; Serial No. 95-38, § 4, 1995)

State law reference(s)—Decision in a contested case, AS 44.62.500.

01.50.150 Allocation of costs of appeals.

(a) The appeal agency in the decision, or hearing officer in the proposed decision, may allocate all or a portion of the costs of an appeal among the parties in such amounts or proportions as the appeal agency or hearing officer determines fairly compensates the parties for the cost of the appeal. If the decision of the appeal agency or hearing officer does not address the allocation of costs, the manager may, no later than ten days after the issuance of the decision, apply for an allocation of costs to the appeal agency. The manager shall provide to each party a copy of the application for allocation of costs. Each party shall have ten days from the date of the mailings of such application in which to file with the appeal agency written comments or objections to the proposed allocation of costs. The appeal agency may make its decision based on the written comments and objections of the parties and the application of the manager and without a hearing.

(b) A party entitled to costs may be allowed fees paid as a condition of filing the appeal; the necessary expense of taking depositions for use at the hearing and producing exhibits; the expense of service and publication of summonses or notices, and postage when the same are served by mail; filing fees and other charges made by the municipal clerk and fees for transcripts required in the appeal, and any other expenses, not including attorney's fees or the value of that party's time, necessarily incurred by that party in order to secure some right accorded that party in the action or proceeding.

(c) If a refund of an appeal filing fee is authorized by ordinance or resolution, the appeal agency shall determine whether all or a portion of the refundable part of the fee is to be refunded to the successful appellant. In making this determination, the appeal agency may consider such factors as the degree to which the appellant prevailed on all the points raised in the appeal, the degree to which the decision was changed as a result of the appeal, and similar factors.

(d) Any amount allocated to a party to an appeal shall be paid to the municipal clerk within 30 days of the date notice of the amount is mailed to the party. Amounts not paid within 30 days shall bear interest thereafter at the maximum lawful rate and may be collected in a civil action.

(Serial No. 92-36, § 2, 1992; Serial No. 94-03, §§ 2, 3, 1994)

01.50.160 Effective date of decision.

(a) A decision becomes effective 30 days after it is delivered or mailed to the parties or their representatives unless:

  (1) A reconsideration is ordered within that time;

  (2) The appeal agency orders that the decision become effective sooner; or

  (3) A stay of execution is granted for a particular purpose and not to postpone judicial review.

(b) A stay of execution may be included in the decision, or if not included in it, may be granted by the appeal agency at any time before the decision becomes effective. The stay of execution may be accompanied by an express condition that the respondent comply with just and reasonable terms during the stay.

(Serial No. 92-36, § 2, 1992)

State law reference(s)—Effective date of decision, AS 44.62.520.

01.50.170 Default.

If a party does not appear in the proceedings, the appeal agency may take action based upon the evidence presented by parties who do appear.

(Serial No. 92-36, § 2, 1992)

State law reference(s)—Default, AS 44.62.530.

01.50.180 Reconsideration.

(a) The appeal agency may, within 30 days after the delivery or mailing of a decision to the parties, order a reconsideration of all or part of the appeal on its own motion or on petition of a party. To be considered by the appeal agency, a petition for reconsideration must be filed with the agency within 15 days after delivery or mailing of the decision. A petition for reconsideration filed by a party will be placed before the appeal agency at the first regular meeting at which the matter may be scheduled or at a special meeting called for that purpose. Unless granted by an affirmative vote of the appeal agency, the petition for reconsideration is deemed denied.

(b) An appeal may be reconsidered by the appeal agency on all the pertinent parts of the record and the additional evidence and argument that are permitted, or may be assigned to a hearing officer. A reconsideration assigned to a hearing officer is subject to the procedure provided in section 01.50.140. If oral evidence is introduced before the appeal agency, an appeal agency member may participate in the decision only if the appeal agency member has heard the evidence in person at the initial hearing and the hearing on reconsideration.

(Serial No. 92-36, § 2, 1992)

State law reference(s)—Reconsideration, AS 44.62.540.

01.50.190 Judicial review.

Judicial review by the superior court of a final decision of the appeal agency may be had by filing a notice of appeal in accordance with the applicable rules of court.

(Serial No. 92-36, § 2, 1992)

Charter reference(s)—Judicial review of forfeiture of office, § 3.7(d).

01.50.200 Continuances.

The appeal agency or the hearing officer may grant continuances for good cause shown.

(Serial No. 92-36, § 2, 1992)

01.50.210 Contempt.

(a) In a proceeding before an appeal agency or a hearing officer, the appeal agency or hearing officer may apply to the court in the judicial district where the proceeding is held, alleging contempt if a person in the proceedings:

(1) Disobeys or resists a lawful order;

(2) Refuses to respond to a subpoena;

(3) Refuses to take oath or affirmation as a witness;

(4) Refuses to be examined; or

(5) Is guilty of misconduct at a hearing or so near the hearing as to obstruct the proceedings.

(b) Upon a proper showing under subsection (a) of this section, the court shall issue an order directing the person to appear before the court and show cause why the person should not be punished for contempt. The order and a copy of the motion for contempt shall be served on the person.

(c) After service under subsection (b) of this section, the court has jurisdiction of the matter.

(d) The law applicable to contempt committed by a person in the trial of a civil action before the superior court applies to contempt under this section as to:

(1) The proceedings taken; and

(2) The penalties imposed.

(Serial No. 92-36, § 2, 1992)

State law reference(s)—Contempt, AS 44.62.590.

01.50.220 Power to administer oaths.

The presiding officer of the appeal agency, an appeal agency member, the municipal clerk, or the hearing officer may administer oaths and affirmations and certify official acts.

(Serial No. 92-36, § 2, 1992)

State law reference(s)—Power to administer oaths, AS 44.62.620.

01.50.230 Impartiality.

The functions of hearing officers and those appeal agency members participating in decisions shall be conducted in an impartial manner with due regard for the rights of all parties and the facts and the law, and consistent with the orderly and prompt dispatch of proceedings. Hearing officers and appeal agency members, except to the extent required for the disposition of ex parte matters authorized by law, shall not engage in interviews concerning the appeal with, or receive evidence or argument on the appeal from, a party, directly or indirectly, except upon opportunity for all other parties to be present. Copies of all communications with a hearing officer or appeal agency member concerning the appeal shall be served upon all parties.

(Serial No. 92-36, § 2, 1992)

State law reference(s)—Impartiality, AS 44.62.630.

01.50.240 Service and filing of pleadings.

(a) Where service is required under this chapter, service may be accomplished by any means authorized for service in civil actions. Service may be proved in the manner authorized for civil actions.

(b) Original copies of all pleadings or other papers must be filed with the appeal agency or the hearing officer, as allowed by Civil Rule 5(d).

(Serial No. 92-36, § 2, 1992)

01.50.250 Time limits.

(a) In computing any period of time prescribed or allowed by this chapter, the day of the act or event from which the designated period of time begins to run is not to be included. The last day of the period is to be included, unless it is a Saturday, a Sunday, or a legal holiday, in which event the period runs until the end of the next day which is not a Saturday, a Sunday, or a legal holiday. When the period of time prescribed or allowed is less than seven days, intermediate Saturdays, Sundays, and legal holidays shall be excluded in the computation.

(b) Whenever a party has the right or is required to do some act or take some proceeding within a prescribed period after the service of a notice or other paper upon the party and the notice or paper is served upon the party by mail, three days shall be added to the prescribed period.

(Serial No. 92-36, § 2, 1992)

Cross reference(s)—Computation of time, CBJ Code § 01.15.010.

State law reference(s)—Computation of time, AS 01.10.080.

01.50.260 Relaxation of requirements.

This chapter is designed to facilitate the business of the appeal agency or hearing officer, and shall be construed to secure the reasonable, speedy and inexpensive determination of every appeal. The procedural requirements of this chapter may, in the discretion of the appeal agency or hearing officer, be relaxed in any case where it is manifest to the appeal agency that a strict adherence to them will work injustice.

(Serial No. 92-36, § 2, 1992)

Irene Gallion

From: Jill Maclean
Sent: Monday, September 26, 2022 3:29 PM
To: Carl Uchytil
Subject: RE: Huna Totem Subport Pre-App Conference

Thanks, Carl

From: Carl Uchytil <Carl.Uchytil@juneau.org>
Sent: Monday, September 26, 2022 3:25 PM
To: Jill Maclean <Jill.Maclean@juneau.org>
Subject: RE: Huna Totem Subport Pre-App Conference

Jill –
My concerns typically center on the tideland acquisition. I spoke with Kevin Jardell today. We agreed to pursue a meeting with the ADNR acting Commissioner early in November (post general election). I will lean on the Design-Build marine contractor (Turnagain Construction) this week at a Harbormaster Conference in ANC…he should have drawings for the dock. [Been trying since 7:30 am to get out of JNU and get to the Conference.]
Thx.
Carl
Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors

From: Jill Maclean <Jill.Maclean@juneau.org>
Sent: Monday, September 26, 2022 3:07 PM
To: Carl Uchytil <Carl.Uchytil@juneau.org>
Subject: RE: Huna Totem Subport Pre-App Conference

Thanks, Carl. If there are any concerns or items that you'd liked flagged, let me know and we'll try to have it addressed.

-----Original Appointment-----
From: Carl Uchytil <Carl.Uchytil@juneau.org>
Sent: Monday, September 26, 2022 3:03 PM
To: Jill Maclean
Subject: Declined: Huna Totem Subport Pre-App Conference
When: Wednesday, October 19, 2022 1:30 PM-2:30 PM (UTC-09:00) Alaska.
Where: CDD lg con rm

Jill – I'll be out of the country October 15-28th.

Thx.
Carl

Irene Gallion

From: Carl Uchytil
Sent: Wednesday, October 5, 2022 8:45 AM
To: Robert Barr;Jill Maclean;Alexandra Pierce;Dan Bleidorn;Scott Ciambor
Cc: Mark Ridgway;Don Etheridge;Matthew Sill
Subject: FW: Juneau area docks

Apparently…CG HQ will be providing final determination on the NCL/HTC Dock negotiations sometime this month.

Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors

From: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Sent: Tuesday, October 4, 2022 5:27 PM
To: Carl Uchytil <Carl.Uchytil@juneau.org>; Cavender, Catherine E LT USCG (USA) <Catherine.E.Cavender@uscg.mil>
Cc: Matthew Creswell <Matthew.Creswell@juneau.org>
Subject: Re: Juneau area docks

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

Carl,

Briefs to senior leadership at HQ are occurring and a final determination will be made this month.

LT Cavender feel free to swing by CEU if you have more questions as we are the main POCs on the CG side for this effort.

V/r

CDR Tracey Torba, PE, PMP
Commanding Officer
USCG CEU Juneau
(907) 723-0316

Get Outlook for iOS

From: Carl Uchytil <Carl.Uchytil@juneau.org>
Sent: Tuesday, October 4, 2022 4:45 PM
To: Cavender, Catherine E LT USCG (USA) <Catherine.E.Cavender@uscg.mil>
Cc: Matthew Creswell <Matthew.Creswell@juneau.org>; Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Subject: [URL Verdict: Neutral][Non-DoD Source] RE: Juneau area docks

LT –

The short answer is that Huna-Totem has met with CBJ to discuss general permitting requirements not have a role in advancing the large cruise ship development plans. Our (CBJ) role is in regulatory/permitting/leasing tide lands. Huna-Totem has been invited to present to the CBJ Assembly Committee of the Whole (COW) on November 7th to brief their plans.

Regarding the Goldbelt, Inc plan to raze and rebuild the Seadrome Building: CBJ Docks & Harbors is pursuing a property conveyance which will allow Goldbelt to construct a new building. However, any effort to build a small cruise ship berth in the Seadrome area will require award of a federal grant to CBJ Docks & Harbors. We currently have one grant under MARAD consideration.

That is all the information have.

Do you know if the Coast Guard remains in negotiation with Huna-Totem (or NCL) for the property requirements?

Thank you,
Carl
Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors

From: Matthew Creswell <Matthew.Creswell@juneau.org>
Sent: Tuesday, October 4, 2022 4:30 PM
To: Carl Uchytil <Carl.Uchytil@juneau.org>
Cc: Harbormaster <Harbormaster@juneau.org>
Subject: Fw: Juneau area docks

Carl,
Not sure if they reached out to you as well or not.

Thanks,
Matt

Sent from my iPhone.

From: Cavender, Catherine E LT USCG (USA) <Catherine.E.Cavender@uscg.mil>
Sent: Tuesday, October 4, 2022 10:39:20 AM
To: Harbormaster
Cc: Chandler, Wayne CPO USCG SEC JUNEAU (USA)
Subject: Juneau area docks

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

Good Morning Juneau Docks and Harbors,

Hope you all are having a nice week. We were wondering if there has been any developments on the proposed Hoonah Totem dock (formerly the Norwegian dock) and the proposed small cruise ship dock adjacent to the Goldbelt building?

Do you have any upcoming meetings for public comment on these projects?

Thanks in advance for any updates or information.

Very Respectfully,

LT Catherine E. Cavender
Sector Juneau
WWM/FAC Division Chief
907-463-2846

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, October 18, 2022 12:21 PM
To: Edward Quinto;Alexandra Pierce;Jill Maclean
Cc: Russell Dick;Corey Wall;wayne@jensenyorbawall.com;Mickey Richardson;Garth Schlemlien
Subject: 10/26 Pre-application Meeting documents
Attachments: Aak'w Landing - Concept Plans - CU Pre-Application REV.pdf; Aak'w Landing - Zoning and Parking Study - CU Pre-Application REV.pdf; 2022 10 18 Aak'w Landing Architectural Narrative Submittal.docx

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

Eddie, Jill and Alix:

Attached please find the documents for the pre-application meeting at 1:30 on the 26th.

We look forward to the meeting. If anything else is needed, please let us know.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Jensen Yorba Wall Inc.

522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: October 12, 2022
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Pre-Application Conference

Jensen Yorba Wall is pleased to be working with Huna Totem Corporation (HTC) to submit this narrative in support of the Conditional Use application for development of the Aak'w Landing project on HTC's 2.9-acre site (formerly known as the Juneau Subport) in downtown Juneau. HTC intends to create a world-class waterfront development for both our cruise ship guests and our community. The design includes a year-round community park, pedestrian pathways, cultural elements, retail and restaurant space, and other amenities for visitors and residents.

Phase One of the Aak'w Landing uplands project will consist of an underground concrete bus staging and vehicle garage topped by a landscaped park sloping up from Egan Drive. The project will include 24,800 square feet (sf) of retail and restaurant spaces in the first phase with future phases adding 26,000 square feet of additional retail and restaurant spaces and 30,000 sf of cultural/science facilities. Total square footages of retail and restaurant along with cultural/science spaces are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides for the arrival of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port in the United States. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural and science-related activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.

- Large Canopies around the Welcome Center and retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.
- Passengers descending the West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 100 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the City & Borough of Juneau (CBJ) Tideland parcels to the west if this is desired in the future.
- The entire bus staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the bus staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to bus staging and the vehicle parking garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level retail spaces front the building along Whittier Avenue and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

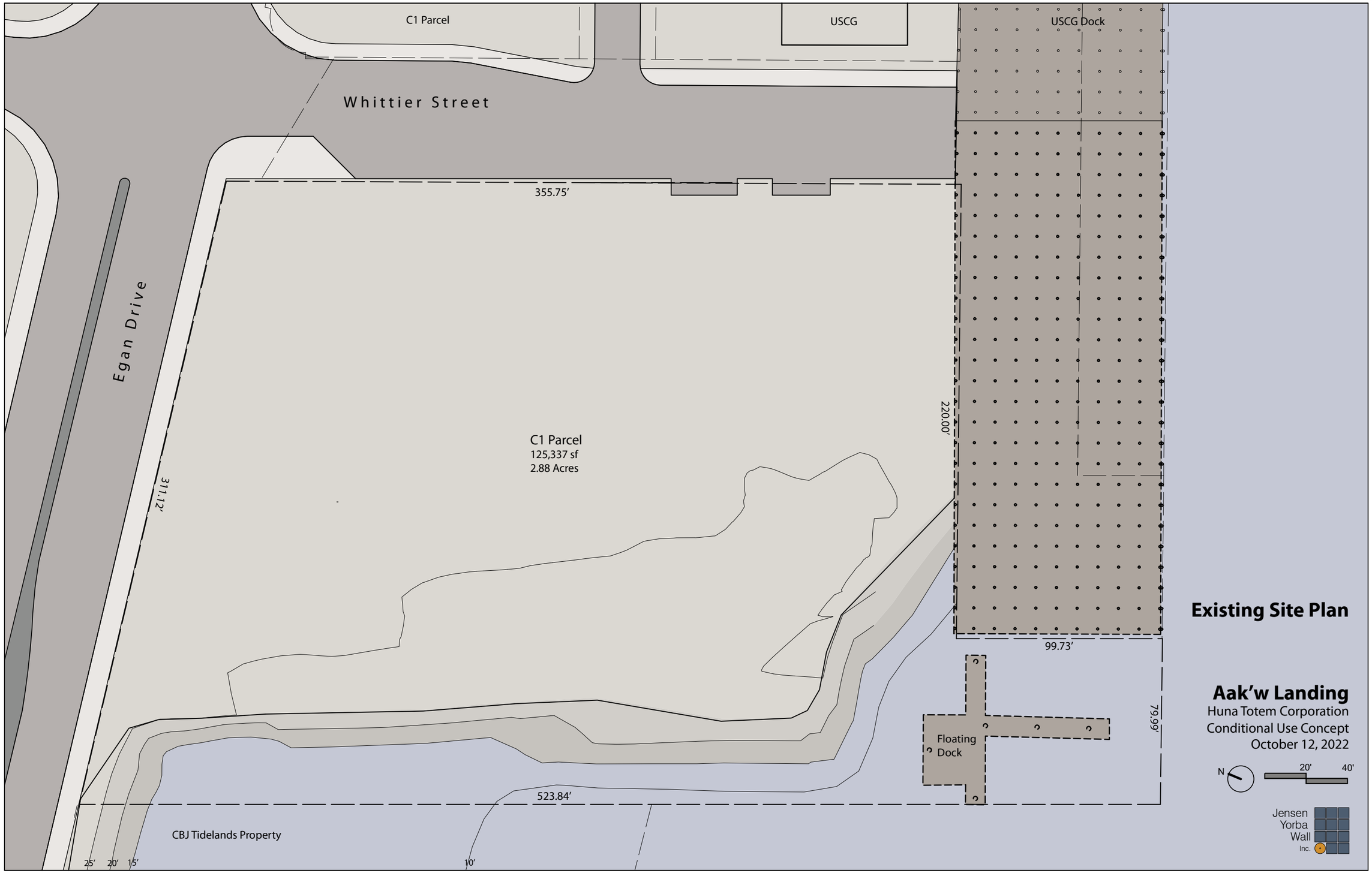
A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694 square feet) of public plaza at the 45' (Park) elevation, and .48 acres (22,559s square feet of public area at the 25' (Seawalk) elevation.

- The park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.
- Shop and cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.
- Local Indigenous Native art will inform the macro layout of the landscaped park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Our proposed development is presented to fairly describe likely impacts to be considered in the planning process. We look forward to working with the City & Borough of Juneau through the necessary planning and permitting processes.


C1 Parcel
USCG
USCG Dock
Whittier Street
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Egan Drive
311.12'
C1 Parcel
125,337 sf
2.88 Acres
220.00'
99.73'
79.99'
Floating Dock
523.84'
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25'
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10'
Existing Site Plan
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
October 12, 2022
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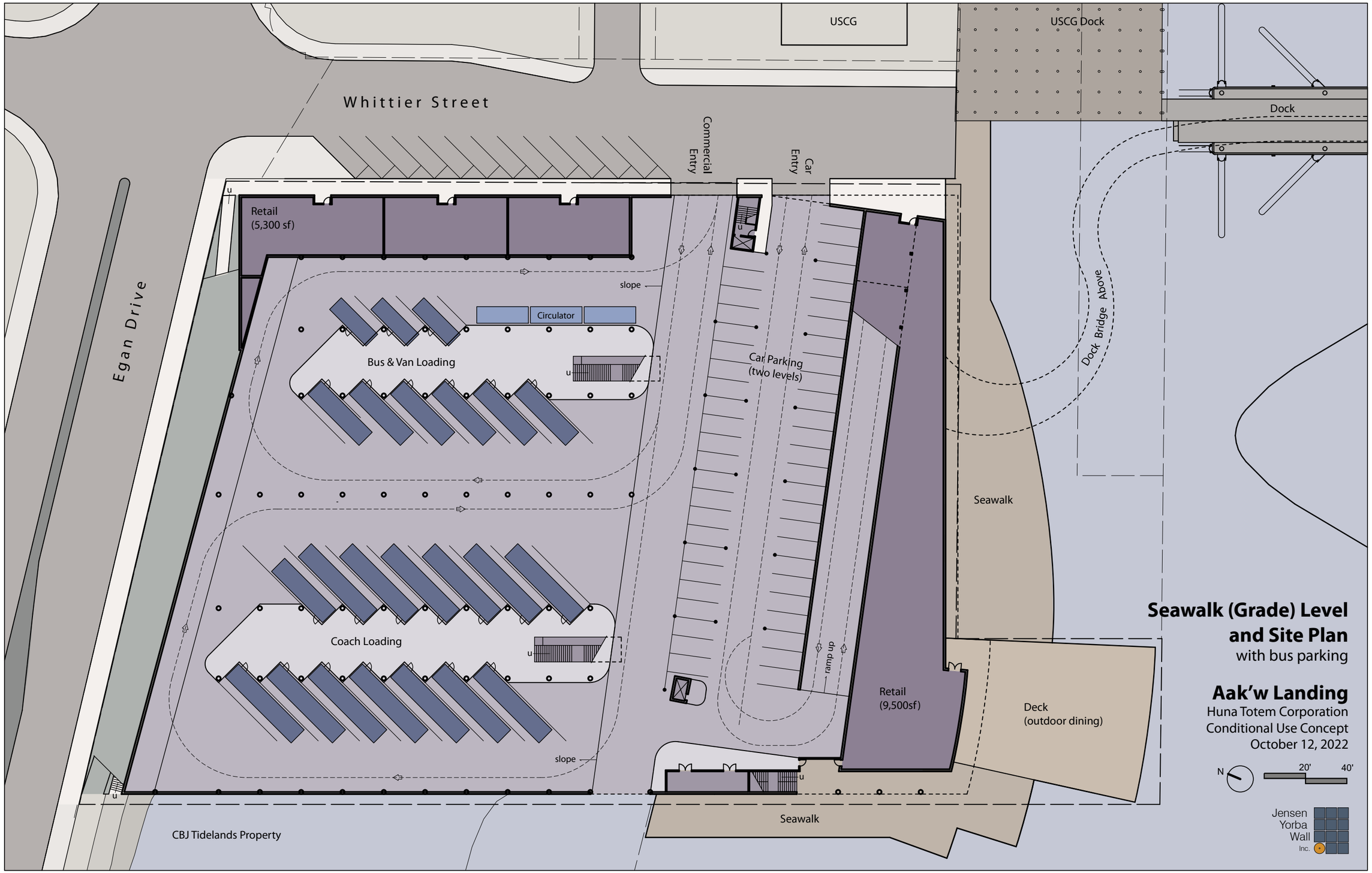
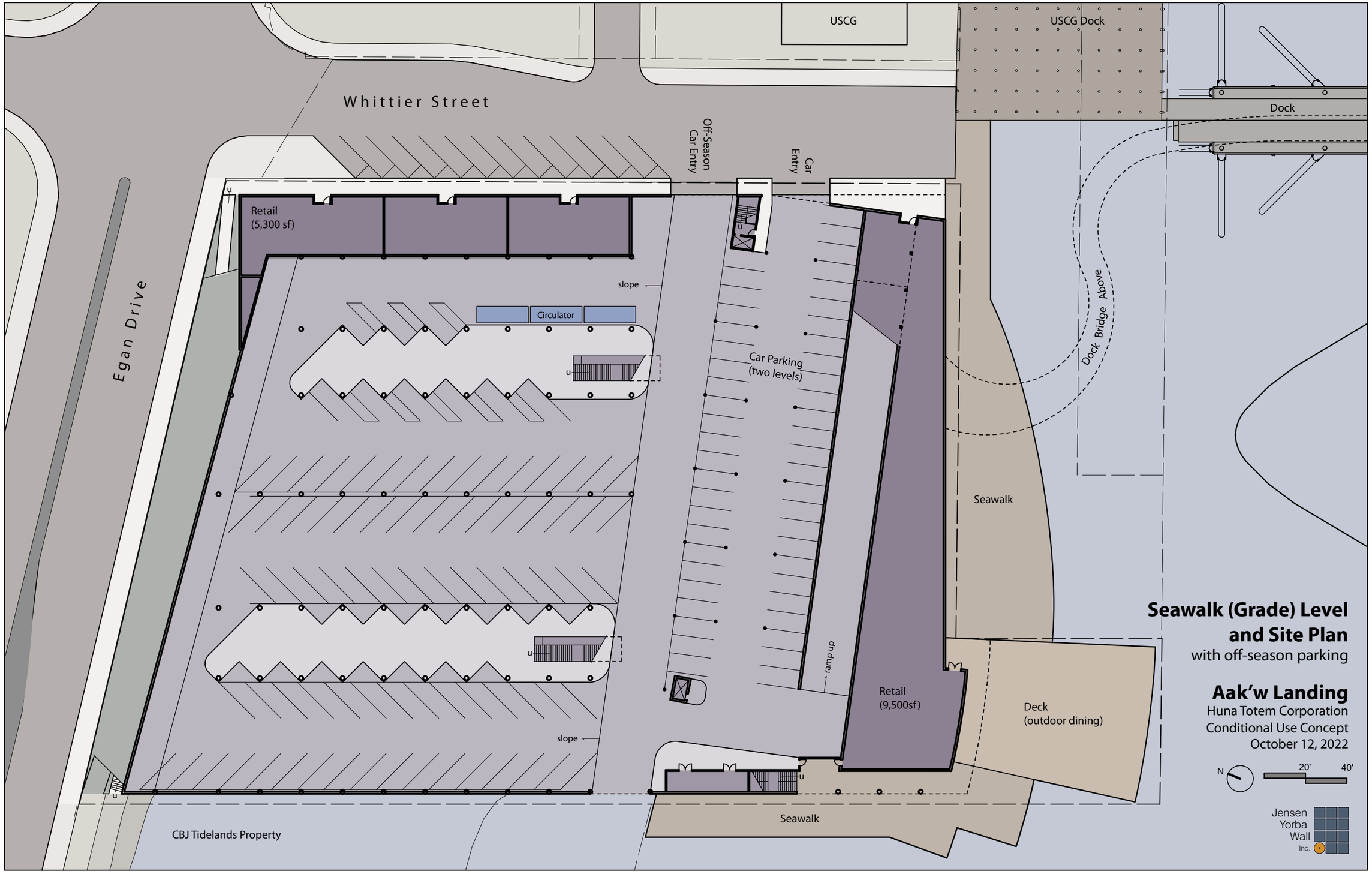
40'
Jensen Yorba Wall Inc.


USCG
USCG Dock
Whittier Street
Dock
Commercial Entry
Car Entry
Egan Drive
Retail
(5,300 sf)
slope
Circulator
Bus & Van Loading
Car Parking
(two levels)
Dock Bridge Above
Seawalk
Coach Loading
ramp up
Retail
(9,500sf)
Deck
(outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Seawalk (Grade) Level
and Site Plan
with bus parking
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
October 12, 2022
N
20'
40'
Jensen
Yorba
Wall
Inc.


USCG
USCG Dock
Whittier Street
Dock
Off-Season Car Entry
Car Entry
Egan Drive
Retail (5,300 sf)
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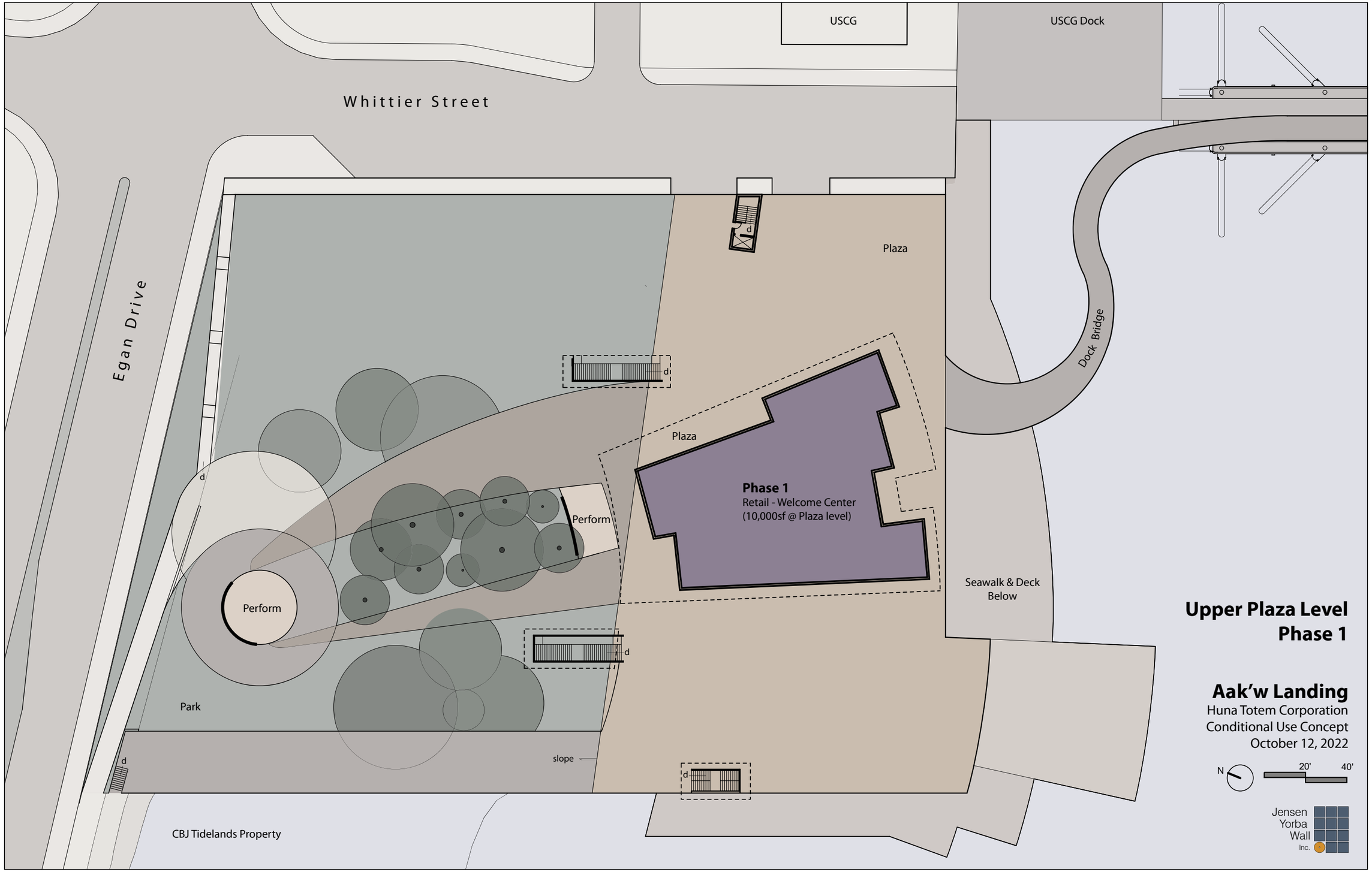
USCG
USCG Dock
Whittier Street
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Dock Bridge
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Phase 1
Retail - Welcome Center
(10,000sf @ Plaza level)
Perform
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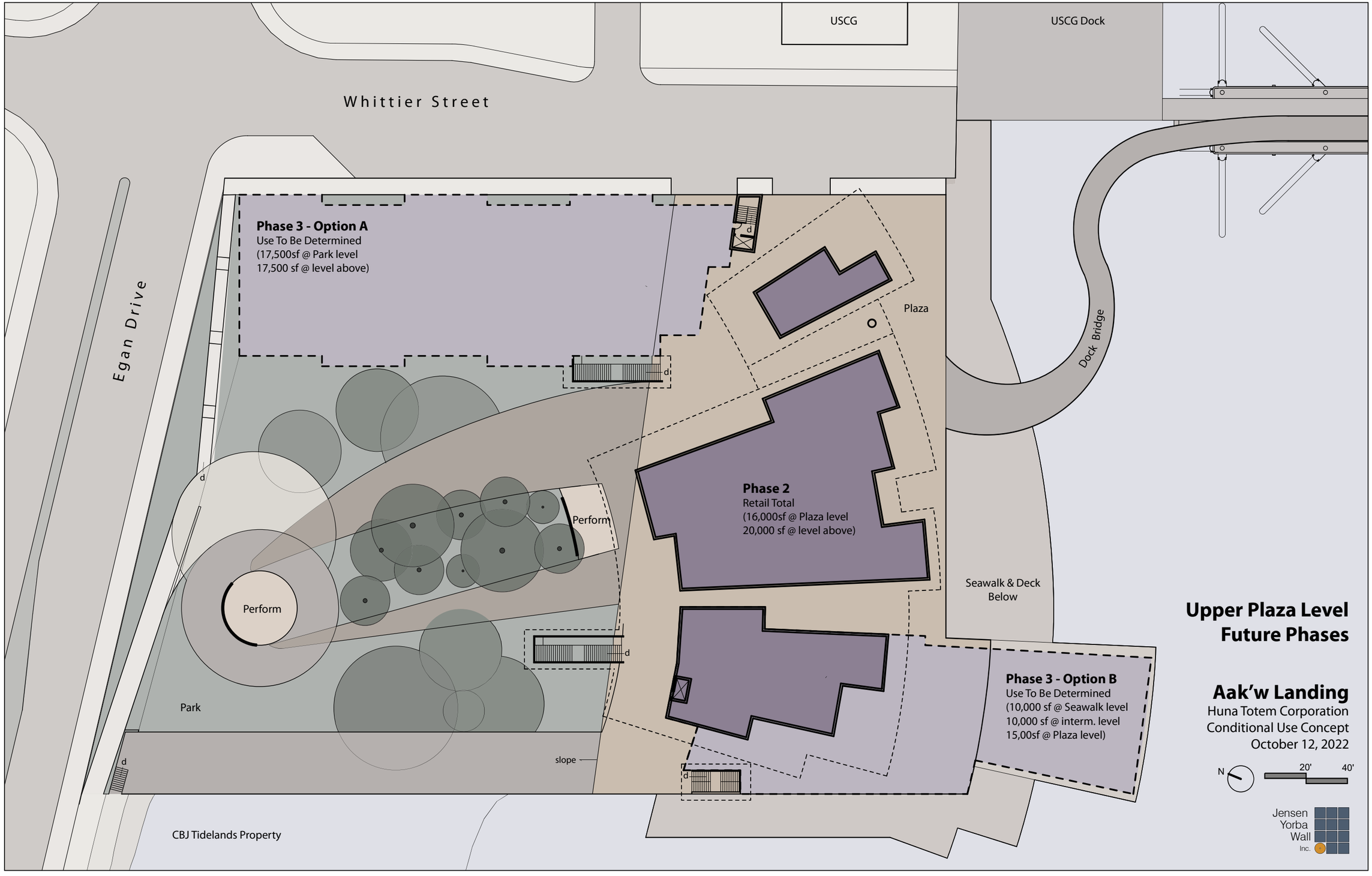


Upper Plaza Level
Future Phases

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
October 12, 2022

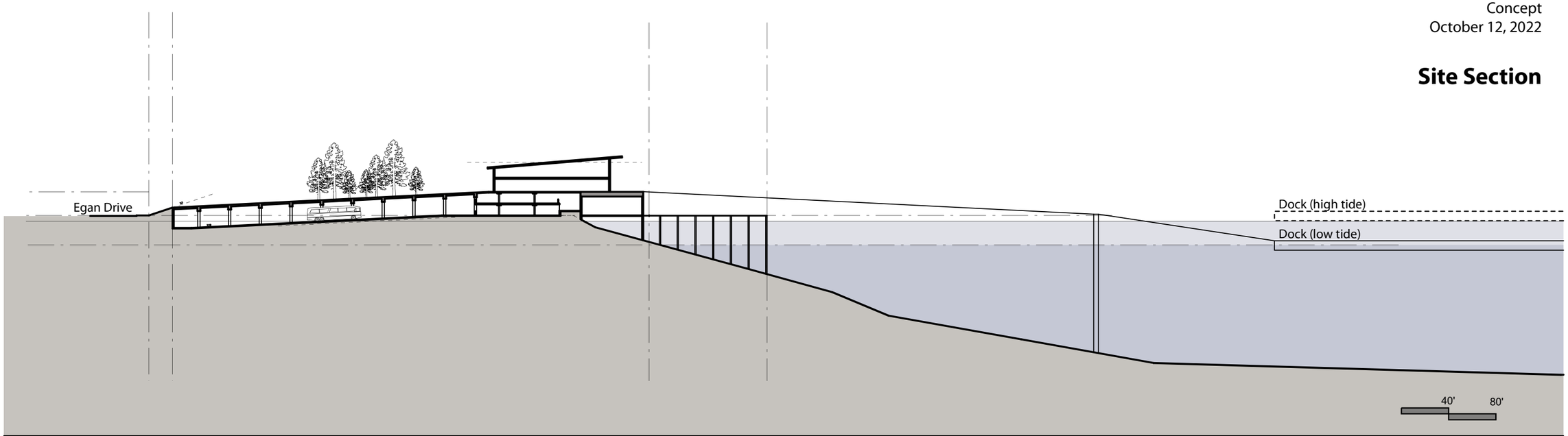
N
20' 40'

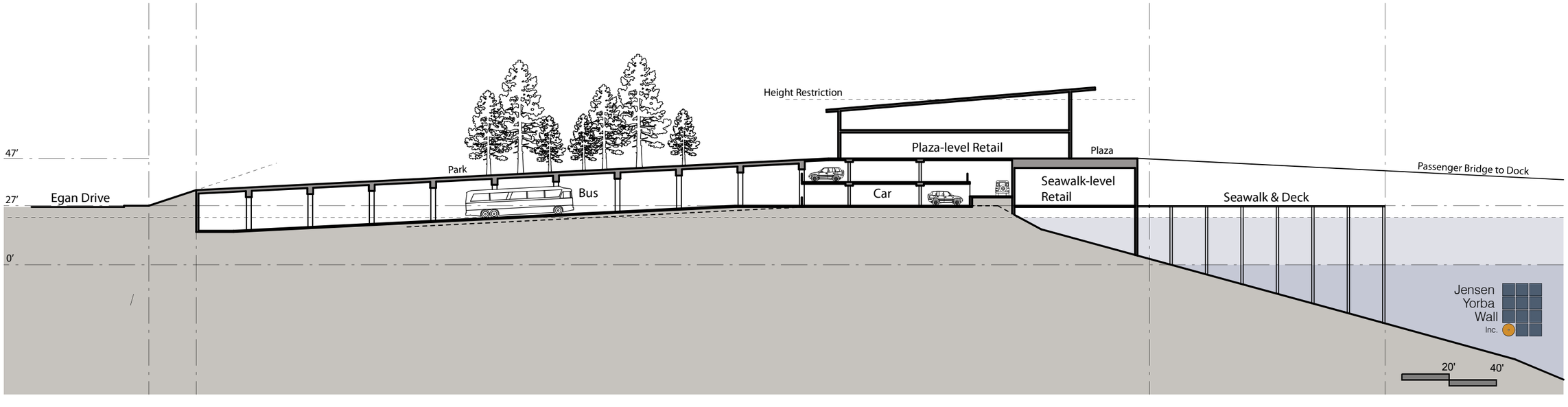
Jensen Yorba Wall Inc.

Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
October 12, 2022

Site Section





Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: October 12, 2022
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5'
Allowable Uses:

- Storage and Display of Goods with greater than 5,000 sf: 1,3
- Offices Greater than 2,500 sf: 1,3
- Libraries, Museums, Art Galleries: 1,3
- Theaters from 201 – 1,000: 1
- Open Space: 1
- Restaurants & Bars without Drive-Through Service: 3
- Seasonal Open Air Food Service: 1,3
- Automobile Parking Garage: 1,3
- Visitor, Cultural Facilities Related to the Site: 3

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 4,000 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is hoping this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Retail

- 104,020sf footprint
- One-story bus parking and loading garage
- Two-story car parking garage
- 1+ acre of Park and Plaza over bus and vehicle garage
- 24,800 sf Retail
    - 5,300 sf Whittier Street-facing (25' Level)
    - 9,500 sf Seawalk-facing (25' Level)
    - 10,000 sf Welcome Center (45' Level)

Proposed Future Phase Development: Additional Retail and Use To Be Determined facilities at Park level

- 26,000 sf additional Retail (50,800 sf total)
- 30,000 sf Use To Be Determined

Parking

Parking Developed. Phase 1 development will have 100 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 124 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 180 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

Phase 1 Parking Required:	24,800 sf Retail (1 stall per 750 sf):	**33 stalls required**
Future Phase Parking Required:	50,800 sf Retail (including Phase 1):	68 stalls required
	30,000 sf of Use To Be Determined	
	If Cultural (1 stall per 1,500):	20 stalls required
	If Retail (1 stall per 750 sf):	40 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		81-104 stalls required total

Parking Requirement:

- Commercial/Retail 1 per 750 sf
- Restaurants 1 per 750 sf
- Museum 1 per 1,500
- Recreational Space 1 per 10 seats
- Housing, 400 sf Eff. .3 spaces per
- Housing, 1-bedroom .4 spaces per
- Housing 2-bedroom .6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

Irene Gallion

From: Jill Maclean
Sent: Thursday, December 1, 2022 2:13 PM
To: Alexandra Pierce
Cc: Irene Gallion
Subject: RE: let's talk when you get a chance

Thanks, Alix

From: Alexandra Pierce <Alexandra.Pierce@juneau.org>
Sent: Thursday, December 1, 2022 1:52 PM
To: Jill Maclean <Jill.Maclean@juneau.org>
Cc: Irene Gallion <Irene.Gallion@juneau.org>
Subject: Re: let's talk when you get a chance

Sorry Jill, I thought Rorie had updated you.

HTC knows about this from the COW discussion on Monday night, they may be delaying their application until we meet with them Monday.

> On Dec 1, 2022, at 1:46 PM, Jill Maclean <Jill.Maclean@juneau.org> wrote:
>
> Thanks for looping me in, Irene.
>
> ---
>
> **From:** Irene Gallion <Irene.Gallion@juneau.org>
> **Sent:** Thursday, December 1, 2022 1:39 PM
> **To:** Alexandra Pierce <Alexandra.Pierce@juneau.org>
> **Cc:** Jill Maclean <Jill.Maclean@juneau.org>
> **Subject:** RE: let's talk when you get a chance
>
> Alix: Roger that.
>
> Jill, I am knee-deep in the rezone and need to go do an inspection, but this will be coming our way, be advised. We have not yet had a permit from Huna Totem (expected it Tuesday).
>
> IMG
>
> ---
>
> **From:** Alexandra Pierce <Alexandra.Pierce@juneau.org>
> **Sent:** Thursday, December 1, 2022 1:23 PM
> **To:** Irene Gallion <Irene.Gallion@juneau.org>
> **Subject:** let's talk when you get a chance
>
> Re: Huna totem update.
>
> We are telling them on Monday that we want to build and operate the dock. Also I made some comments about the CUP to Rorie that I want to make sure jive with your thinking.

Alexandra Pierce | Tourism Manager
City & Borough of Juneau, AK
Location: 155 South Seward Street
Cell: 907.500.8677

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Friday, January 13, 2023 4:01 PM
To: Scott Ciambor
Subject: PAC2022 0047

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

Scott:

If you are in, I am trying to track down the form we filed with our accompanying documents for the Aak'w Landing conditional use permit. I can't find it on your website and seem to have misplaced it in my computer.

We are finalizing our full CUP permit application in accordance with staff comments, but I want to start from that basic form so everything matches.'

Thanks in advance for your help.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Irene Gallion

From: Jill Maclean
Sent: Tuesday, January 17, 2023 9:24 AM
To: Irene Gallion;Scott Ciambor
Subject: RE: PAC2022 0047

Not that I'm aware of. Alix has scheduled a "permit harmony" meeting at least twice and then cancelled. I'm not sure where the rest are at with this site.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, January 17, 2023 9:19 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: FW: PAC2022 0047

Heads up, expecting a CUP from Huna Totem this week. Is there any CBJ involvement I should be aware of on this one?

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, January 17, 2023 9:13 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Re: PAC2022 0047

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

Irene:

Thanks! We have a draft in review and nearly done…

Fred

Sent from my iPhone

> On Jan 17, 2023, at 8:14 AM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:
>
> HI Fred!
>
> I've attached your submittals, AND the forms we need. Not sure which you were looking for.
>
> Good to see this moving!
>
> IMG
>
> ---
>
> **From:** Fred Parady <FParady@hunatotem.com>
> **Sent:** Friday, January 13, 2023 3:58 PM
> **To:** Irene Gallion <Irene.Gallion@juneau.gov>
> **Subject:** PAC2022 0047
>
> EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

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Fred

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Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, January 17, 2023 9:13 AM
To: Irene Gallion
Subject: Re: PAC2022 0047
Attachments: image001.png; PAC-22-47 Final 1.pdf; USE - Allowable-Conditional Use.pdf; DPA - Development Permit_Application 2022.pdf; Ord2005-29(am)-Seawalk.pdf; Aak'w Landing - Concept Plans - CU Pre-Application REV.pdf; Aak'w Landing - Zoning and Parking Study - CU Pre-Application REV.pdf; 2022 10 18 Aak'w Landing Architectural Narrative Submittal.docx; Aak'w Landing - Concept Plans - CU Pre-Application REV SCALE.pdf

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

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Sent: Friday, January 13, 2023 3:58 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: PAC2022 0047

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Irene:

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Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Jensen Yorba Wall Inc.

522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: October 12, 2022
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Pre-Application Conference

Jensen Yorba Wall is pleased to be working with Huna Totem Corporation (HTC) to submit this narrative in support of the Conditional Use application for development of the Aak'w Landing project on HTC's 2.9-acre site (formerly known as the Juneau Subport) in downtown Juneau. HTC intends to create a world-class waterfront development for both our cruise ship guests and our community. The design includes a year-round community park, pedestrian pathways, cultural elements, retail and restaurant space, and other amenities for visitors and residents.

Phase One of the Aak'w Landing uplands project will consist of an underground concrete bus staging and vehicle garage topped by a landscaped park sloping up from Egan Drive. The project will include 24,800 square feet (sf) of retail and restaurant spaces in the first phase with future phases adding 26,000 square feet of additional retail and restaurant spaces and 30,000 sf of cultural/science facilities. Total square footages of retail and restaurant along with cultural/science spaces are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides for the arrival of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port in the United States. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural and science-related activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.

- Large Canopies around the Welcome Center and retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.
- Passengers descending the West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 100 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the City & Borough of Juneau (CBJ) Tideland parcels to the west if this is desired in the future.
- The entire bus staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the bus staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to bus staging and the vehicle parking garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level retail spaces front the building along Whittier Avenue and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

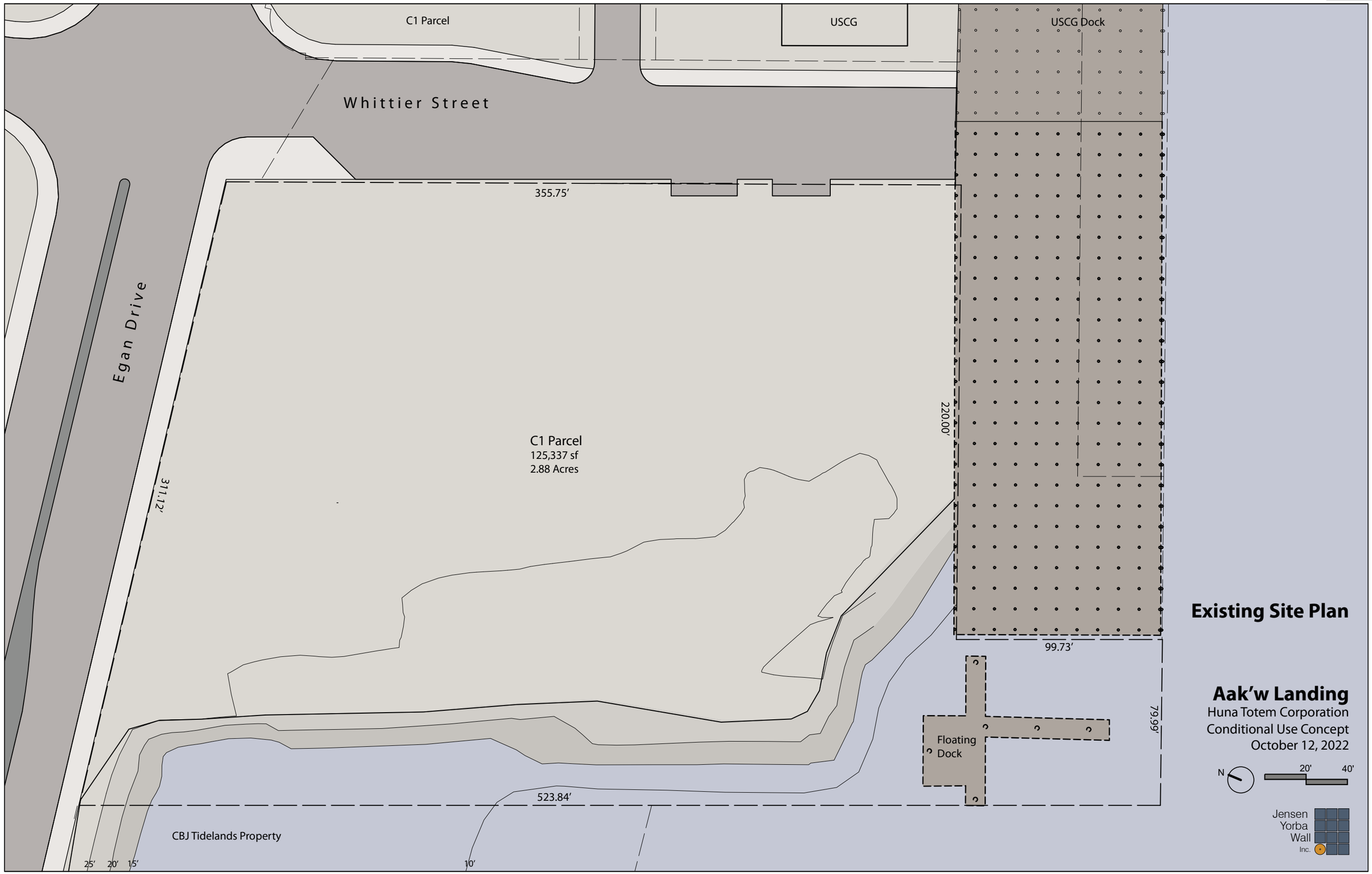
A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694 square feet) of public plaza at the 45' (Park) elevation, and .48 acres (22,559s square feet of public area at the 25' (Seawalk) elevation.

- The park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.
- Shop and cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.
- Local Indigenous Native art will inform the macro layout of the landscaped park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Our proposed development is presented to fairly describe likely impacts to be considered in the planning process. We look forward to working with the City & Borough of Juneau through the necessary planning and permitting processes.


C1 Parcel
USCG
USCG Dock
Whittier Street
355.75'
Egan Drive
311.12'
C1 Parcel
125,337 sf
2.88 Acres
220.00'
99.73'
79.99'
Floating Dock
523.84'
CBJ Tidelands Property
25'
20'
15'
10'
Existing Site Plan
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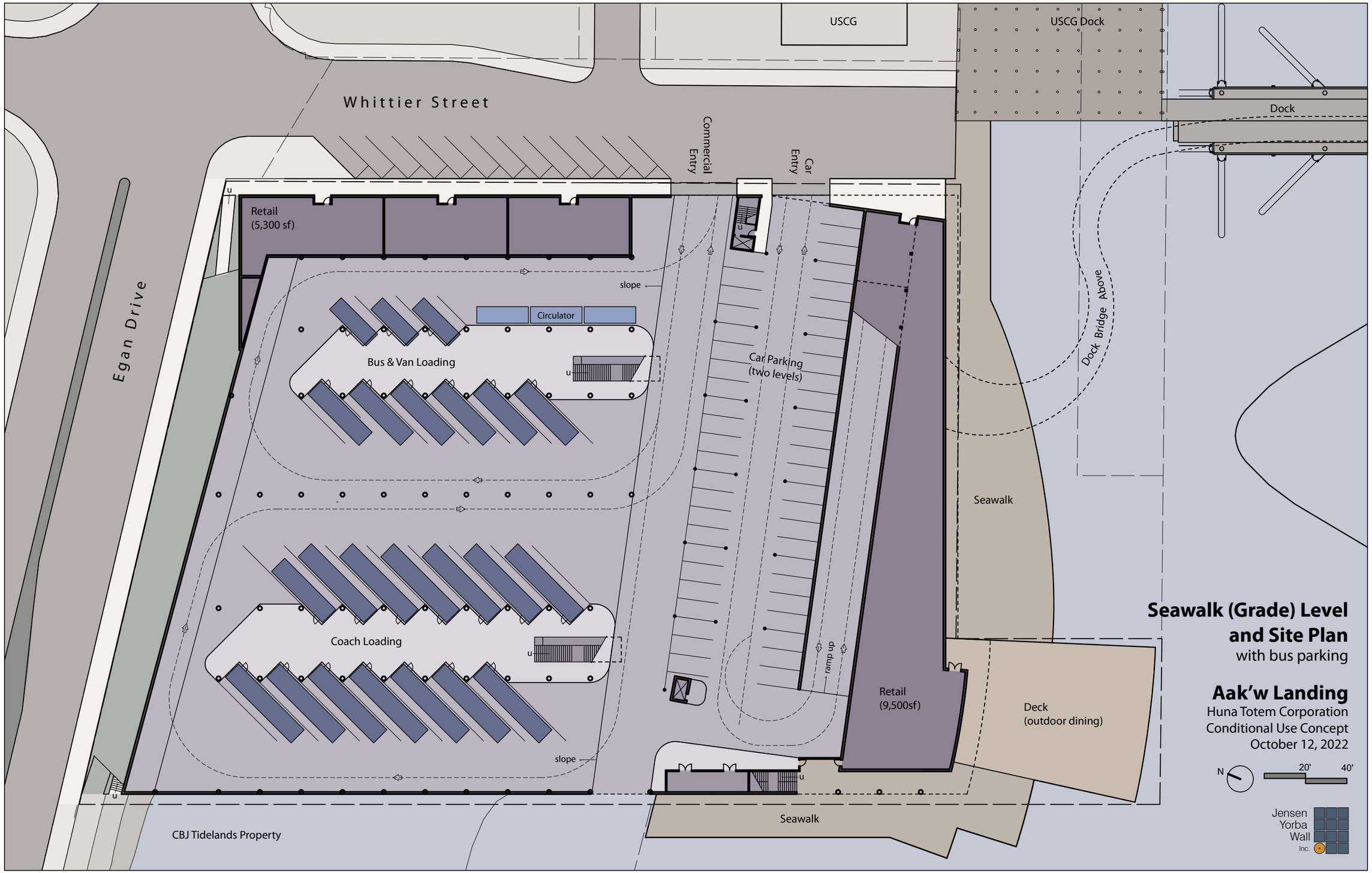
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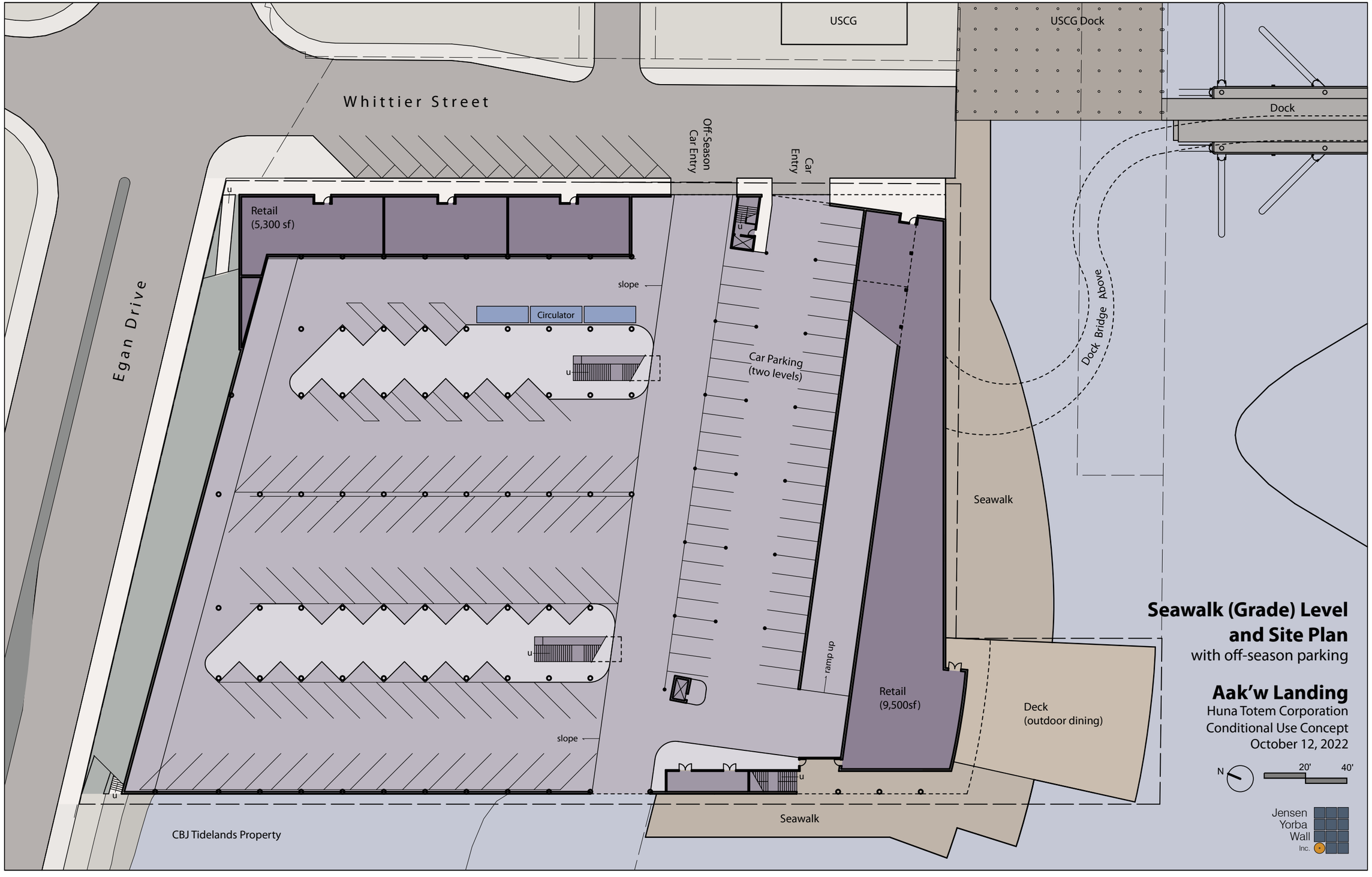
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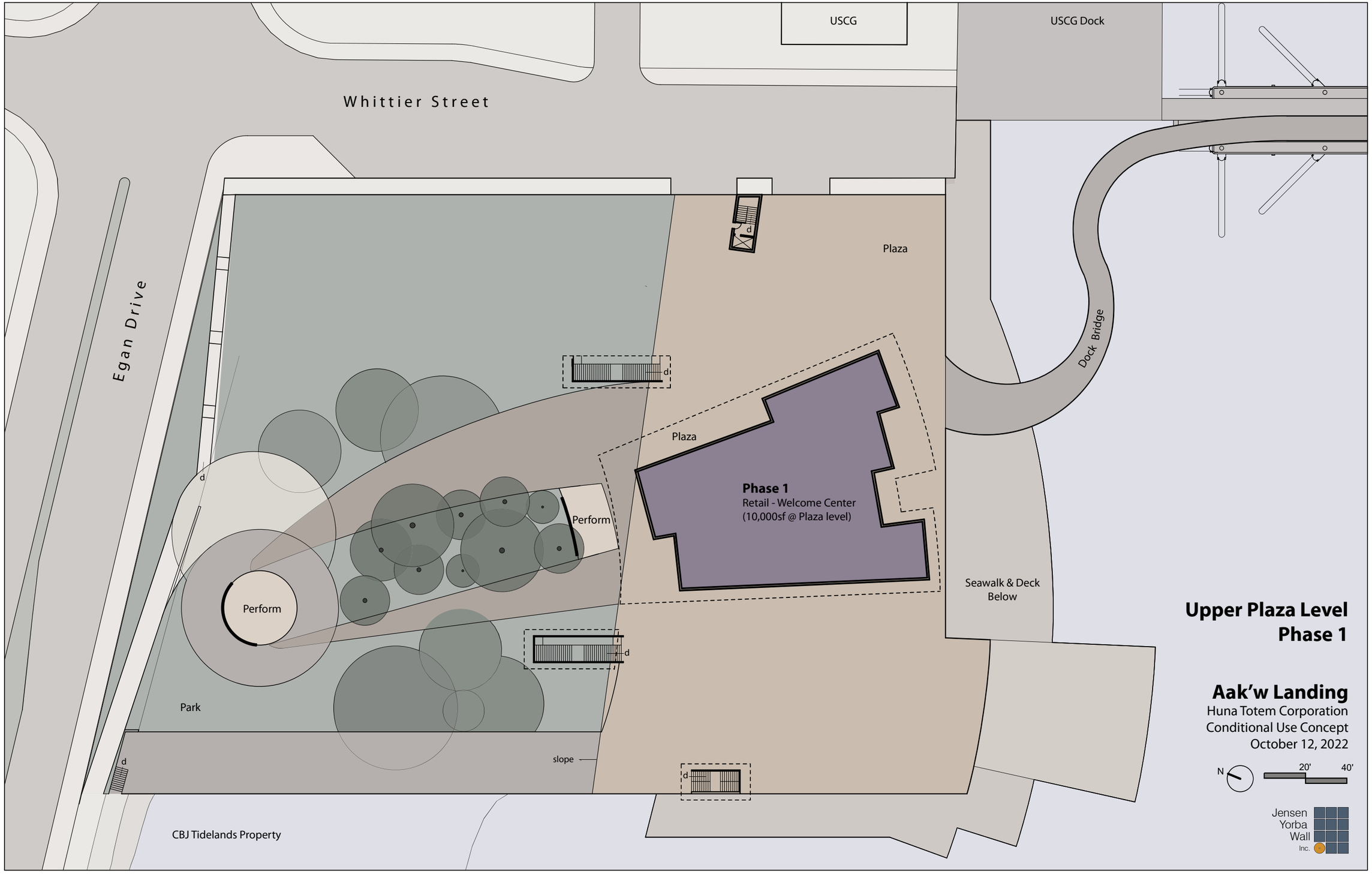
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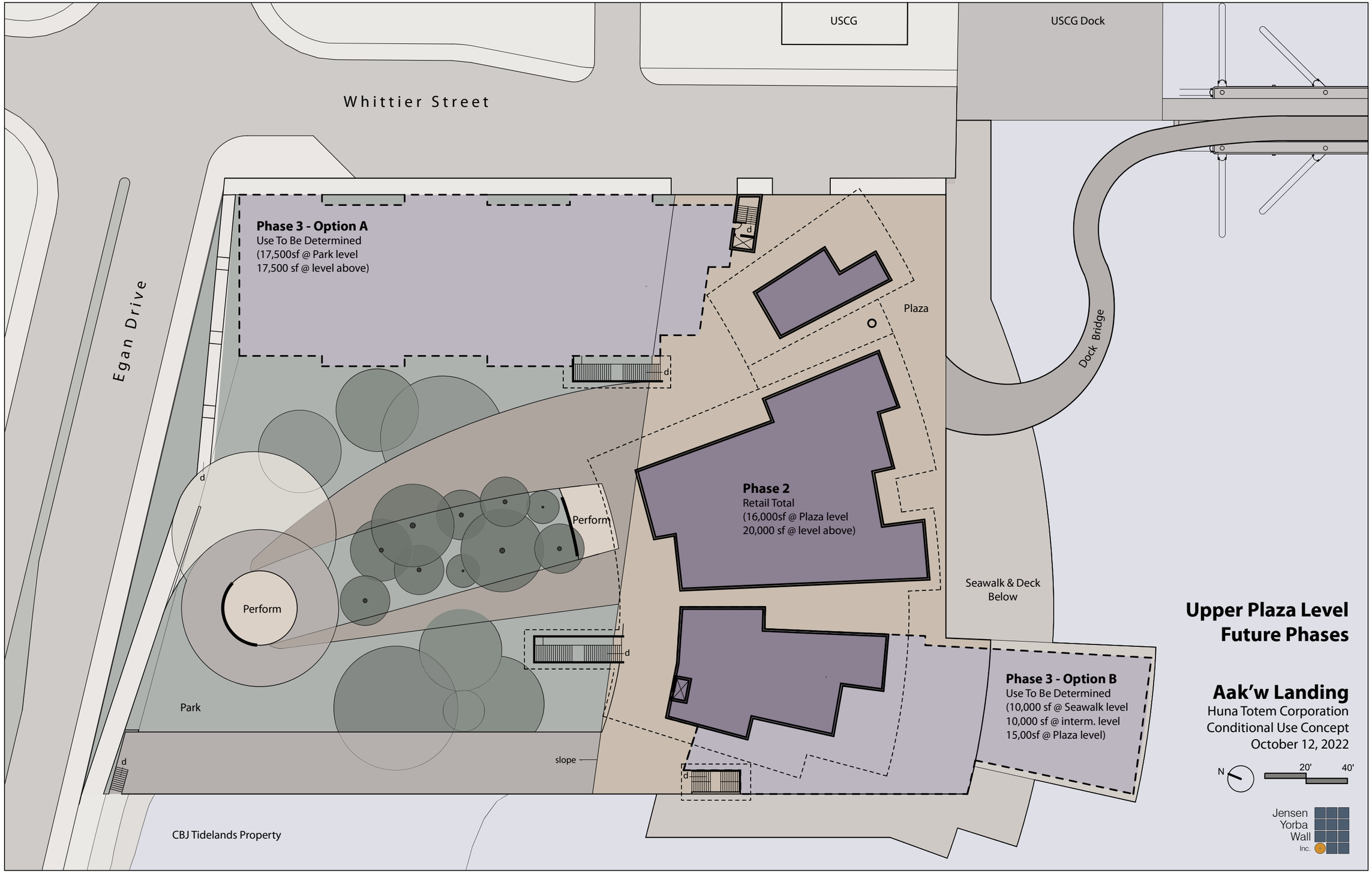
USCG
USCG Dock
Whittier Street
Egan Drive
Phase 3 - Option A
Use To Be Determined
(17,500sf @ Park level
17,500 sf @ level above)
Plaza
Dock Bridge
Phase 2
Retail Total
(16,000sf @ Plaza level
20,000 sf @ level above)
Perform
Perform
Seawalk & Deck
Below
Phase 3 - Option B
Use To Be Determined
(10,000 sf @ Seawalk level
10,000 sf @ interm. level
15,00sf @ Plaza level)
Park
slope
CBJ Tidelands Property
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Upper Plaza Level
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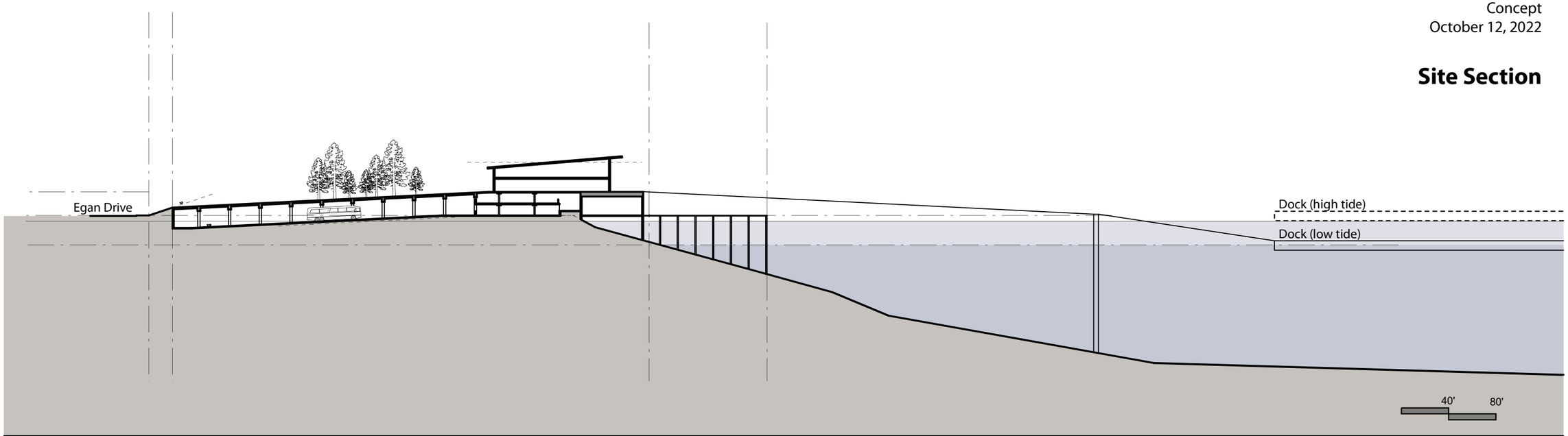
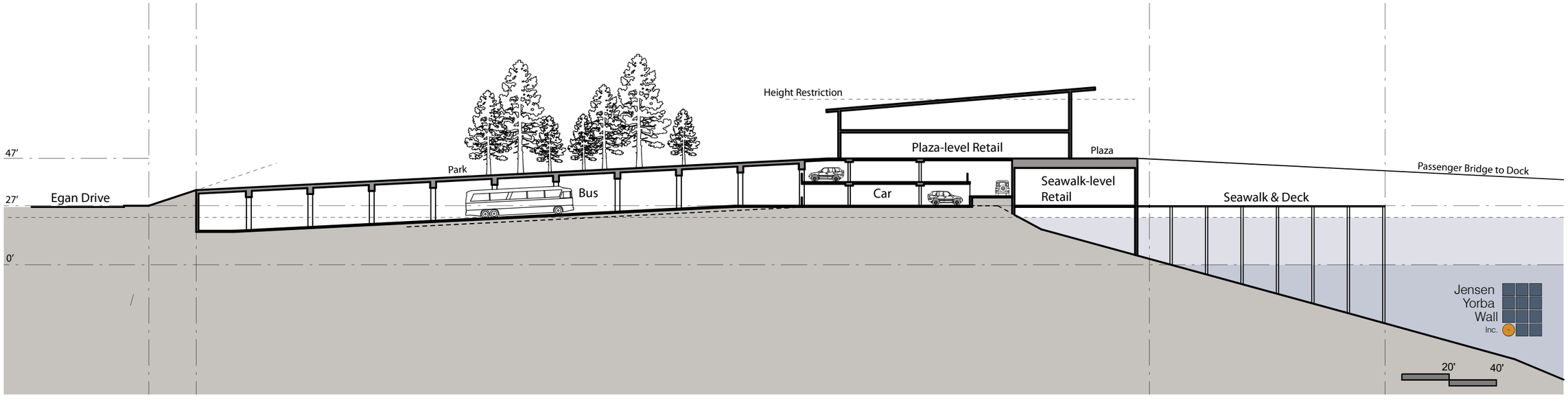
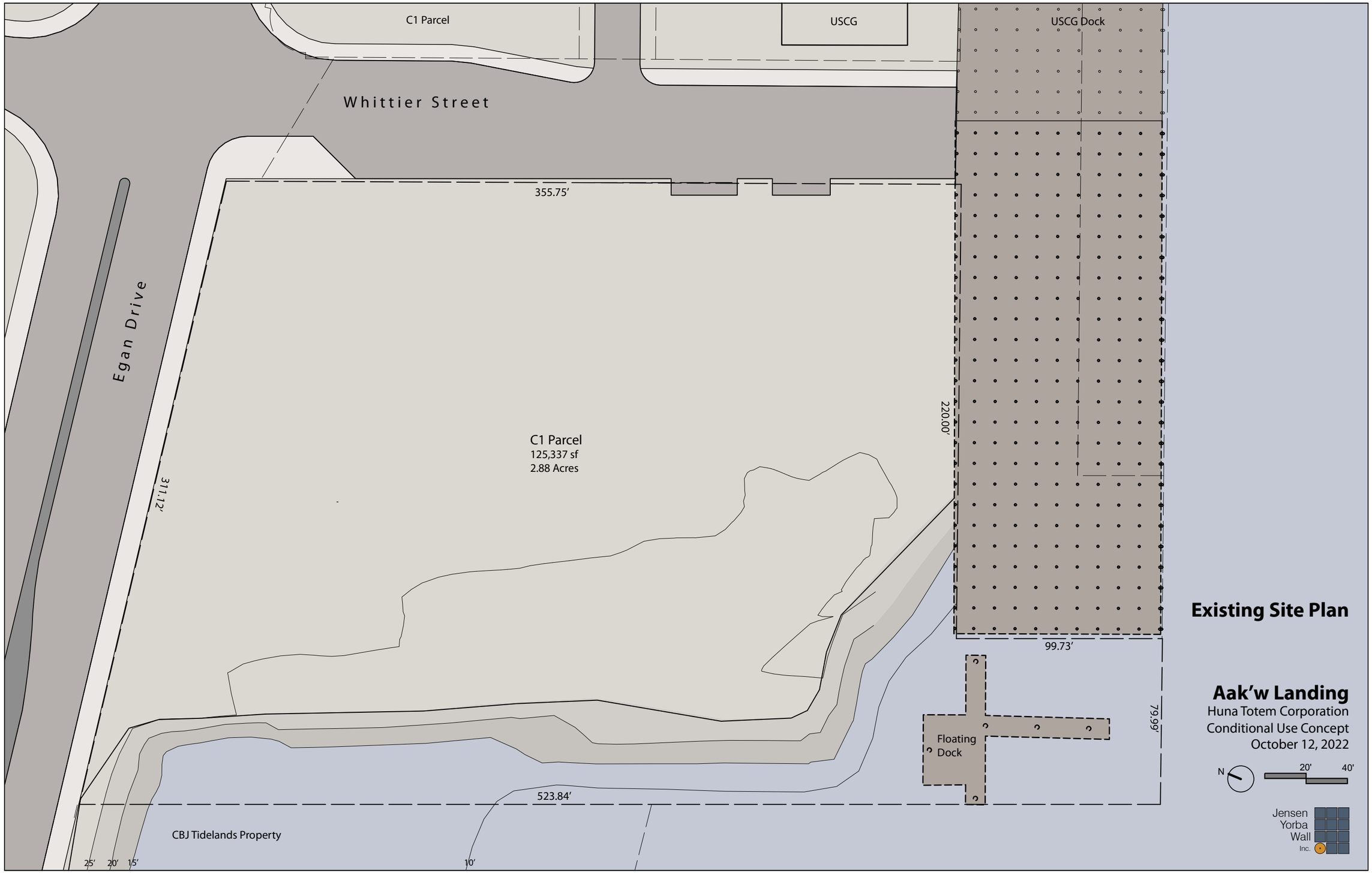
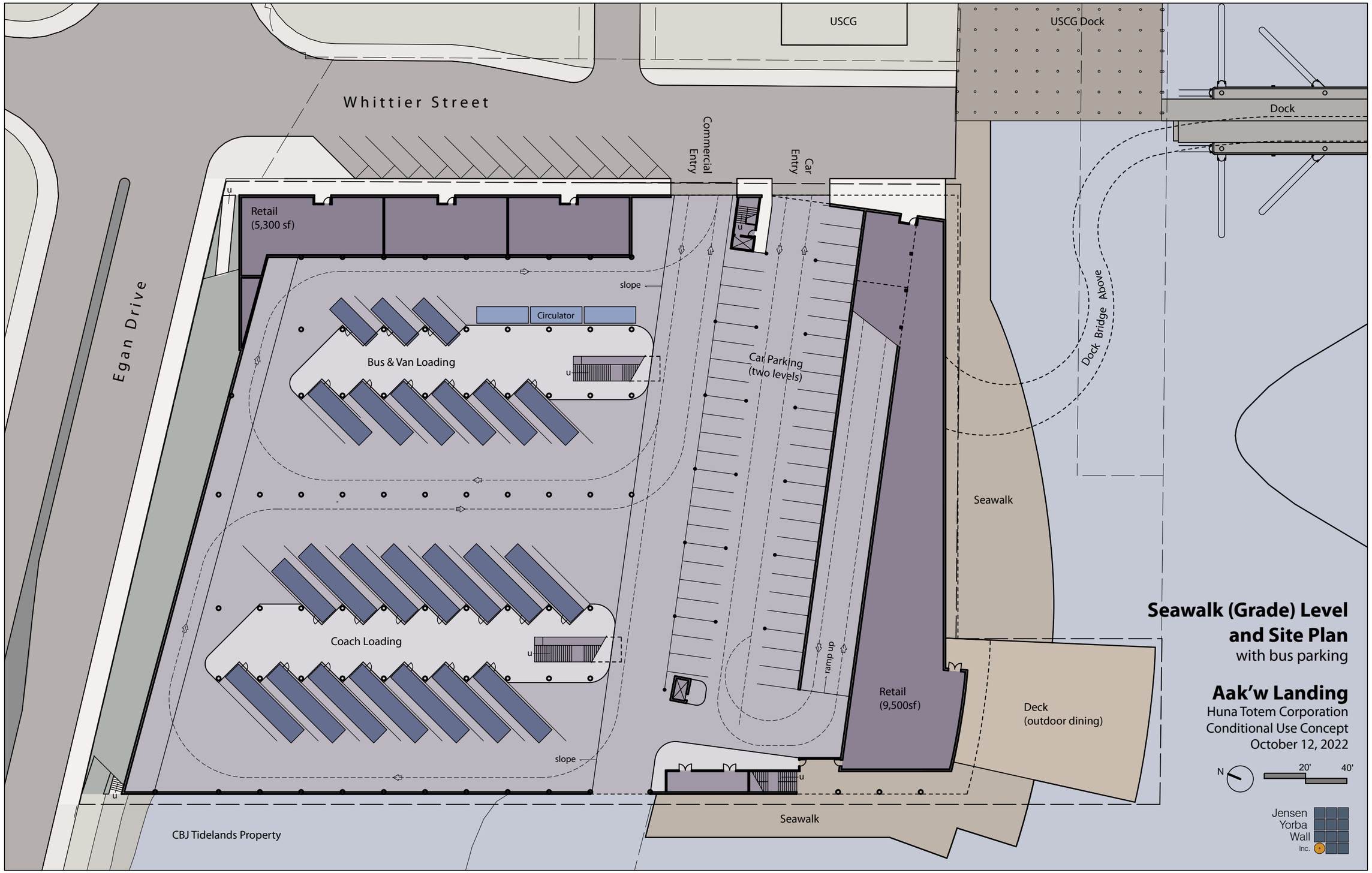
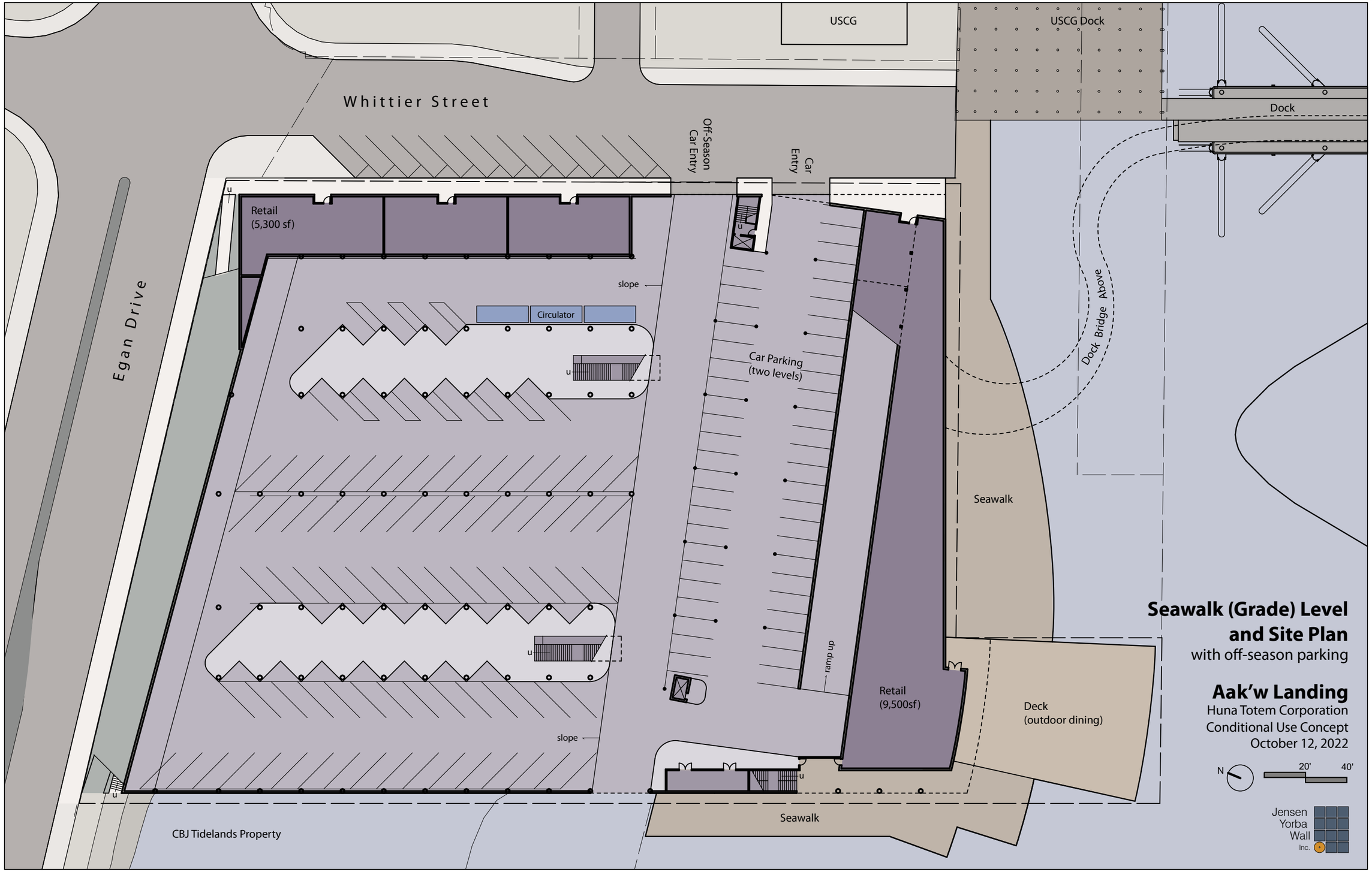
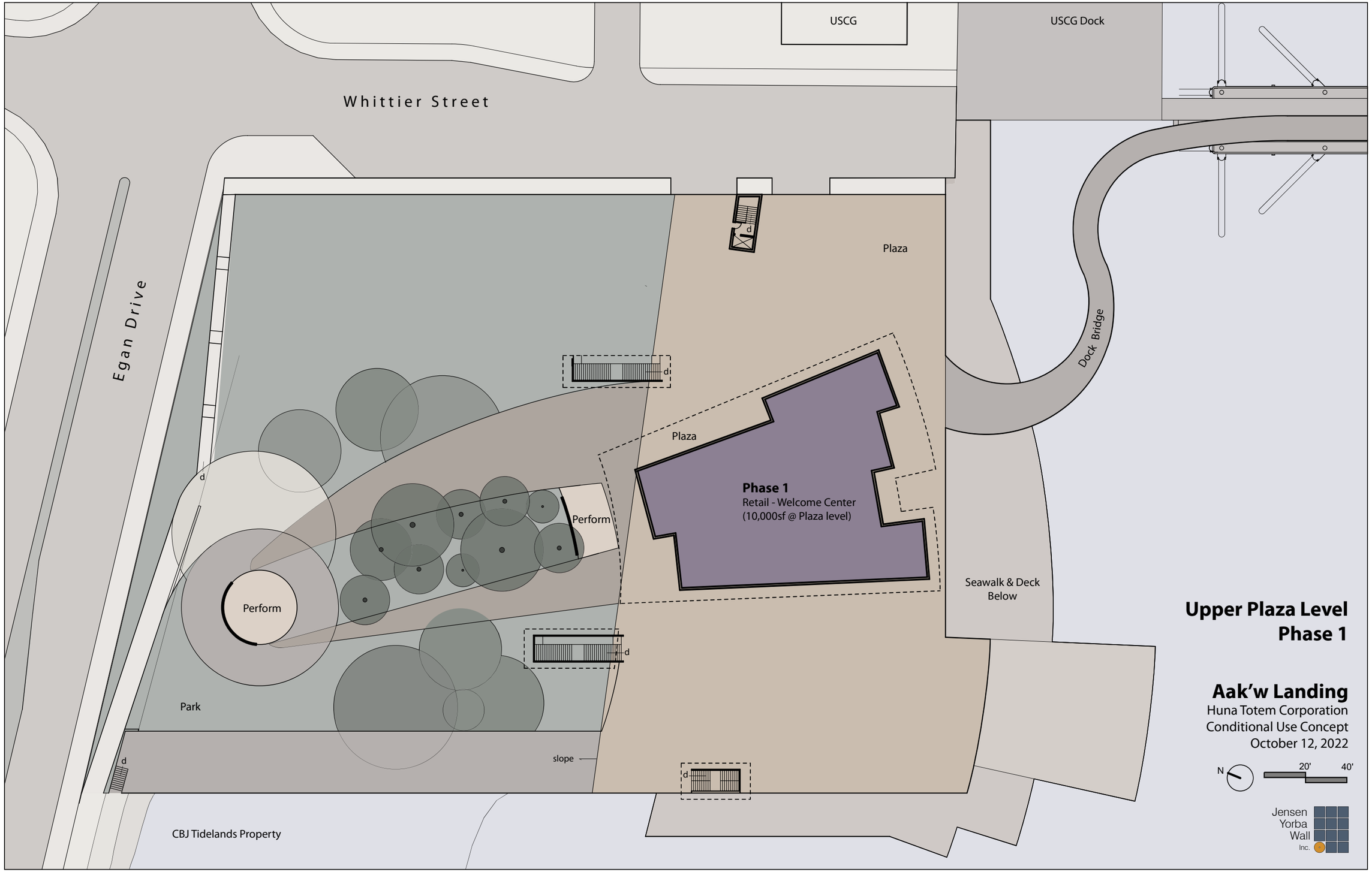


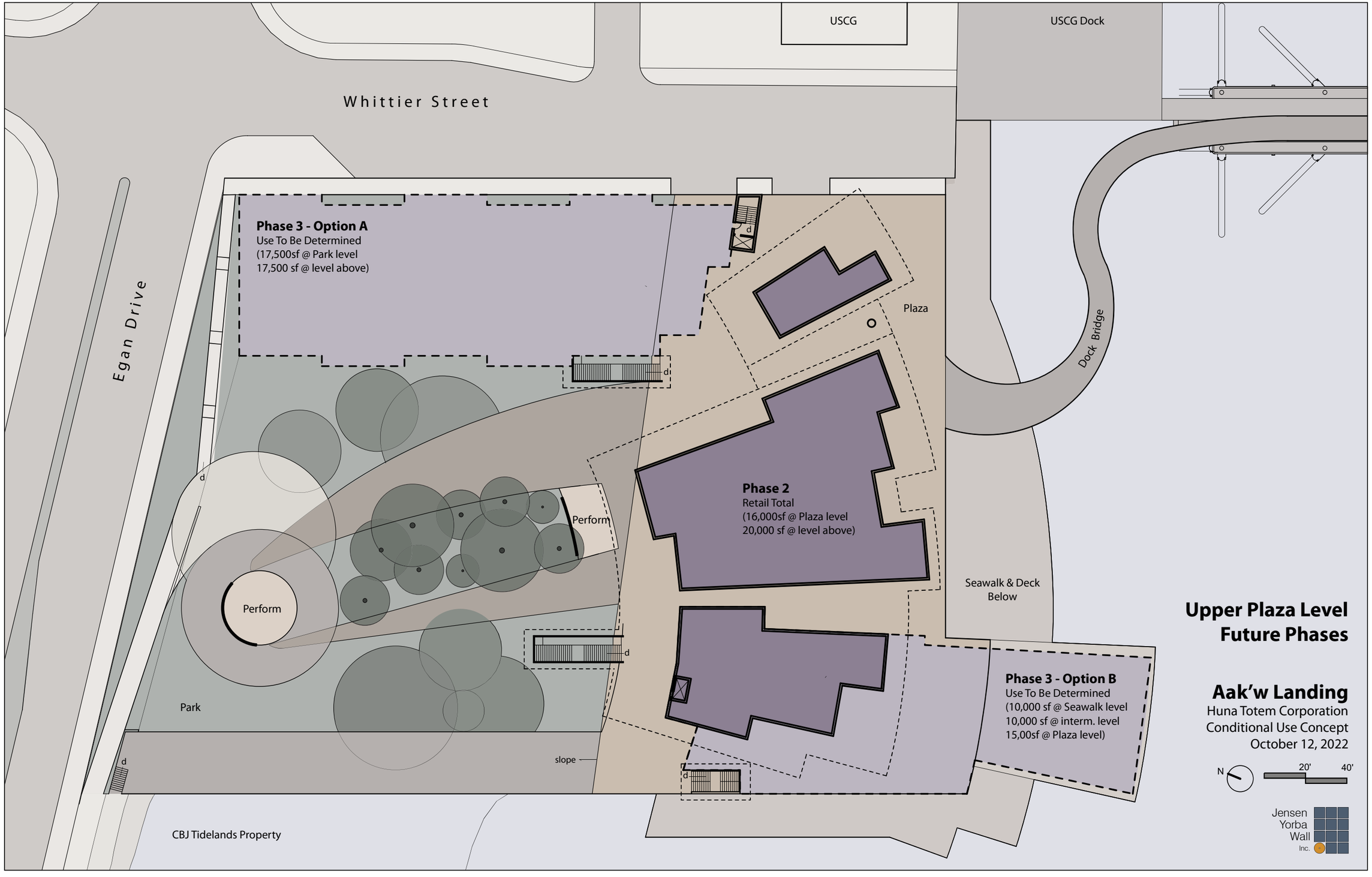



C1 Parcel
USCG
USCG Dock
Whittier Street
355.75'
Egan Drive
311.12'
C1 Parcel
125,337 sf
2.88 Acres
220.00'
99.73'
79.99'
Floating Dock
523.84'
CBJ Tidelands Property
25'
20'
15'
10'
Existing Site Plan
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
October 12, 2022
N
20'
40'
Jensen Yorba Wall Inc.


USCG
USCG Dock
Whittier Street
Commercial Entry
Car Entry
Dock
Retail
(5,300 sf)
slope
Circulator
Bus & Van Loading
Car Parking
(two levels)
Dock Bridge Above
Egan Drive
Seawalk
Coach Loading
ramp up
Retail
(9,500sf)
Deck
(outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Seawalk (Grade) Level
and Site Plan
with bus parking
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
October 12, 2022
N
20'
40'
Jensen
Yorba
Wall
Inc.


USCG
USCG Dock
Whittier Street
Dock
Off-Season Car Entry
Car Entry
Retail (5,300 sf)
Egan Drive
slope
Circulator
Car Parking (two levels)
Dock Bridge Above
Seawalk
ramp up
Retail (9,500sf)
Deck (outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Seawalk (Grade) Level and Site Plan
with off-season parking
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
October 12, 2022
N
20'
40'
Jensen Yorba Wall Inc.

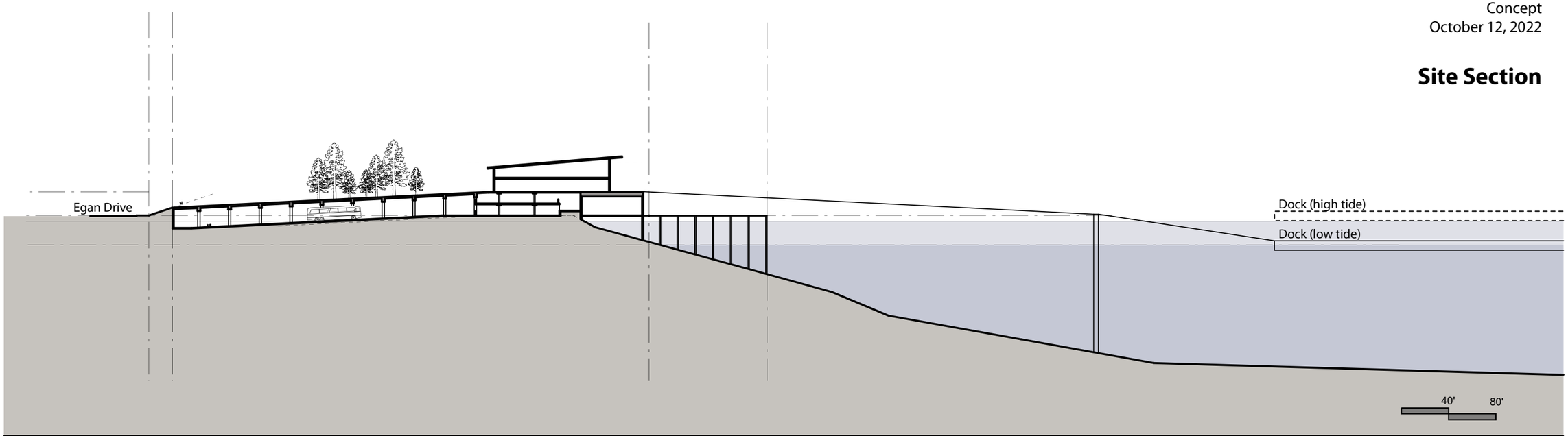

USCG
USCG Dock
Whittier Street
Egan Drive
Plaza
Dock Bridge
Plaza
Phase 1
Retail - Welcome Center
(10,000sf @ Plaza level)
Perform
Perform
Seawalk & Deck
Below
Park
slope
CBJ Tidelands Property
d
Upper Plaza Level
Phase 1
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
October 12, 2022
N
20'
40'
Jensen
Yorba
Wall
Inc.

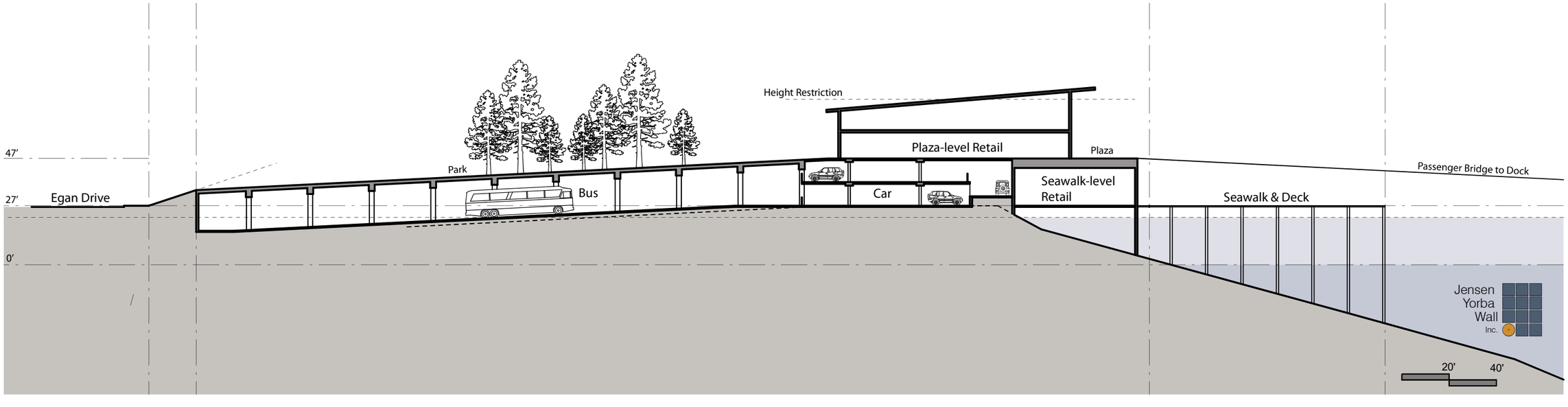

USCG
USCG Dock
Whittier Street
Egan Drive
Phase 3 - Option A
Use To Be Determined
(17,500sf @ Park level
17,500 sf @ level above)
Plaza
Dock Bridge
Phase 2
Retail Total
(16,000sf @ Plaza level
20,000 sf @ level above)
Perform
Perform
Seawalk & Deck
Below
Phase 3 - Option B
Use To Be Determined
(10,000 sf @ Seawalk level
10,000 sf @ interm. level
15,00sf @ Plaza level)
Park
slope
CBJ Tidelands Property
d
Upper Plaza Level
Future Phases
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
October 12, 2022
N
20'
40'
Jensen
Yorba
Wall
Inc.

Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
October 12, 2022

Site Section





Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: October 12, 2022
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5'
Allowable Uses:

- Storage and Display of Goods with greater than 5,000 sf: 1,3
- Offices Greater than 2,500 sf: 1,3
- Libraries, Museums, Art Galleries: 1,3
- Theaters from 201 – 1,000: 1
- Open Space: 1
- Restaurants & Bars without Drive-Through Service: 3
- Seasonal Open Air Food Service: 1,3
- Automobile Parking Garage: 1,3
- Visitor, Cultural Facilities Related to the Site: 3

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 4,000 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is hoping this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Retail

- 104,020sf footprint
- One-story bus parking and loading garage
- Two-story car parking garage
- 1+ acre of Park and Plaza over bus and vehicle garage
- 24,800 sf Retail
    - 5,300 sf Whittier Street-facing (25' Level)
    - 9,500 sf Seawalk-facing (25' Level)
    - 10,000 sf Welcome Center (45' Level)

Proposed Future Phase Development: Additional Retail and Use To Be Determined facilities at Park level

- 26,000 sf additional Retail (50,800 sf total)
- 30,000 sf Use To Be Determined

Parking

Parking Developed. Phase 1 development will have 100 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 124 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 180 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

Phase 1 Parking Required:	24,800 sf Retail (1 stall per 750 sf):	**33 stalls required**
Future Phase Parking Required:	50,800 sf Retail (including Phase 1):	68 stalls required
	30,000 sf of Use To Be Determined	
	If Cultural (1 stall per 1,500):	20 stalls required
	If Retail (1 stall per 750 sf):	40 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		81-104 stalls required total

Parking Requirement:

• Commercial/Retail	1 per 750 sf
• Restaurants	1 per 750 sf
• Museum	1 per 1,500
• Recreational Space	1 per 10 seats
• Housing, 400 sf Eff.	.3 spaces per
• Housing, 1-bedroom	.4 spaces per
• Housing 2-bedroom	.6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

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

To be completed by Applicant

PROPERTY LOCATION

Physical Address

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)

Parcel Number(s)

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

LANDOWNER/ LESSEE

Property Owner	Contact Person
Mailing Address	Phone Number(s)
E-mail Address	

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

_____
Landowner/Lessee (Printed Name) **Title (e.g.: Landowner, Lessee)**

X _____ _____
Landowner/Lessee (Signature) **Date**

_____
Landowner/Lessee (Printed Name) **Title (e.g.: Landowner, Lessee)**

X _____ _____
Landowner/Lessee (Signature) **Date**

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT If same as LANDOWNER, write "SAME"

Applicant (Printed Name)	Contact Person
Mailing Address	Phone Number(s)
E-mail Address	

X _____ _____
Applicant's Signature **Date of Application**

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

	Intake Initials
Case Number	Date Received

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Presented by: The Manager
Introduced: 09/12/2005
Drafted by: J.W. Hartle

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2005-29(am)

An Ordinance Relating to the Seawalk in the Area Encompassed by the Long Range Waterfront Plan.

WHEREAS, the Assembly has adopted the Long Range Waterfront Plan; and

WHEREAS, that plan includes a seawalk extending along the entire downtown waterfront to provide a useable transportation corridor; and

WHEREAS, the CBJ Land Use Code currently requires property owners developing or redeveloping their property to construct the seawalk and dedicate an easement for it; and

WHEREAS, having the City and Borough construct the seawalk will facilitate development of a coherent, useable corridor; and

WHEREAS, the LID process can be used to provide for construction of the seawalk along properties not under development.

NOW, THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough code.

Section 2. Amendment of Subsection. CBJ 49.70.960 Special waterfront areas, is amended at subsection (c)(6) to read:

...

(6) Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to twenty percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners of property along

the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk sixteen feet in width.

(A) *Reserved.*

(B) *Reserved.*

(C) The seawalk shall not be required for existing buildings located along the water's edge until additions or alterations, or both, in excess of 50 percent of the gross square footage of the existing structure are proposed or undertaken within a 36-month period as determined by the City and Borough building division. General maintenance or repair work is exempt from this requirement.

(D) *Reserved.*

...

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 10th day of October, 2005.

Bruce Botelho, Mayor

Attest:

Laurie J. Sica, Clerk

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

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

Huna Totem Dock

Case Number:	PAC2022 0047
Applicant:	Huna Totem Corporation, Fred Parady
Property Owner:	Aak W Landing LLC
Property Address:	Egan Dr.
Parcel Code Number:	1C060K010031
Site Size:	125,406 SF/2.8789 Acres
Zoning:	MU2 Mixed Use 2 (Willoughby)
Existing Land Use:	Seasonal restaurant/Construction trailer

Conference Date:	October 26, 2022
Report Issued:	November 2, 2022

DISCLAIMER: Pre-application conferences are conducted for purposes of providing applicants with a preliminary review of a project and timeline. Pre-application conferences are not based on a complete application, and are not a guarantee of final project approval.

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
Fred Parady	Huna Totem, COO	Fparady@hunatotem.com
Russell Dick	Huna Totem, President/CEO	Russell.Dick@hunatotem.com
Mickey Richardson	Huna Totem, Dir of Marketing	Mickey@hunatotem.com
Wayne Jensen	JYW Architects, President	Wayne@jensenyorbawall.com
Corey Wall	JYW Architects, Vice President	Corey@jensenyorbawall.com
Irene Gallion		Irene.Gallion@juneau.org
Emily Suarez		Emily.Suarez@juneau.org
David Peterson	Planning	David.Peterson@juneau.org

Sydney Hawkins	Permit Tech II	Sydney.Hawkins@juneau.org
Jill Maclean	CBJ CDD Director	Jill.Maclean@juneau.org
Alex Pierce	CBJ Tourism Manager	Alexandra.pierce@juneau.org
Dan Bleidorn	CBJ Lands Manager	Dan.bleidorn@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.

Flood plain development: FEMA mapping shows the flood plain area ending at the beach. Elements of the proposal closer to Egan Drive are below the 27 foot special flood hazard area elevation, but are outside of the mapped area. The Director has determined that flood proofing will not be required for development outside of the mapped area.

Lot coverage: See #7 below.

Construction across lot lines: A reminder that CDD cannot permit construction that crosses lot lines (CBJ 49.25.430).

Tidewater Lot Line setbacks: According to CBJ 49.25.430(4)(G): In any zoning district, yard setbacks are not required from tidewater lot lines. Reference #3 below.

Seawalk requirements: See the attached Ordinance 2005-29(am). Property owners within the area of the Long Range Waterfront Plan shall dedicate all easements necessary for construction of a seawalk 16 feet in width.

Project Overview

The project proposed phased development of mixed use, including retail, community park, docking, and associated parking.

Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 180 cars.

Materials provided by the applicant include:

- Existing Site Plan
- Seawalk (Grade) Level and Site Plan (with bus parking).
- Seawalk (Grade) Level and Site Plan (with off-season parking).
- Upper Plaza Level Phase 1.
- Upper Plaza Level Future Phases.
- Site Section.
- Zoning and parking study.
- Architectural Narrative for CBJ Pre-Application Conference.

The Applicant is working through early development stages. There are two meetings on November 7, 2022:

- Assembly Lands, Resources and Economic Development: The lease of the tidelands will be discussed in light of 53.09.260. Coast Guard land ownership and seawalk requirements will be discussed. Focus is on the specifics of the lease.
- Assembly Committee of the Whole: Huna Totem will be presenting development ideas and concepts to the Assembly. Focus will be on the vision for the community.

Coast Guard land ownership negotiations may result in modifications to the

The project will require a conditional use permit (CUP), because of public interest will be require a public meeting before the application goes to the Planning Commission.

Planning Division

1. **Zoning** – MU2, Town Center Parking area
2. **Subdivision** – Not applicable.
3. **Setbacks** –
    a. Minimum front yard setback: 5 feet
    b. Minimum street side yard setback: 5 feet
    c. Minimum rear yard setback: 5 feet
    d. Minimum side yard setback: 5 feet
    e. 49.25.430 (4)(G) - Yard setbacks. Tidewater lot line setback is zero (0)
4. **Height** – Maximum height permissible use: 45 feet
5. **Access –** Primary access is from Whittier Street. At this time the Applicant is unsure if access off Egan Drive will be required. Egan Drive is an Arterial. If access off Egan Drive is proposed, a driveway permit will be required from The Alaska Department of Transportation and Public Facilities.

    Contact: Michael K. Schuler

    Email: michael.schuler@alaska.gov

    Phone: 465-4499
6. **Parking & Circulation**– Parking per submitted materials. Note that the parking shown on Whittier is illustrative, and is not considered in parking calculations provided by the Applicant. CBJ does not permit back-out parking for commercial operations (CBJ 49.40.235(b)(6)

    The Applicant does not anticipate pursuing a waiver for parking at this time. If pursued, a waiver application should be made at the same time as the Conditional Use Permit application.
7. **Lot Coverage –** Maximum lot coverage is 80%. CDD's interpretation is that the park area on top of the garage is not lot coverage.

The definition of "lot coverage" means the percentage of horizontal lot area that is occupied by all buildings on the lot, each measured at the outside of those exterior walls of the floor having the greatest horizontal dimensions. The garage creates horizontal lot area by providing park space on the roof.

Phase 1 proposal current lot coverage is 8%.

8. **Vegetative Coverage** – Per CBJ 49.50.300 - Minimum vegetative cover is 5%. (Met)
9. **Lighting** – Proposed lighting will need to be downward cast full cut off. Lighting conditions established by the commission. Verified during building permit process.
10. **Noise** – Anticipated noise from this project is not expected to be excessive for the zoning district.
11. **Flood** –

Elements of the proposed structure and improvements are in the VE flood zone with elevations of 23 to 26 feet. VE Zone is a Special Flood Hazard Area (SFHA) inundated by 1% annual chance flood; coastal floods with velocity hazards. New development that follows within the definitions stipulated in 49.80 shall obtain a floodplain development permit (FDP). Proposed structures will need to be design to meet the requirements of CBJ 49.70 Article IV, and 49.70.400(j) for additional provisions in zones VE and V.

12. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – The project is not within a mapped hazard area. The project does not appear to need a Hillside Endorsement. A Hillside Endorsement will be required if slopes in excess of 18% are created, or cut into.

13. **Wetlands** – Wetlands are not anticipated on this lot. Fill of wetlands will require a United States Army Corp of Engineers fill permit.

    Contact them at: 907-753-2689

14. **Habitat** – Check with the U.S. Fish and Wildlife on the presence of eagle nests in the area. The presence of eagle nests may impact construction scheduling. No anadromous waterbodies are on the subject parcel, or within 50 feet.

15. **Plat or Covenant Restrictions** –There were not applicable Plat notes in Plat number 2009-37.

16. **Traffic** – A traffic impact analysis (TIA) will be required per CBJ 49.40.300 (a)(1)

    Parking level: 5,300 SF and 9,500 SF: Total SF: 14,500 SF (Retail)

    Phase 1: 10,000 SF Plaza level (Retail)

    Total: 24,800 SF retail

    According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a variety store generates 64.03 average annual daily traffic (AADT). Generating 1,587.94 AADT.

    Per plans parks are approximately 60,000 SF, or approximately 1.4 Acres (Scaled of off Plaza Level Phase 1 drawings) According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a City park generates 1.89 average annual daily traffic (AADT).

    The applicant will review the parking analysis done by the previous applicant, and modify if necessary.

17. **Nonconforming situations** – There are not nonconforming situations evident

Building Division

18. **Building** – Building plans will be reviewed during the permitting process, no comments at this time.

19. **Outstanding Permits** –

a. BLD20190242 – “Temp power for job trailer.”

General Engineering/Public Works

20. **Engineering** –

a. Note that a single water meter would be required. Does not anticipate many challenges since the project will have engineers involved.

b. Per discussion above, review building elevations with FEMA elevation requirements for this area.

21. **Drainage** – None at this time.

22. **Utilities** – (water, power, sewer, etc.) None at this time.

Fire Marshal

23. **Fire Items/Access** – No comments at this time.

Other Applicable Agency Review

24. The Traffic Impact Analysis will be submitted to the Alaska Department of Transportation and Public Facilities for their evaluation and review. If they have concerns, the Commission may condition the project to address them.
25. The application will be circulated to the Alaska Department of Transportation and Public Facilities, the United States Army Corps of Engineers, the Alaska Department of Natural Resources, the United States Fish and Wildlife Service, the Alaska Department of Fish and Game, the Federal Aviation Administration, and the United States Coast Guard.

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. Development Permit Application
2. Allowable/Conditional Use Permit 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. Traffic Impact Analysis. The Final draft will be required to go to the Planning Commission.

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. None

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. $1,000 Class IV Permit
2. Public Notice Sign $150. $100 refundable if the sign is brought back by the Monday after the Commission meeting.

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

Submit your Completed Application

You may submit your application(s) online via email to permits@juneau.org
OR 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
Web: www.juneau.org/community-development

Attachments:

49.70 Article IV
49.15.330
Ordinance 2005-29(am)
Development Permit Application
Allowable/Conditional Use Permit Application

49.15.330 Conditional use permit.

(a) *Purpose.* 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.

(b) *Preapplication conference.* Prior to submission of an application, the developer shall meet with the director for the purpose of discussing the site, the proposed development activity, and the conditional use permit procedure. The director shall discuss with the developer, regulation which may limit the proposed development as well as standards or bonus regulations which may create opportunities for the developer. It is the intent of this section to provide for an exchange of general and preliminary information only and no statement by either the developer or the director shall be regarded as binding or authoritative for purposes of this code. A copy of this subsection shall be provided to the developer at the conference.

(c) *Submission.* The developer shall submit to the director one copy of the completed permit application together with all supporting materials and the permit fee.

(d) *Director's review procedure.*

(1) The director shall endeavor to determine whether the application accurately reflects the developer intentions, shall advise the applicant whether or not the application is acceptable and, if it is not, what corrective action may be taken.

(2) After accepting the application, the director shall schedule it for a hearing before the commission and shall give notice to the developer and the public in accordance with section 49.15.230.

(3) The director shall forward the application to the planning commission together with a report setting forth the director's recommendation for approval or denial, with or without conditions together with the reasons therefor. The director shall make those determinations specified in subsections (1)(A)—(1)(C) of subsection (e) of this section.

(4) Copies of the application or the relevant portions thereof shall be transmitted to interested agencies as specified on a list maintained by the director for that purpose. Referral agencies shall be invited to respond within 15 days unless an extension is requested and granted in writing for good cause by the director.

(5) Even if the proposed development complies with all the requirements of this title and all recommended conditions of approval, the director may nonetheless recommend denial of the application if it is found that the development:

(A) Will materially endanger the public health or safety;

(B) Will substantially decrease the value of or be out of harmony with property in the neighboring area; or

(C) Will not be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.

(e) *Review of director's determinations.*

(1) At the hearing on the conditional use permit, the planning commission shall review the director's report to consider:

(A) Whether the proposed use is appropriate according to the table of permissible uses;

(B) Whether the application is complete; and

(C) Whether the development as proposed will comply with the other requirements of this title.

(2) The commission shall adopt the director's determination on each item set forth in paragraph (1) of this subsection (e) 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.

(f) *Commission determinations; standards.* Even if the commission adopts the director's determinations pursuant to subsection (e) of this section, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the 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) Lack general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

(g) *Specific conditions.* The commission may alter the director's proposed permit conditions, impose its own, or both. Conditions may include one or more of the following:

(1) *Development schedule.* A reasonable time limit may be imposed on construction activity associated with the development, or any portion thereof, to minimize construction-related disruption to traffic and neighborhood, to ensure that development is not used or occupied prior to substantial completion of required public or quasi-public improvements, or to implement other requirements.

(2) *Use.* Use of the development may be restricted to that indicated in the application.

(3) *Owners' association.* The formation of an association or other agreement among developers, homeowners or merchants, or the creation of a special district may be required for the purpose of holding or maintaining common property.

(4) *Dedications.* Conveyance of title, easements, licenses, or other property interests to government entities, private or public utilities, owners' associations, or other common entities may be required.

(5) *Performance bonds.* The commission may require the posting of a bond or other surety or collateral approved as to form by the city attorney to guarantee the satisfactory completion of all improvements required by the commission. The instrument posted may provide for partial releases.

(6) *Commitment letter.* The commission may require a letter from a public utility or public agency legally committing it to serve the development if such service is required by the commission.

(7) *Covenants.* The commission may require the execution and recording of covenants, servitudes, or other instruments satisfactory in form to the city attorney as necessary to ensure permit compliance by future owners or occupants.

(8) *Revocation of permits.* The permit may be automatically revoked upon the occurrence of specified events. In such case, it shall be the sole responsibility of the owner to apply for a new permit. In other cases, any order revoking a permit shall state with particularity the grounds therefor and the requirements for reissuance. Compliance with such requirements shall be the sole criterion for reissuance.

(9) *Landslide and avalanche areas.* Development in landslide and avalanche areas, designated on the landslide and avalanche area maps dated September 9, 1987, consisting of sheets 1—8, as the same may be amended from time to time by assembly ordinance, shall minimize the risk to life and property.

(10) *Habitat.* Development in the following areas may be required to minimize environmental impact:

(A) Developments in wetlands and intertidal areas.

(11) *Sound.* Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.

(12) *Traffic mitigation.* Conditions may be imposed on development to mitigate existing or potential traffic problems on arterial or collector streets.

(13) *Water access.* Conditions may be imposed to require dedication of public access easements to streams, lake shores and tidewater.

(14) *Screening.* The commission may require construction of fencing or plantings to screen the development or portions thereof from public view.

(15) *Lot size or development size.* Conditions may be imposed to limit lot size, the acreage to be developed or the total size of the development.

(16) *Drainage.* Conditions may be imposed to improve on and off-site drainage over and above the minimum requirements of this title.

(17) *Lighting.* Conditions may be imposed to control the type and extent of illumination.

(18) *Other conditions.* Such other conditions as may be reasonably necessary pursuant to the standards listed in subsection (f) of this section.

(Serial No. 87-49, § 2, 1987; Serial No. 2006-15, § 2, 6-5-2006; Serial No. 2015-03(c)(am), § 9, 8-31-2015 ; Serial No. 2017-29, § 3, 1-8-2018, eff. 2-8-2018)

49.70.400 Floodplain.

(a) *Purpose.* The purpose of this article is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas. Other purposes are to:

(1) Reserved;

(2) Prevent the erection of structures in areas unfit for human usage by reason of danger from flooding, unsanitary conditions, or other hazards;

(3) Minimize danger to public health by protecting the water supply and promoting safe and sanitary drainage;

(4) Reduce the financial burdens imposed on the community, its governmental units, and its individuals by frequent and periodic floods and overflow of lands;

(5) Reserved;

(6) Ensure that potential buyers are notified that property is in a special flood hazard area; and

(7) Ensure that those who occupy the special flood hazard area assume financial responsibility for their development.

(b) *Interpretation.*

(1) In the interpretation and application of this article, all provisions are considered minimum requirements and are liberally construed in favor of the governing body.

(2) This article is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. Where the provisions of this article and another ordinance conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

(3) This article shall apply to all areas of special flood hazard areas (SFHAs) within the jurisdiction of the City and Borough of Juneau.

(4) The special flood hazard areas identified by the Federal Insurance Administrator (FIA) in a scientific and engineering report entitled the "Flood Insurance Study" (FIS) and the flood insurance rate maps (FIRMs) dated September 18, 2020 for the City and Borough of Juneau, Alaska are adopted. The FIS and FIRMs shall be on file with the community development department and available to the public at 155 South Seward Street, Juneau, Alaska.

(c) *Implementation.* The director is responsible for administering and implementing the provisions of this chapter and is responsible for maintaining for public use and inspection appropriate records and information relevant to implementation of this chapter. Such records and information must include:

(1) Actual elevations, in relation to mean lower low water, of the lowest floor, including basement, of all new or substantially improved structures located in the special flood hazard area (SFHA), and whether or not such structures have basements;

(2) Actual elevations, in relation to mean lower low water, of all new and substantially improved floodproofed structures and the required floodproofing certifications;

(3) Flood insurance studies (FISs);

(4) Flood insurance rate maps (FIRMs);

(5) Any reports or studies on flood hazards in the community, such as written reports by the U.S. Army Corps of Engineers, U.S. Geological Survey, or private firms provided to the director; and

(6) A file of all floodplain permit applications, permits, exceptions, and supporting documentation.

(d) *Enforcement.* Enforcement of this chapter is per CBJ 49.10.600—49.10.660.

(e) *Floodplain development permit required.* A floodplain development permit is required for any development or industrial uses located within a special flood hazard area, including placement of manufactured homes. The director must:

(1) Review all floodplain development permit applications for development in the special flood hazard area for compliance with the provisions of this chapter, and to determine if other permits may be necessary from local, state, or federal governmental agencies.

(2) Interpret the location of the special flood hazard area boundaries and regulatory floodway. If there appears to be a conflict between a mapped boundary and actual field conditions, the director must determine and interpret the documents. When base flood elevation data has not been provided, the director shall obtain, review, and reasonably utilize base flood elevation and floodway data available from any federal, state, municipal, or any other source to implement the provisions of this chapter.

(3) If the director determines that a proposed development is within a special flood hazard area, a permit fee must be collected and the following information must be provided before processing a floodplain development permit:

(A) Elevation of the lowest floor, including a basement, of all structures;

(B) Elevation to which any structure has been floodproofed;

(C) Certification by an engineer or architect that the floodproofing methods for any nonresidential structure meet generally accepted floodproofing standards;

(D) Description of the extent to which any watercourse will be altered or relocated as a result of proposed development;

(E) Description of the plan for maintenance of the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished; and

(F) When base flood elevation data have not been provided, the director shall obtain, review and reasonably apply any base flood elevation and floodway data available from federal, state or other sources.

(f) *Methods of reducing losses.* In order to accomplish its purpose, this article includes methods and provisions to:

(1) Restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or flood heights or velocities;

(2) Require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction;

(3) Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;

(4) Control filling, grading, dredging, and other development that may increase flood damage; and

(5) Prevent or regulate the construction of flood barriers that will unnaturally divert floodwaters or that may increase flood hazards in other areas.

(g) *General standards for flood hazard protection.* In special flood hazard areas the following standards apply:

(1) *Anchoring.*

(A) Design, modify, and anchor new construction and substantial improvements to prevent flotation, collapse, or lateral movement of the structure(s).

(B) A manufactured home must be anchored to prevent flotation, collapse, or lateral movement and be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors.

(C) An alternative method of anchoring may be used if the system is designed to withstand a wind force of 90 miles per hour or greater. Certification must be provided to the director that this standard is met.

(2) *Construction materials and methods.*

(A) Construct new construction and substantial improvements with materials and utility equipment resistant to flood damage.

(B) Use methods and practices that minimize flood damage for new construction and substantial improvements.

(C) Design or locate electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities so as to prevent water from entering or accumulating within the components during conditions of flooding.

(D) Require adequate drainage paths around structures on slopes to guide floodwaters away from existing and proposed structures for new construction and substantial improvements within zones AH and AO.

(3) *Utilities.*

(A) Design new and replacement water supply systems to minimize or eliminate infiltration of floodwaters into the system.

(B) Design new and replacement sanitary sewage systems to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters.

(C) Locate on-site waste disposal systems to avoid impairment to them or contamination from them during flooding.

(4) *[Subdivision and development proposal criteria.]* Subdivision and development proposals must meet the following criteria:

(A) Be designed to minimize flood damage;

(B) Locate and construct utilities and facilities, such as sewer, gas, electrical, and water systems to minimize flood damage;

(C) Provide adequate drainage to reduce exposure to flood damage; and

(D) Include base flood elevation data if the development consists of at least 50 lots or five acres, whichever is the lesser. If base flood elevation data is not available, the proposal must provide the data and backup information for how the base flood elevation data was generated for the proposal.

(5) *[Floodplain development permit requirements.]* Review of floodplain development permits must include:

(A) Review of the flood insurance rate map and flood insurance study for flood zone determinations for new or substantially improved structures;

(B) For new or substantially improved structures:

(i) Submittal of the proposed and finished lowest floor elevations in zones A, AE, AO, and AH.
(ii) Submittal of the proposed and finished bottom elevation of the lowest horizontal structural member of the lowest floor and its distance from the mean lower low water mark in zones V and VE; and
(iii) Submittal of specific requirements for zones V and VE as set forth in subsection 49.70.400(i).

(C) In zones A and V, where elevation data are not available through the flood insurance study or from another authoritative source, applications for floodplain development permit shall be reviewed to ensure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and may be based on historical data, high water marks, photographs of past flooding, and other similar or relevant data. Failure to elevate construction at least two feet above grade in these zones may result in higher insurance rates.

(D) Provision of an elevation certificate to demonstrate that the lowest floor of a structure is at or above base flood elevation. The certification must be provided on a form approved by the National Flood Insurance Program and prepared by a registered land surveyor or professional engineer who is licensed in the State of Alaska and authorized to certify such information. This requirement may be waived by the director if an approved record elevation demonstrates that the lowest floor is substantially above the base flood elevation due to natural ground level.

(6) *Other permits.* The applicant must certify that all other necessary permits have been obtained from any federal or state governmental agencies.

(7) *[Maintaining watercourse.]* Maintain altered or relocated portions of a special flood hazard area mapped watercourse so that the flood-carrying capacity is not diminished. The department must notify the state coordinating agency, if any, and the Federal Emergency Management Agency prior to

issuance of a floodplain development permit that seeks to alter or relocate any watercourse within a special flood hazard area.

(h) *Specific standards for flood hazards protection.* In special flood hazard areas where base flood elevation data is provided, the following provisions are required:

(1) *New structures or substantial improvements.* Fully enclosed areas below the lowest floor of new construction or substantial improvements, that are useable solely for parking of vehicles, building access, or storage in an area other than a basement, must automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect licensed in the State of Alaska or must meet or exceed the following minimum criteria:

(A) Provide a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;

(B) Height of the bottom of all openings must be no higher than one foot above grade; and

(C) Openings may be equipped with screens, louvers, or other coverings or devices provided that the automatic entry and exit of floodwaters is allowed.

(2) *Residential construction.* New construction and substantial improvement of any residential structure:

(A) Construct the lowest floor, including basement, elevated to or above the base flood elevation within zones A, AE, or AH; or

(B) Construct the lowest floor elevated to the base flood depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO.

(3) *Manufactured homes.* New or substantially improved manufactured homes must:

(A) Be placed at or above, the base flood elevation, within zones A, AH, or AE, and shall be elevated to, or above, the base flood elevation, and comply with subsection (g); or

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; and meet the provisions of subsection (g)(1).

(4) *Recreational vehicles.* Recreational vehicles placed within any special flood hazard area must be:

(A) Situated on the site for fewer than 180 consecutive days;

(B) Fully licensed, operational, and approved for road use; or

(C) Meet the requirements of subsection (h)(3).

(5) *Nonresidential construction.* New construction or substantial improvement of any nonresidential structure must:

(A) Elevate the lowest floor, including basement, to or above the base flood elevation within zones A, AE, and AH;

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; or

(C) Floodproof the area below the base flood elevation within zones A, AE, AH, and AO, so that:

(i) The structure and utility and sanitary facilities are watertight with walls substantially impermeable to the passage of water;

(ii) Structural components shall have the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

(D) A floodproof structure must be designed by an engineer or architect licensed in the State of Alaska, certifying that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on the engineer's or architect's development or review of the structural design, specifications, and plans. Certification must be provided to the director;

(E) Applicants proposing to floodproof nonresidential buildings must be notified at the time of floodplain development permit application that flood insurance premiums are based on rates that are one foot below the floodproofed level.

(6) *Industrial uses.* Industrial uses within the special flood hazard area are subject to the following provisions:

(A) Sand and gravel operations, recreation activities, open space, and parking lots may be allowed in 100-year floodplains if the use does not increase the flood hazard.

(B) Industrial equipment and raw materials stored in 100-year floodplains must be adequately bermed or otherwise protected.

(C) Disposal of hazardous materials in 100-year floodplains is prohibited. No new development that involves storage of hazardous materials will be permitted in the 100-year floodplain unless there is no feasible and prudent alternative and adequate safety measures are provided to prevent accidental discharge.

(D) Establishment of sanitary landfills in floodplains is prohibited.

(7) *Increasing water surface elevation in special flood hazard area mapped watercourses where floodways are not mapped.* Notwithstanding any other provisions of this article, development in zones A, AE, and AH may increase the water surface elevation of the base flood:

(A) Up to one foot with the submittal of an analysis completed by an engineer licensed in the State of Alaska demonstrating the cumulative effects of the proposed, existing and anticipated, development to the base flood; or

(B) By more than one foot only after a conditional letter of map revision and final letter of map revision is approved by the Federal Emergency Management Agency flood insurance administrator.

(i) *Additional provisions in floodways.*

(1) Residential and nonresidential structures are prohibited in floodways, no exceptions apply. Culverts and bridges are not subject to this prohibition.

(2) Encroachments, including fill, new construction, and other development, except subdivisions, within a floodway are prohibited unless an engineer licensed in the State of Alaska submits a hydrologic and hydraulic analyses to the director indicating that the encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge. The hydrologic and hydraulic analyses must be performed in accordance with standard engineering practice acceptable by the Federal Emergency Management Agency.

(3) Development along a floodway cannot increase the water surface elevation unless a conditional letter of map revision and final letter of map revision that revises the floodway are approved by the Federal Emergency Management Agency.

(j) *Additional provisions in zones VE and V.*

(1) New construction and substantial improvements in zones V and VE must be elevated on pilings and columns so that:

(A) The bottom of the lowest horizontal structural member of the lowest floor, excluding the pilings or columns, is elevated to or above the base flood elevation; and

(B) The pile or column foundation and structure attached thereto is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Wind and water loading values must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used are those required by applicable state statute and local code. A registered professional engineer or architect licensed in the State of Alaska must develop or review the structural design, specifications, and plans for the construction and must certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of subsections (j)(1)(A) and (B) of this section.

(C) The use of fill for structural support of buildings is prohibited.

(2) In zones VE and V, new habitable construction must be located landward of the reach of mean high tide.

(3) In zones VE and V, new construction and substantial improvements must have the space below the lowest floor either free of obstruction or constructed with nonsupporting breakaway walls, open wood latticework, or insect screening intended to collapse under wind and water loads without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system.

(4) Breakaway walls must have a design safe loading resistance of not less than ten pounds per square foot and no more than 20 pounds per square foot. Use of breakaway walls that exceed a design safe loading resistance of 20 pounds per square foot (either by design or when so required by local or state codes) may be permitted only if a registered professional engineer or architect licensed in the State of Alaska certifies that the designs proposed meet the following conditions:

(A) Breakaway wall collapse must result from a water load less than that which would occur during the base flood; and

(B) The elevated portion of the building and supporting foundation system must not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and nonstructural). Maximum wind and water loading values to be used in this determination must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used shall be those required by applicable state statute and local code.

(C) Enclosed space within breakaway walls are limited to parking of vehicles, building access, or storage. Such space must not be used for human habitation.

(k) *Warning and disclaimer of liability.* The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected, can and will occur. Flood heights may be increased by human or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, §§ 2—9, 1990; Serial No. 2013-19(b), § 2, 7-15-2013 ; Serial No. 2020-42, § 2, 8-24-2020, eff. 9-23-2020 ; Serial No. 2021-06, § 2, 4-26-2021, eff. 5-26-2021)

49.70.410 Exceptions.

(a) The planning commission shall hear all applications for an exception from the provisions of this article, and are limited to the powers granted in this article and those necessarily implied to ensure due process and to implement the policies of this article.

(b) In passing upon such application, the planning commission must consider all technical evaluations, relevant factors, standards specified in other sections of this article, and:

(1) The danger that materials may be swept onto other lands and cause injury to other persons or property;

(2) The danger to life and property due to flooding or erosion damage;

(3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;

(4) The importance of the services provided by the proposed facility to the community;

(5) The necessity to the facility of a waterfront location, where applicable;

(6) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;

(7) The compatibility of the proposed use with existing and anticipated development;

(8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;

(9) The safety of access to the property in times of flood for ordinary and emergency vehicles;

(10) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

(11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

(c) Exceptions may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing subsections (b)(1)—(b)(11) of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the exception increases.

(d) Upon consideration of the factors of subsection (b) of this section and the purposes of this article, the commission may deny or grant the application and may attach such conditions to the grant of an exception as it deems necessary to further the purposes of this article.

(e) Exceptions may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places, without regard to the procedures set forth in the remainder of this section.

(f) Exceptions must not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(g) Exceptions must only be issued upon a determination that the exception is the minimum necessary, considering the flood hazard, to afford relief.

(h) Exceptions must only be issued upon:

(1) A showing of good and sufficient cause;

(2) A determination that failure to grant the exception would result in exceptional hardship to the applicant; and

(3) A determination that the granting of an exception will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances or conflict with existing local laws or ordinances.

(i) Reserved.

(j) Warning and disclaimer of liability. The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected,

can and will occur. Flood heights may be increased by manmade or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof, or the Federal Insurance Administration for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, § 10, 1990; Serial No. 2021-06, § 3, 4-26-2021, eff. 5-24-2021)

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase buildout of 49,000 sf 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

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	$_____			
Admin. of Guarantee	$_____			
Adjustment	$_____			
Pub. Not. Sign Fee	$_____			
Pub. Not. Sign Deposit	$_____			
Total Fee	$_____			

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

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).

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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

Irene Gallion

From: heather marlow <cdxx881@yahoo.com>
Sent: Friday, January 20, 2023 9:39 AM
To: Jill Maclean
Cc: Robert Barr;Rorie Watt;Scott Ciambor
Subject: Re: Subport cruise dock funding planning and permitting

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

_____

Well that's marginally helpful, and not a changed condition.

Sent from my iPhone

> On Jan 20, 2023, at 9:31 AM, Jill Maclean <Jill.Maclean@juneau.gov> wrote:
>
> Good morning Ms. Marlow,
>
> My apologies for not responding sooner. You appear to have misinformation regarding the site, which per your subject line is the Subport lot.
>
> To date, we haven't received an application for this site, therefore no decision has been issued, and thus a decision doesn't exist to appeal. If you are referring to the Huna Totem proposal, it'll require a conditional use permit heard by the planning commission, not me as director. Maybe this has changed since your time at CBJ?
>
> The appeal process for land use permits may be found in CBJ's municipal code at 49.20.120 Appeal to Assembly.
>
> Have a great day,
>
> Jill
>
> -----Original Message-----
> From: heather marlow <cdxx881@yahoo.com>
> Sent: Friday, January 20, 2023 9:05 AM
> To: Jill Maclean <Jill.Maclean@juneau.gov>
> Subject: Re: Subport cruise dock funding planning and permitting
>
> EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS
>
> _____
>
> Is there a response in progress
>
> Sent from my iPhone
>
>> On Jan 11, 2023, at 1:37 PM, heather marlow <cdxx881@yahoo.com> wrote:
>>
>> Please advise on the municipal appeal process for this upcoming land use permit(s).

>>
>> I'm understanding CBJ is funding, planning and then permitting an upcoming application(s) on private property for private benefit.
>>
>> 1) Is the applicant handicapped, inept, or a favored municipal pet, so as to be unable to perform this task on its own?
>>
>> 2) Or, is this to be the municipal fail safe, a tradition of not working on an appeal of its own project?
>>
>> 3) Should the public be appealing your decision on the permitting process for this application now, or was it handed down to you, absence of CBJ leadership on tourism style?
>>
>> Heather Marlow
>>
>>
>>
>> Sent from my iPhone
>

Irene Gallion

From: Sydney Hawkins
Sent: Monday, January 23, 2023 3:16 PM
To: Irene Gallion
Cc: David Sevdy
Subject: RE: Did we get an application from Huna Totem yet?

Unfortunately we're still at a total of zero applications from Huna Totem, at least as far as I can tell.

Sydney Hawkins | Permit Technician II
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0770 ext. 4124

Fostering excellence in development for this generation and the next.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, January 23, 2023 3:12 PM
To: Sydney Hawkins <Sydney.Hawkins@juneau.gov>; David Sevdy <David.Sevdy@juneau.gov>
Subject: Did we get an application from Huna Totem yet?

RE: Subport development

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 X2

.

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, January 24, 2023 5:20 PM
To: Permits
Cc: Irene Gallion;Jill Maclean
Subject: Aak'w Landing Applications
Attachments: 2023.01.13 Aak'w Landing Zoning and Parking.docx; Aak'w Landing Concept Renderings 2023.01.06.pdf; 2023.01.06 Aak'w Landing Architectural Narrative.docx; 2023 01 13 CBJ CUP Application USE Allowable Conditional Use.pdf; Aak'w Landing Concept Plans 2022.11.22.pdf; 2023 01 24 CBJ Development Permit App.PDF

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

Dear Sirs:

Attached please find Huna Totem's Conditional Use Permit Application, Development Permit Application and associated documents as required. These have been updated to reflect the staff's comments from our pre-application meeting.

We appreciate the staff's efforts in providing detailed and timely comments and look forward to the next steps in the process.

We are excited to bring the Aak'w Landing Project to Juneau!

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase buildout of 49,000 sf 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

☑ **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	$_____			
Admin. of Guarantee	$_____			
Adjustment	$_____			
Pub. Not. Sign Fee	$_____			
Pub. Not. Sign Deposit	$_____			
Total Fee	$_____			

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

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.)

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

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation
Contact Person: Fred Parady
Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801
Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)
E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

_____
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ _____
Landowner/Lessee (Signature) — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same
Contact Person: Same
Mailing Address: Same
Phone Number(s): Same
E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

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

Intake Initials	
Case Number	Date Received

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

I:\FORMS\PLANFORM\DPA_Final Draft.docx

Updated 6/2022– Page 1 of 1

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: January 6, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Pre-Application Conference

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.
- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the CBJ Tideland Lots to the west if this is desired in the future.
- The entire Bus Staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the Bus Staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

- The Park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the Park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.
- Shop and Cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.

- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: January 13, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Retail

- 103,100 sf footprint
- 150,000 sf total developed area, including:
  - One-story bus parking and loading garage
  - Two-story car parking garage
  - 34,000 sf Retail, including:
    - 4,400 sf Whittier Street-facing (Seawalk Level)
    - 19,600 sf Seawalk-facing (Seawalk Level)
    - 10,000 sf Welcome Center (Upper Plaza Level)
- 1+ acre of Park and Plaza over bus and vehicle garage

Proposed Future Phase Development: Additional Retail and Use To Be Determined facilities at Park level

- 9,000 sf additional Retail (43,000 sf total, including Phase 1)
- 40,000 sf Future Phase, use to be determined

Parking

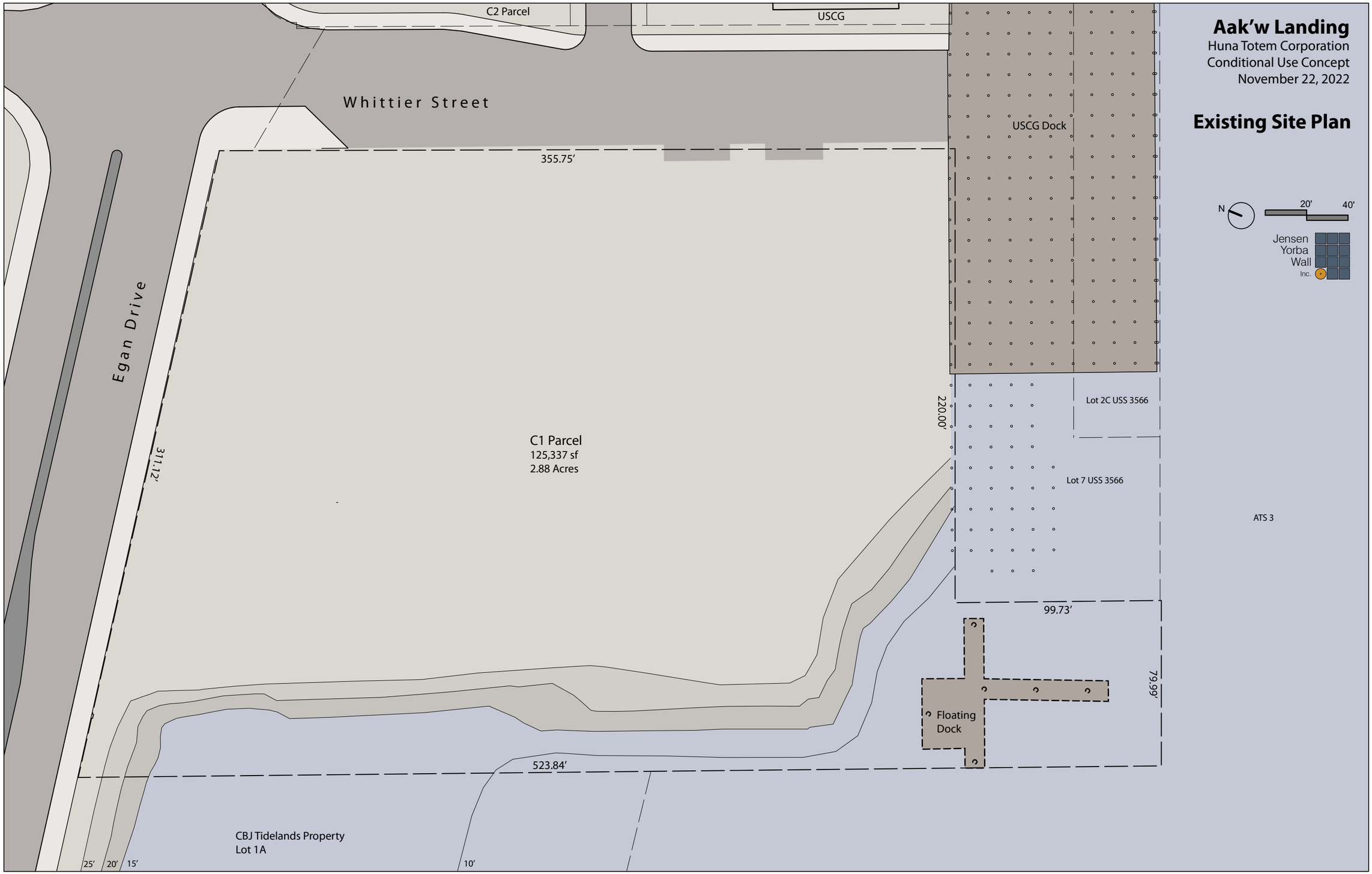
Parking Developed. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 117 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 172 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

Phase 1 Parking Required:	34,000 sf Retail (1 stall per 750 sf):	**46 stalls required**
Future Phase Parking Required:	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use To Be Determined	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	43 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		70-100 stalls required total

Parking Requirement:

- Commercial/Retail 1 per 750 sf
- Restaurants 1 per 750 sf
- Museum 1 per 1,500
- Recreational Space 1 per 10 seats
- Housing, 400 sf Eff. .3 spaces per
- Housing, 1-bedroom .4 spaces per
- Housing 2-bedroom .6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.


C2 Parcel
USCG
Whittier Street
355.75'
USCG Dock
Egan Drive
311.12'
C1 Parcel
125,337 sf
2.88 Acres
220.00'
Lot 2C USS 3566
Lot 7 USS 3566
ATS 3
99.73'
79.99'
Floating Dock
523.84'
CBJ Tidelands Property
Lot 1A
25'
20'
15'
10'
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
November 22, 2022
Existing Site Plan
N
20'
40'
Jensen Yorba Wall Inc.

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with bus parking

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street
Commercial Entry
Car Entry
USCG Dock
Egan Drive
Retail (4,700 sf)
Service
slope
Circulator
Bus & Van Loading
u
Car Parking (two levels)
Seawalk
Coach Loading
ramp up
Retail (13,300sf)
Dock SkyBridge Above
Deck (outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with off-season parking

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street
Egan Drive
USCG Dock
Car Entry
Car Entry
Retail (4,700 sf)
Service
slope
Car Parking (two levels)
Seawalk
ramp up
Retail (13,300sf)
Dock SkyBridge Above
Deck (outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Upper Plaza Level

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

USCG Dock

Phase 3
Use To Be Determined
(20,000 sf @ this level
20,000 sf @ level above)

Plaza

Phase 2
Add'l Retail

Phase 1
Retail - Welcome Center
(7,500sf @ this level)

Seawalk Below

Perform

Perform

Phase 2
Additional Retail
(14,000sf total @ this level
10,000 sf @ level above)

Park

Plaza

Skywalk Bridge

Deck
Below

slope

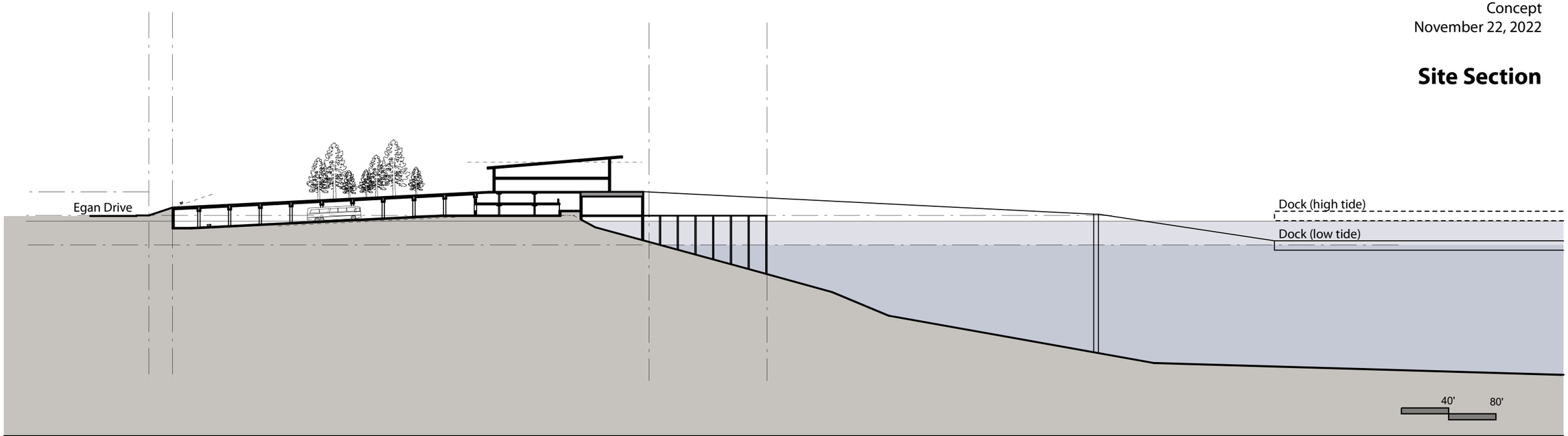
Seawalk Below

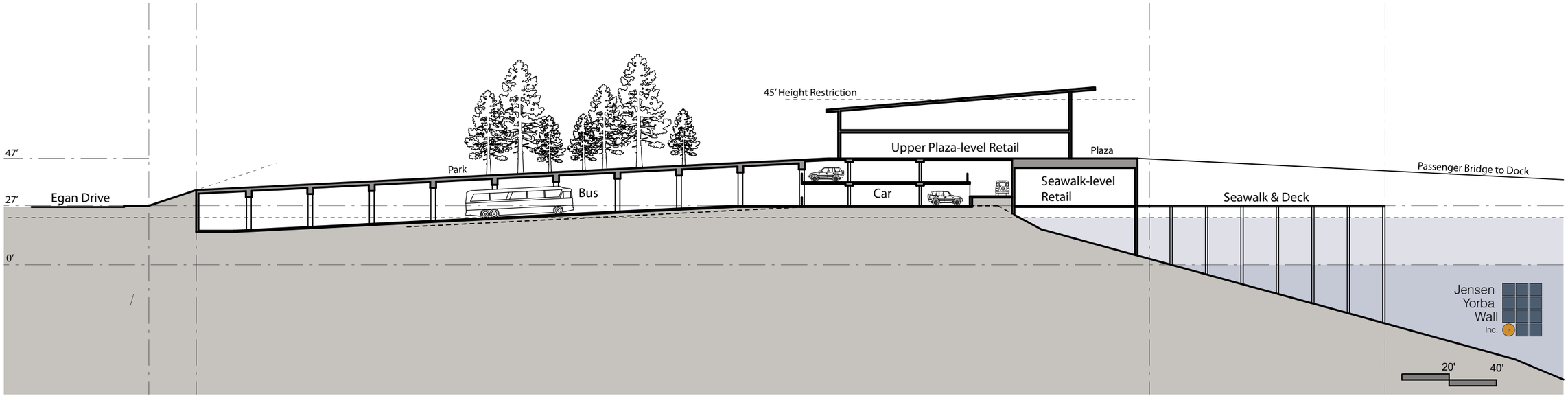
CBJ Tidelands Property

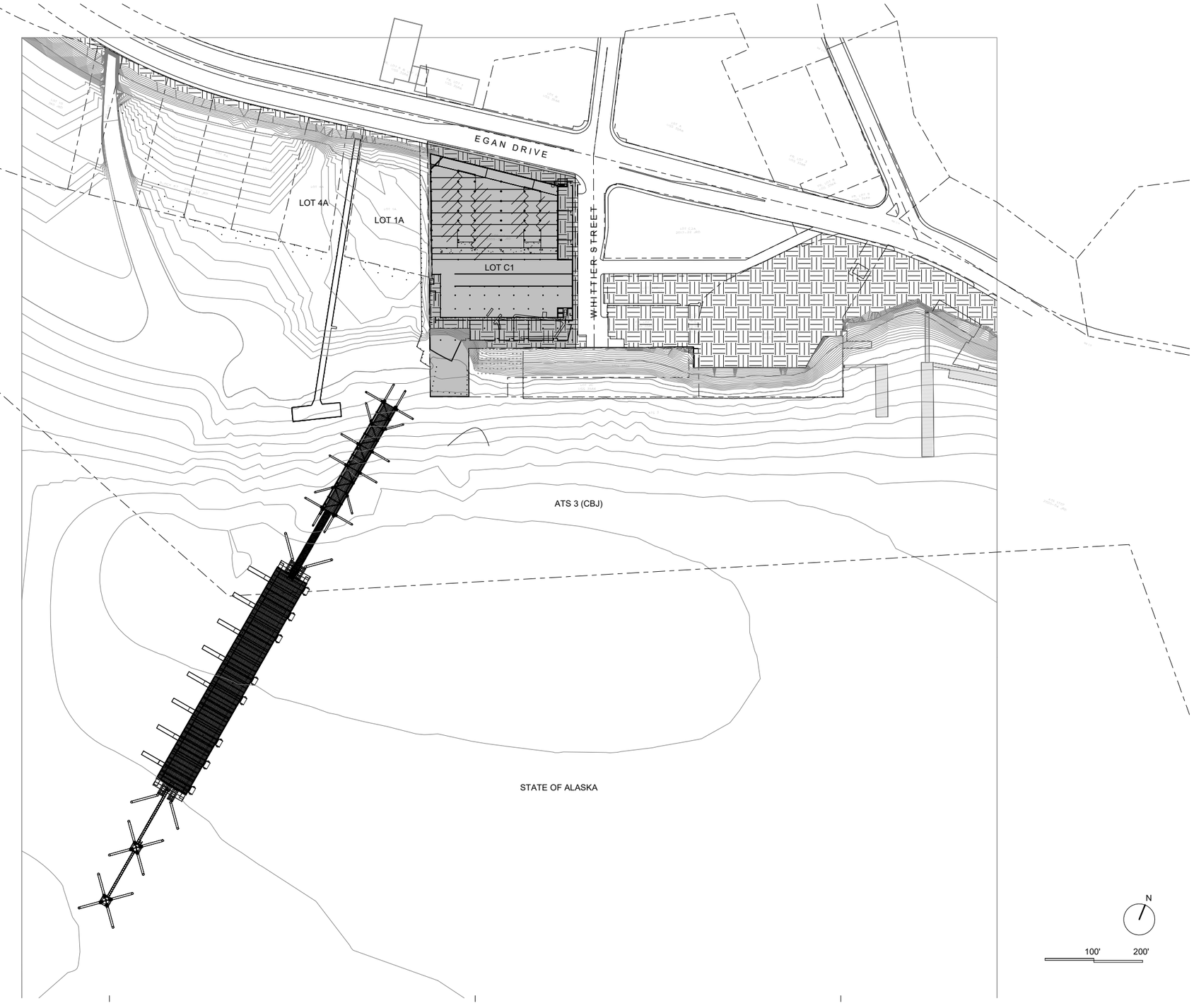
Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
November 22, 2022

Site Section







Jensen Yorba Wall Inc.
522 West 10th Steet
Juneau, Alaska 99801
907.586.1070
AEC137
jensenyorbawall.com

Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

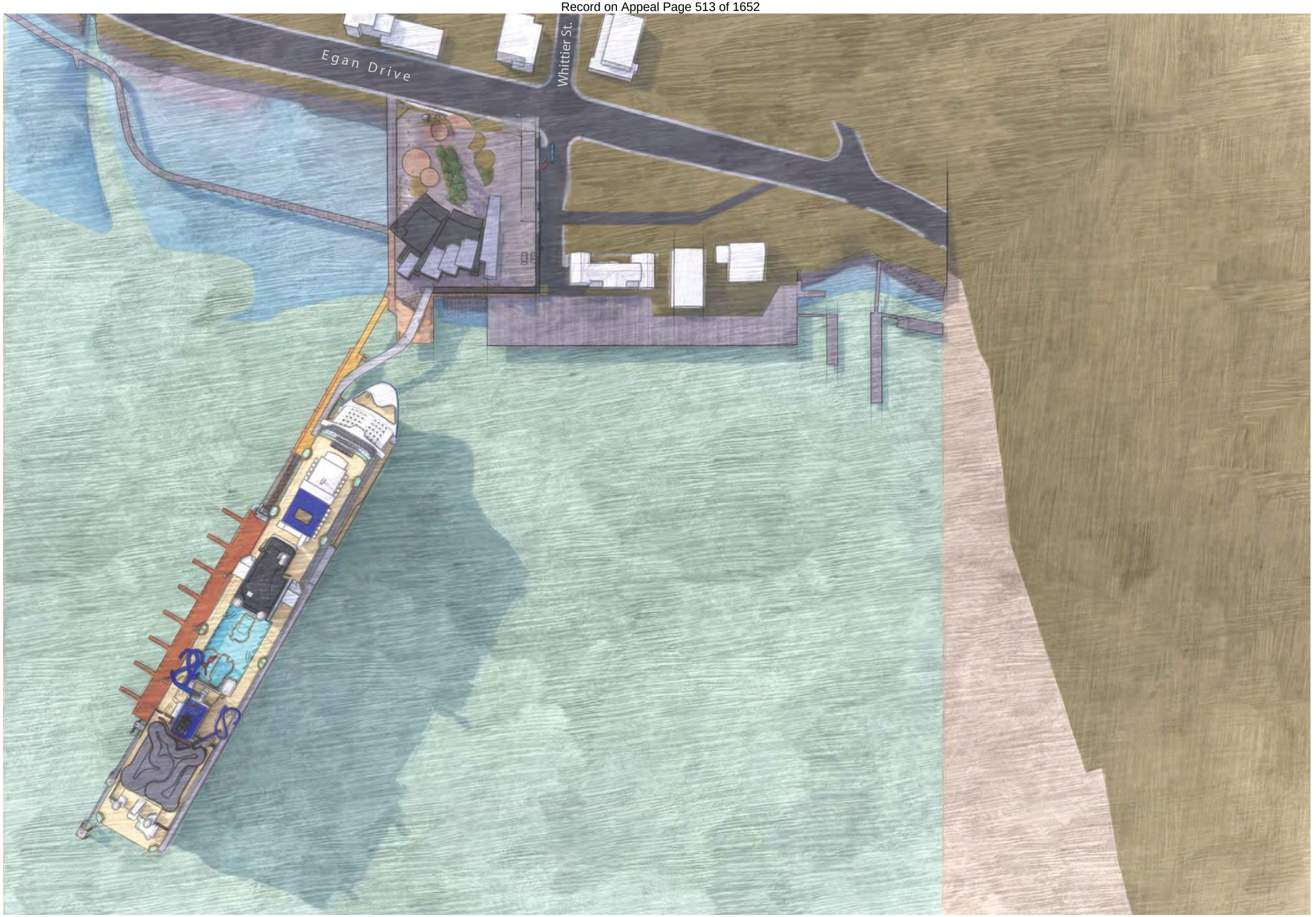
SHEET TITLE

Property Location

DATE: 1.3.2023
FILE: 21022

A000

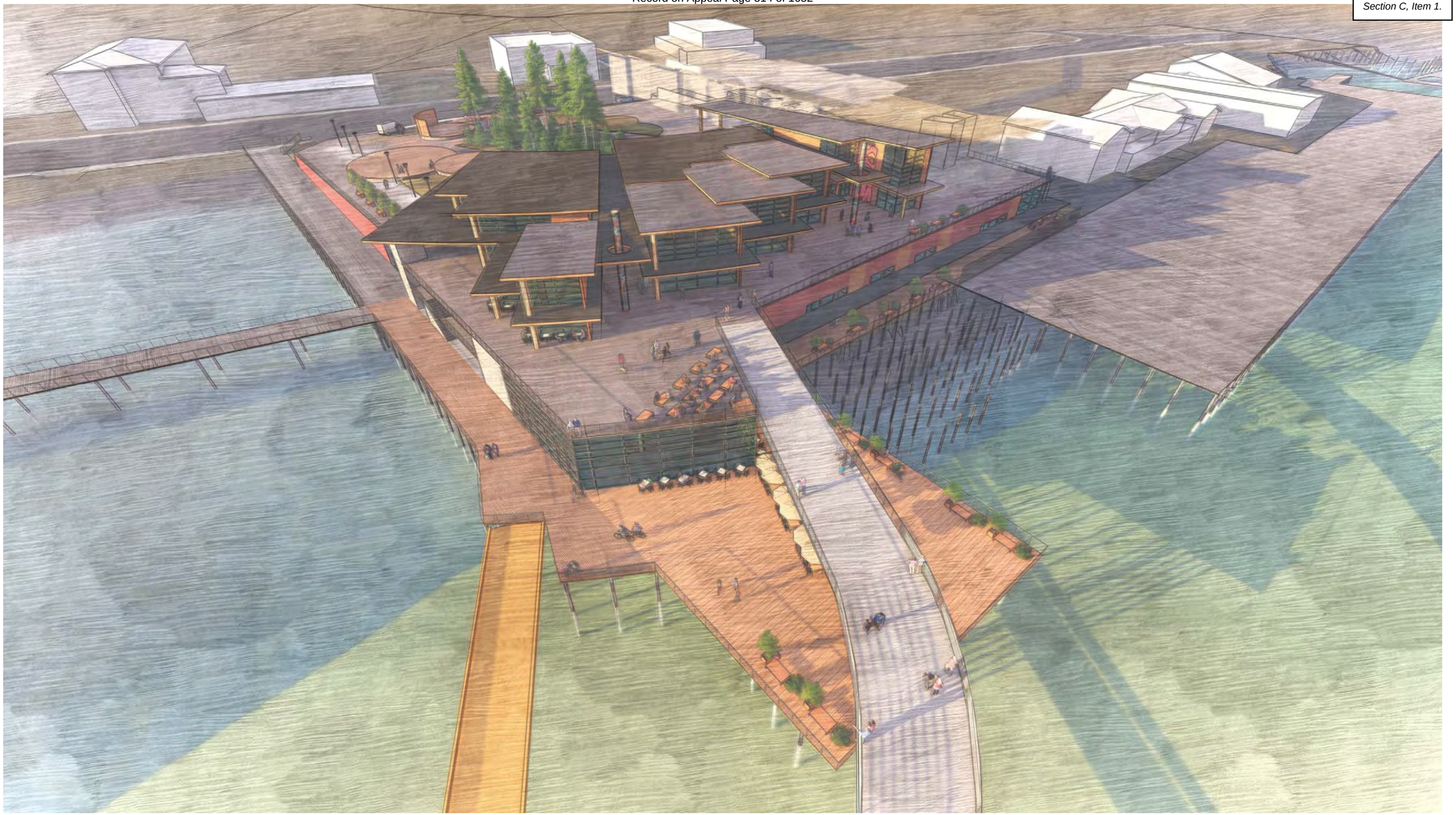
1/3/2023 12:28:18 PM G:_Projects\21022\CAD\7 Revised Concept\21022 Aak'w Landing - R22.rvt



Aak'w Landing
Huna Totem Corporation

Overhead View

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Skybridge

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

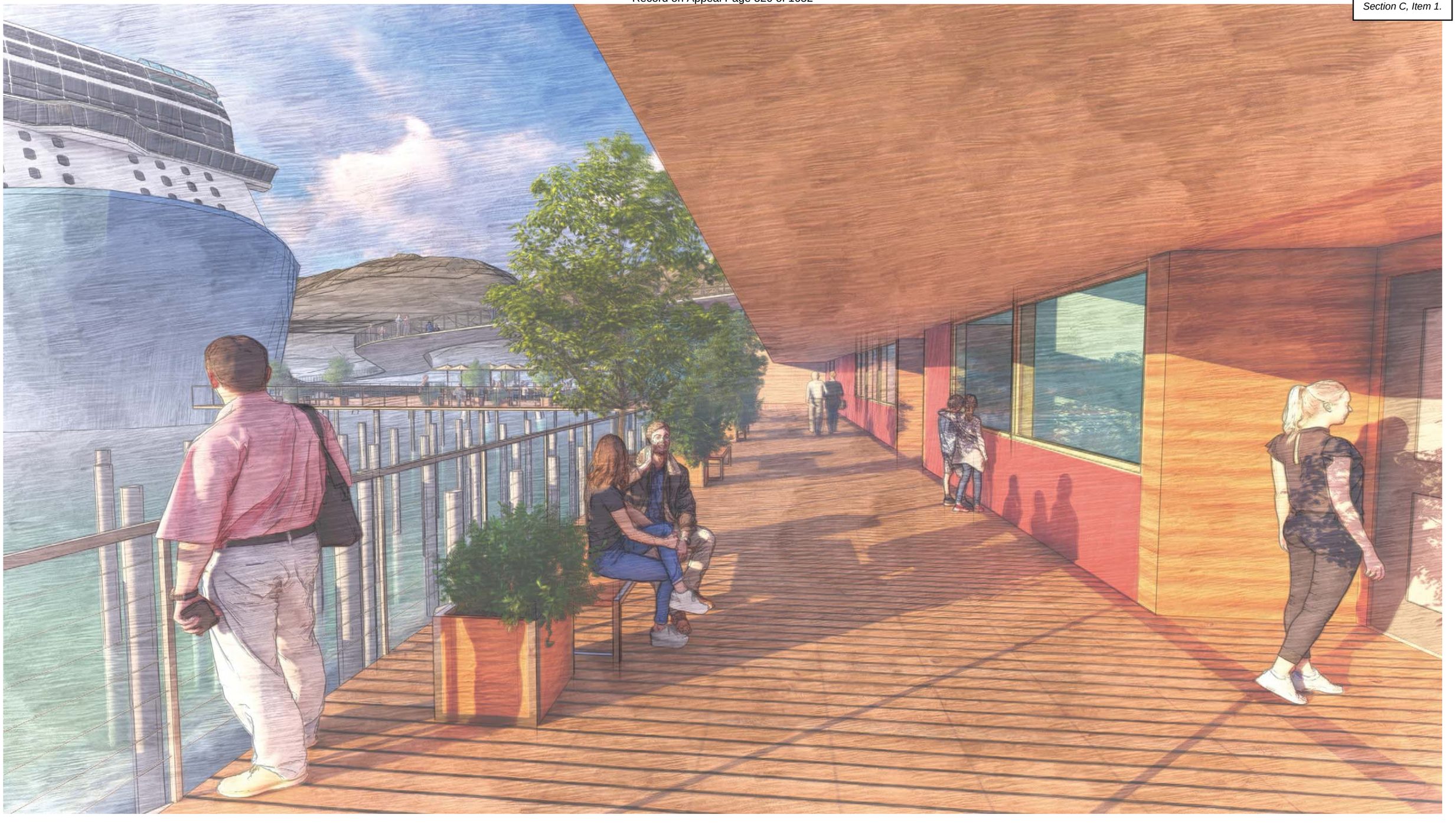
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above



Aak'w Landing
Huna Totem Corporation

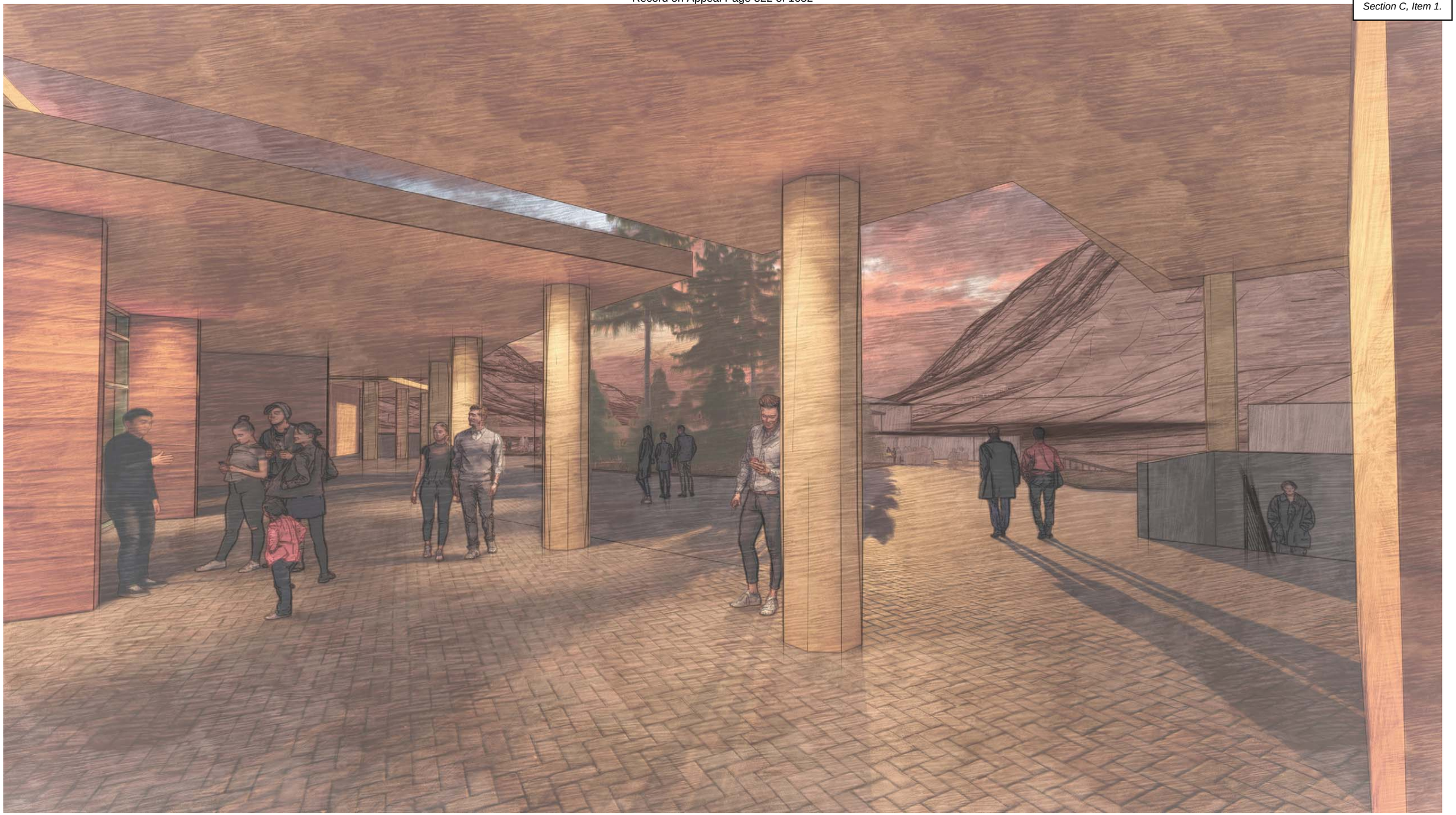
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Tour Arrival / Departure Area

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Lower Park

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation

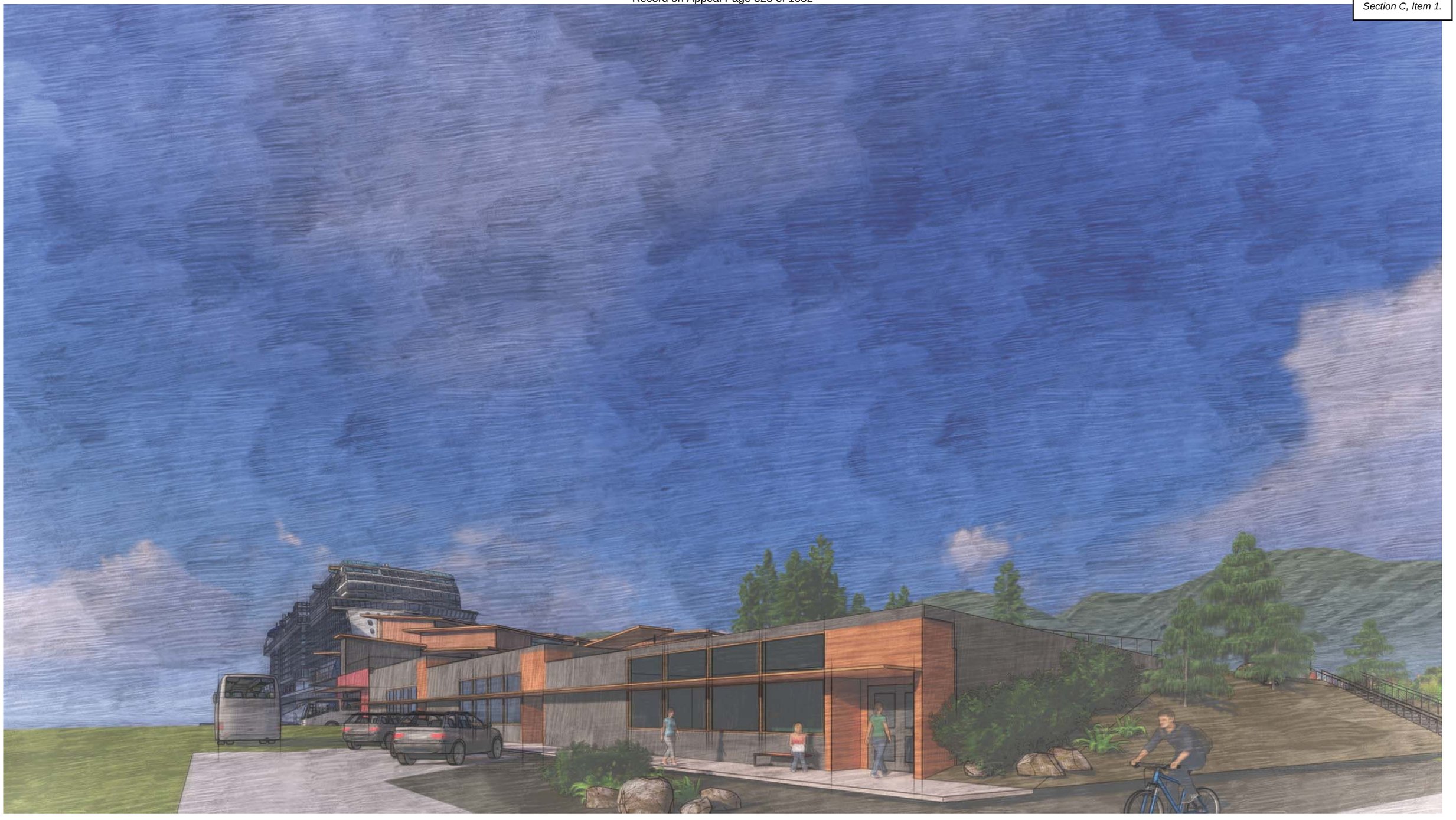
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left



Aak'w Landing
Huna Totem Corporation

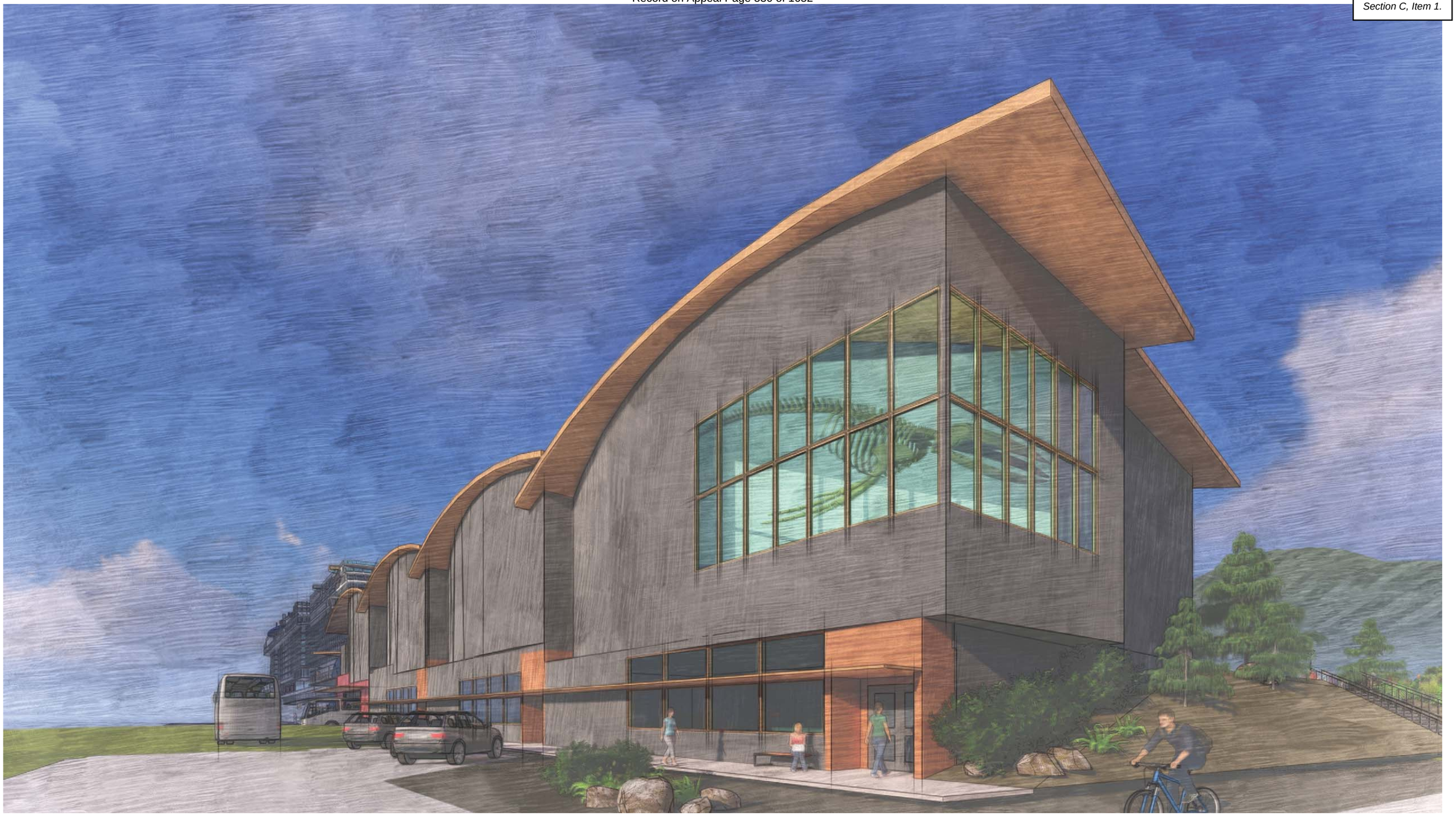
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Whittier-Level Retail

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Housing



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Irene Gallion

From: Carl Uchytil
Sent: Friday, January 27, 2023 9:50 AM
To: Scott Ciambor
Cc: Jill Maclean
Subject: RE: HTC - LATEST RENDERINGS

Thank you, Scott.

Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors
My email has changed to Carl.Uchytil@juneau.gov

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Friday, January 27, 2023 9:45 AM
To: Carl Uchytil <Carl.Uchytil@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>
Cc: Rorie Watt <Rorie.Watt@juneau.gov>; Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: RE: HTC - LATEST RENDERINGS

Hi Carl –
Yes, they submitted this week and it is getting processed by admin – to be assigned to a planner shortly. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

From: Carl Uchytil <Carl.Uchytil@juneau.gov>
Sent: Friday, January 27, 2023 9:40 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Cc: Rorie Watt <Rorie.Watt@juneau.gov>; Alexandra Pierce <Alexandra.Pierce@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: HTC - LATEST RENDERINGS

Jill –
At last night's Docks & Harbors Board meeting, Huna-Totem Corp (Fred & Mickey) provided the attached renderings. Is it true that they that have applied for their Conditional Use Permit?

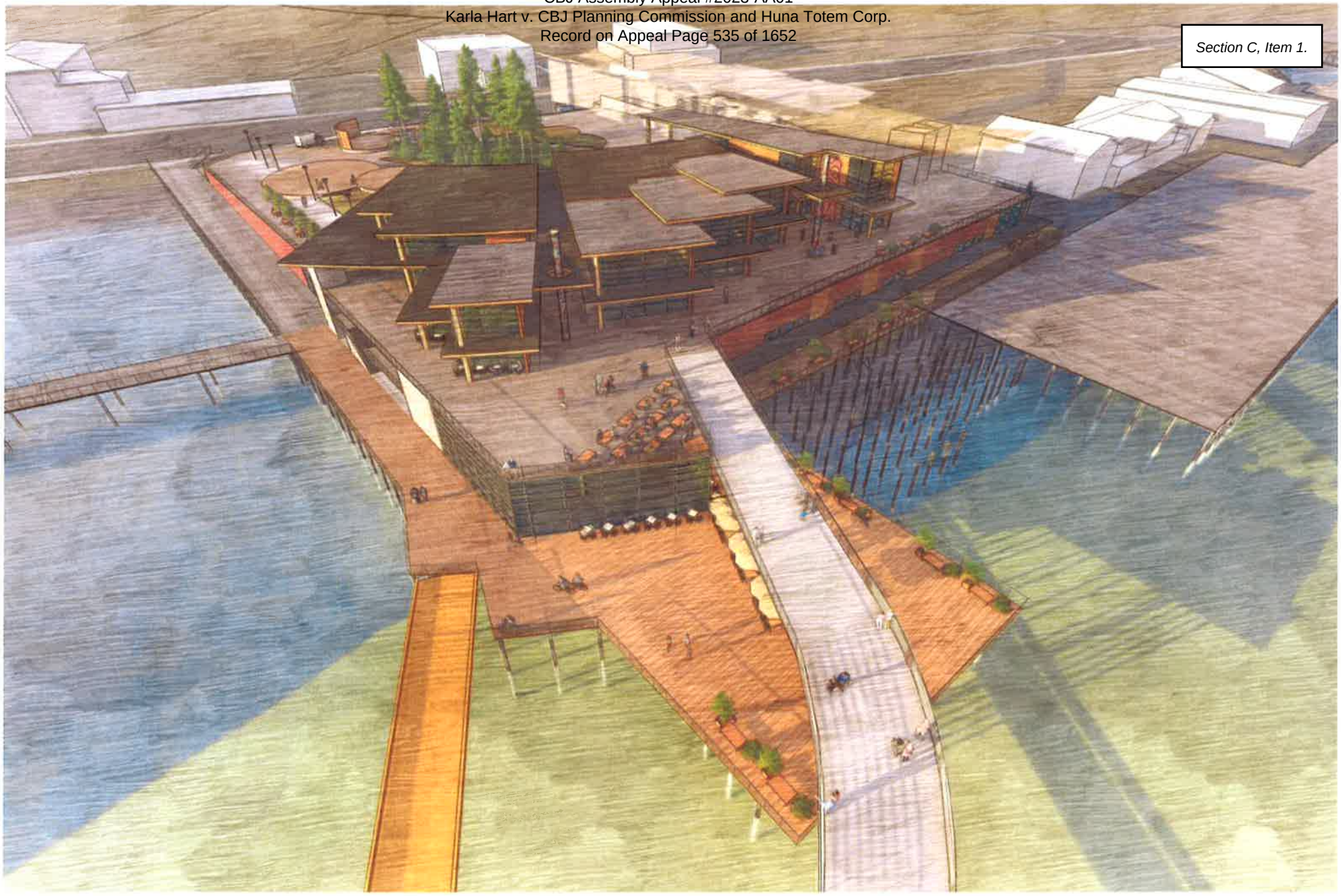
Thank you,
Carl

Carl Uchytil, P.E.
Port Director
155 S. Seward Street
Juneau, Alaska 99801
907-586-0294
907-586-0295 (fax)
My email has changed to Carl.Uchytil@juneau.gov

Aak'w Landing
Huna Totem Corporation

Overhead View

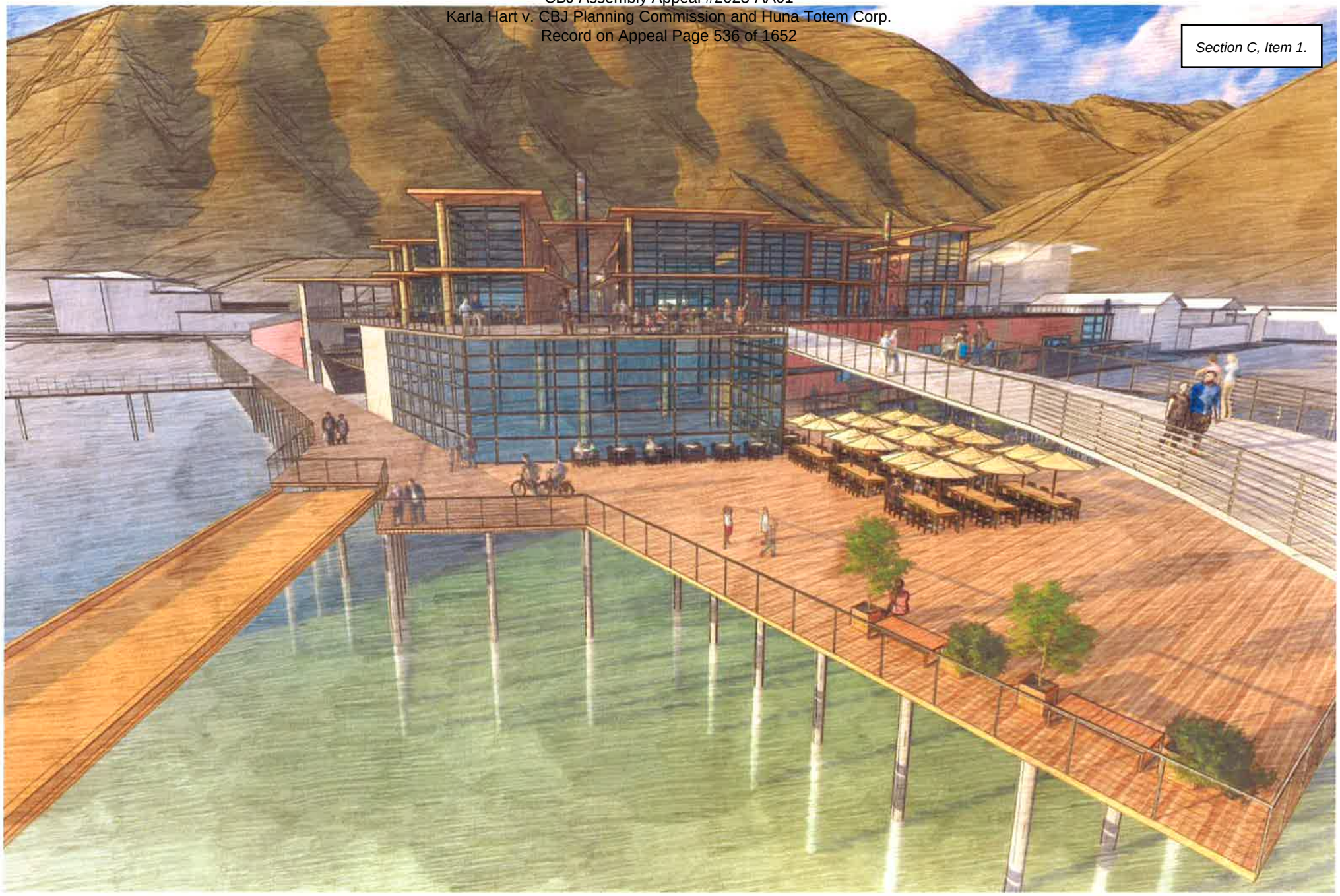
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Aerial View from Southwest

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

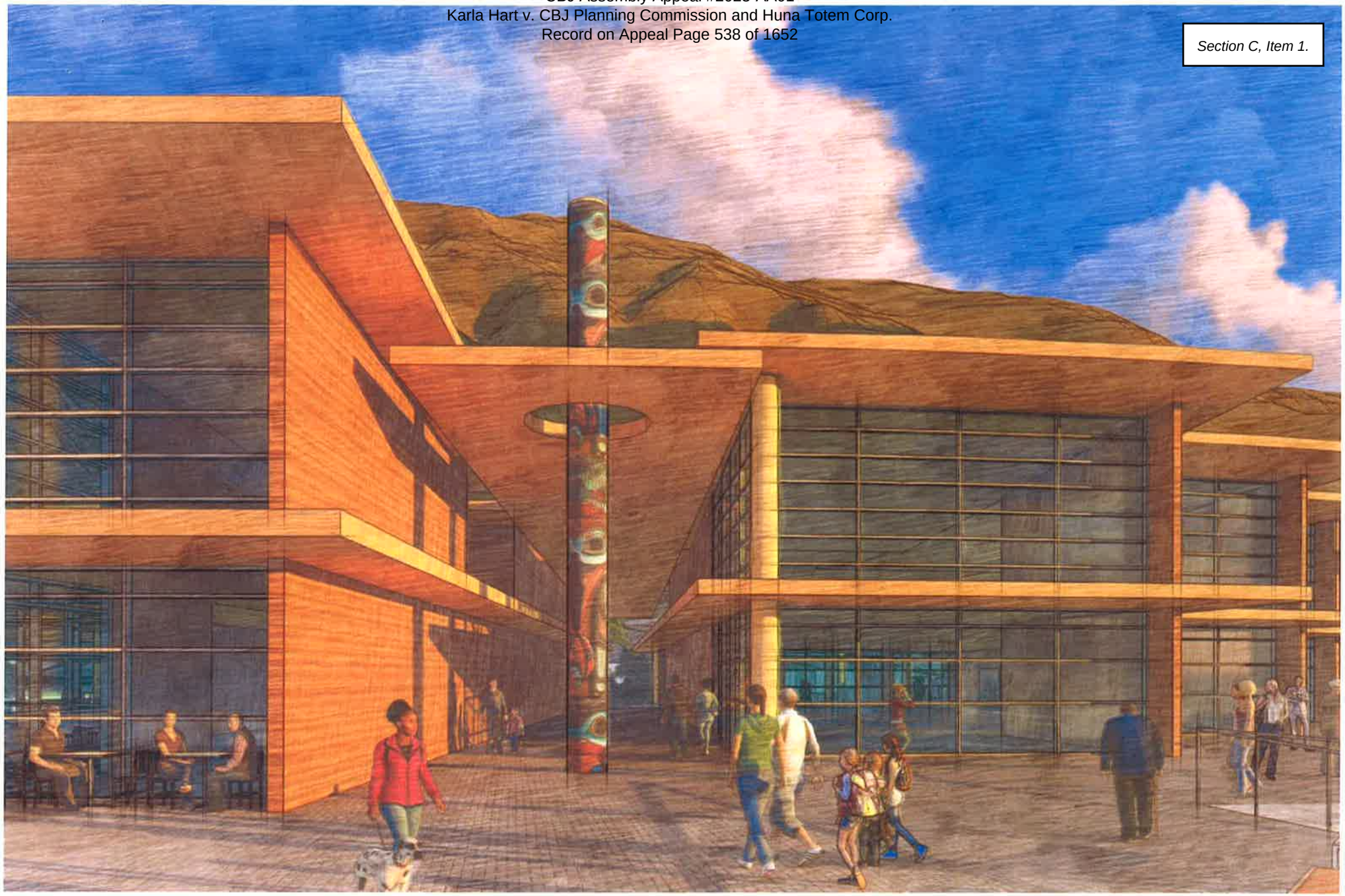
View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

Skybridge



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

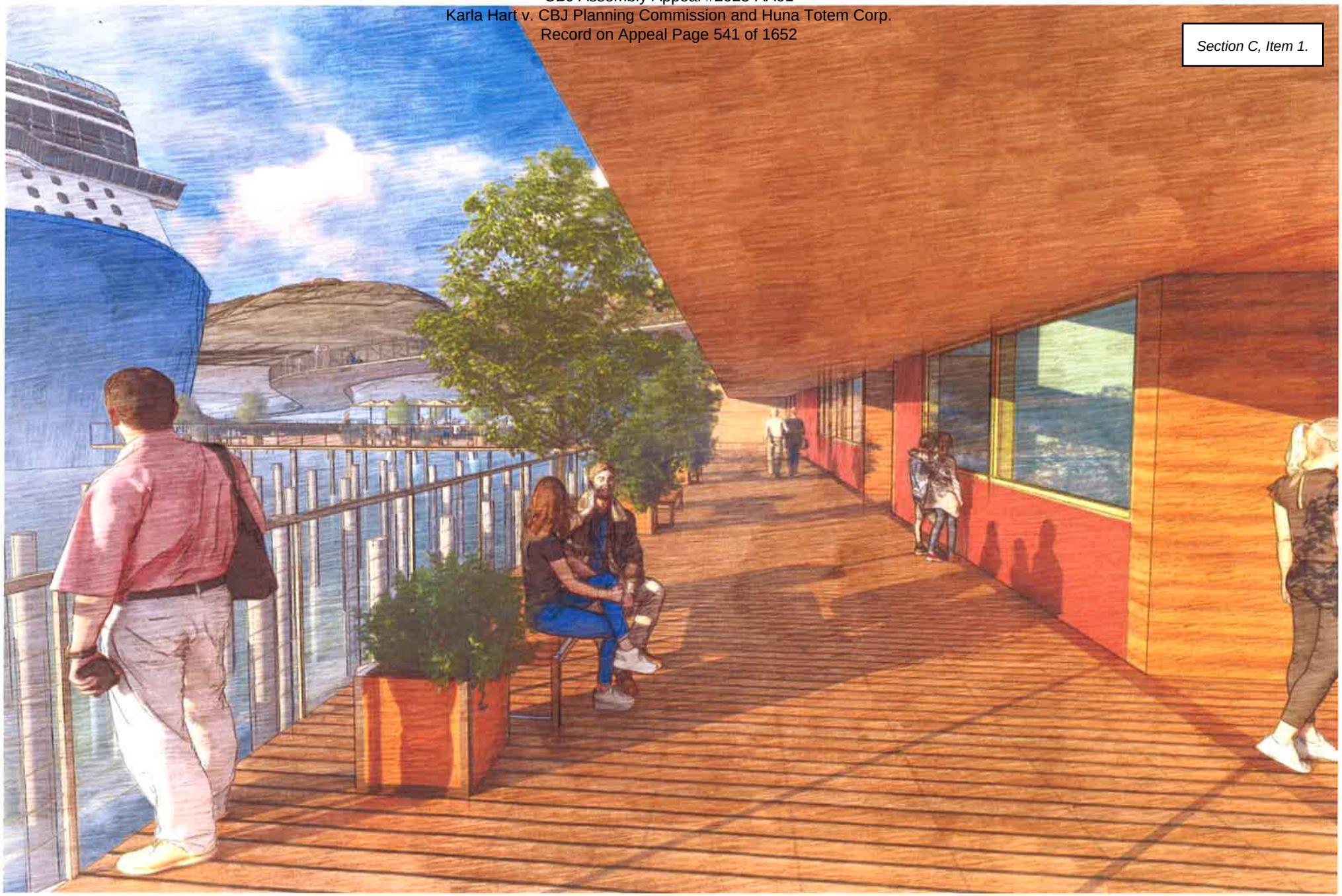
Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above



Aak'w Landing
Huna Totem Corporation

South Seawalk

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above

680

Aak'w Landing
Huna Totem Corporation

Lower Park

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

Aak'w Landing
Huna Totem Corporation

Park
Welcome Center beyond to left

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

CO11

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Irene Gallion

From: Carl Uchytil
Sent: Friday, January 27, 2023 10:07 AM
To: Jill Maclean;Scott Ciambor;Michele Elfers;George Schaaf
Subject: FW: PORT PLANNING RFP
Attachments: RFP Professional Services_Juneau Port Planning_2023.pdf

All – FYI.

Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors
My email has changed to Carl.Uchytil@juneau.gov

From: Carl Uchytil
Sent: Friday, January 27, 2023 9:03 AM
To: Rorie Watt <Rorie.Watt@juneau.gov>
Cc: Robert Barr <Robert.Barr@juneau.gov>; Beth McEwen <Beth.McEwen@juneau.gov>; Benjamin Brown <Benjamin.Brown@juneau.gov>; Robert Palmer <Robert.Palmer@juneau.gov>; Alexandra Pierce <Alexandra.Pierce@juneau.gov>; Katie Koester <Katie.Koester@juneau.gov>
Subject: PORT PLANNING RFP

Rorie –
Attached is the proposed RFP for Juneau Port Master Planning. I briefed it to my Board at last night's meeting as an informational item. Fred Parady & Mickey Richardson were in attendance as well as Jason Davis (Turnagain Marine) who attended virtually. As one would expect HTC was not pleased, citing the following:

- Redundant effort by CBJ with no appreciable returns
- Cost to tax payers
- Turnagain Marine & HTC have already begun the necessary studies for the dock, as well as establishing relationships with CG/AELP
- Process will result in delaying the May 2025 opening
- HTC/Turnagain has received numerous development awards and is working at the request of the City of Whittier for cruise ship dock construction

They indicated they would be at Monday's meeting to communicate their concerns/displeasure. They did ask me to include their latest (January 6th) rendering of the dock, which is the last photo in the attached RFP.

I'm not sure where/how the RFP should be tee'd up for Monday's packet?

Thank you,
Carl

Carl Uchytil, P.E.
Port Director
155 S. Seward Street
Juneau, Alaska 99801
907-586-0294
907-586-0295 (fax)
My email has changed to Carl.Uchytil@juneau.gov

REQUEST FOR PROPOSALS

RFP DH23-040

PROFESSIONAL DESIGN SERVICES

JUNEAU PORT MASTER PLANNING

Issued By: _____
Carl J Uchytil, P.E. Port Director

Date: January 31th, 2023

PROFESSIONAL DESIGN SERVICES
for
JUNEAU PORT MASTER PLANNING
RFP DH23-040

SCOPE AND INTENT: The geographic area of Juneau Harbor (aka Port of Juneau) is posed for unprecedented capital investment from the private sector as well as from federal and local governments in the near future. The Alaska Congressional Delegation has communicated a desire to homeport an icebreaker in the state and the Coast Guard has evaluated Juneau as one possibility. Huna-Totem Corporation has been conveyed the 2.9 acre Subport property and publicly stated a goal for development by 2025. Goldbelt, Inc. has approached CBJ to acquire property which would facilitate redevelopment of their Seadrome Building. In 2021, CBJ Docks & Harbors completed a Small Cruise Ship Infrastructure Master Plan which would provide a new floating berth to serve this niche tourism market. Additionally, Docks & Harbors has completed conceptual design and is currently expending resources to provide shore power to the CBJ-owned docks. The Juneau Commission on Sustainability (JCOS), an Assembly appointed committee, has advocated for renewable power and strongly encourages commercial vessels to use local utility power when in port.

The City & Borough of Juneau has a vested interest to coordinate port partners' efforts to ensure competing interests are synchronized and has determined that a Port Master Plan is an appropriate vehicle to achieve this goal.

DOCUMENTS: Request for Proposal (RFP) documents may be obtained from the CBJ Port Director's Office, 76 Egan Drive, Juneau, AK 99801, telephone (907) 586-0292. Documents may also be obtained on-line here. Proposers are encouraged to register as a plan holder to assure notification of addenda or other information regarding this RFP.

QUESTIONS REGARDING THIS RFP: Teena Larson, Administrative Officer, is the sole point of contact for all issues pertaining to this RFP (phone (907) 586-0292, fax (907) 586-0295, e-mail teena.larson@juneau.gov). No oral interpretations concerning the RFP will be made to any person. Requests for interpretation must be made in writing and delivered, sent by fax, or e-mailed to CBJ Docks and Harbor at least four (4) days prior to submittal deadline.

PRE-PROPOSAL CONFERENCE: A non-mandatory pre-proposal conference about the scope and process will be held at 10:00 a.m. Tuesday, February 9th, 2023 in the CBJ Municipal Building Room 224 at 155 South Seward Street, Juneau, Alaska. Persons interested in submitting proposals are encouraged to attend. Conference call capability may be available for the Pre-Proposal Conference. Proposers intending to participate via teleconference shall notify the Port Director's Office, at (907) 586-0292 prior to the meeting.

DEADLINE FOR PROPOSALS: Six (6) copies of the proposal, in a sealed envelope, will be **received until 2:00 p.m., Alaska Time on Tuesday, February 28th, 2023**, or such later time as the Port Director may announce by addendum to holders of the RFP documents at any time prior to the submittal date. Late proposals will not be accepted and will be returned unopened. Faxed or e-mailed proposals will not be accepted.

Please affix the label below to outer envelope in the lower left hand corner.

IMPORTANT NOTICE TO PROPOSER		
To submit your Proposal: **1.** Provide your company name and address on the upper left corner of your envelope. **2. COMPLETE THIS LABEL AND PLACE IT ON THE LOWER LEFT CORNER OF YOUR ENVELOPE.**		
S E A L E D	**Proposal Number: RFP DH23-040** **Project: Juneau Port Master Planning** **DEADLINE DATE:** _____ **PRIOR TO 2:00PM ALASKA TIME**	**R F P**

Proposal documents delivered in person or by courier service must be delivered to:

PHYSICAL LOCATION:
City and Borough of Juneau
Docks and Harbors – Port Director's Office
Second Floor – Seadrome Building
76 Egan Drive
Juneau, AK 99801

NOTE: Mailing/delivery times to Alaska may take longer than other areas of the U.S.

Proposal documents delivered by the U.S. Postal Service must be mailed to:

MAILING ADDRESS:
City and Borough of Juneau
Port Director's Office
Docks and Harbors
155 South Seward Street
Juneau, AK 99801

The CBJ Docks and Harbors phone number is (907) 586-0292 and fax number is (907) 586-0295.

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8.0 PROTESTS

9.0 JUNEAU BUSINESS SALES TAX AND PERSONAL PROPERTY TAX

PROPOSAL EVALUATION FORM

ATTACHMENTS
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- B. Huna-Totem Corporation Dock Concept
- C. Sample CBJ Professional Services Contract

1.0 GENERAL INFORMATION

CBJ Docks and Harbors (D&H) is requesting proposals for professional design services. This Request for Proposals (RFP) defines the scope of the requested services, explains the procedures for selecting a firm to provide the requested services, and defines the documents required to respond to the RFP.

Late proposals will not be accepted and will be returned unopened. CBJ Docks and Harbors reserve the right to reject any or all proposals.

It must be noted that the City & Borough of Juneau Assembly has not yet approved the construction of a fifth cruise ship dock within the project boundary of this RFP. It is presumed that the information resulting from this effort will assist in the deliberative process from the elected officials.

1.1 PURPOSE

The City and Borough of Juneau is requesting proposals from qualified consultants to provide professional planning and design services for comprehensive port planning efforts enabling CBJ decision makers to expand economic opportunities while balancing local priorities. With the appropriate level of planning and coordination, CBJ wishes to de-conflict anticipated public concerns for a variety of reasons, including but not limited to:

A. There are potentially competing interests between cruise ship use and that of the US Coast Guard;

B. It is not the role of Huna-Totem Corporation or the USCG to solve the broader port issues;

C. CBJ continues to be interested in a contiguous waterfront Seawalk;

D. The public will be interested in how a cruise ship dock affects a variety of issues including:

- a. View plane
- b. Anchoring of other cruise ships
- c. Harbor navigation of large vessels

E. CBJ is uniquely situated to weigh competing local interests in Juneau Harbor.

There are many benefits to our port partners for CBJ to lead a comprehensive port planning effort, including but not limited to:

A. The public will get a coordinated effort;

B. USCG efforts will be accelerated;

C. Huna-Totem Corp will not have to plan outside of their immediate interests;

D. Docks & Harbors can advance the Small Cruise Ship Infrastructure efforts beyond conceptual design;

E. Goldbelt Inc will obtain refined Seawalk and Small Cruise Ship dock development plans;

F. Collaboration with the local power utility to apportion electrical loads and infrastructure on a rational basis.

The desired services would provide engineering and planning consultation, coordinated through CBJ and with the participation of the port partners, to propose and/or validate a broad harmonized Juneau waterfront expanding opportunities and efficiencies for each entity's infrastructure investments. The work may be phased to accommodate time-line dependent tasks contiguent upon available CBJ funding. Upon receipt of the final deliverable, D&H may elect to amend the scope of services to include planning, permitting through final design and construction documents of specific elements including Bidding, Construction Administration, Inspection, and other related services.

1.2 BACKGROUND

Juneau is Alaska's Capital City. The City and Borough of Juneau (CBJ) municipal offices are located at 155 South Seward Street, Juneau, Alaska 99801. The Port Director's Office is located on the 2nd floor of the Seadrome Building at 76 Egan Drive, Juneau, Alaska 99801.

The Port of Juneau hosts in excess of 1.2 million cruise ship passengers annually from "large" vessels. Cruise ships currently make calls at four permanent berths and one at-anchor position. Two cruise ship berths are owned by the City and Borough of Juneau and managed by Docks & Harbors, which is operated as a municipal enterprise.

	2017	2018	2019	2020	2021	2022
Large Cruise Ships	1,046,587	1,118,897	1,273,741	0	114,114	1,167,194
Small Cruise Ships	8,658	9,729	10,112	36	7,263	8,549
Total	1,055,245	1,128,626	1,283,857	36	121,377	1,175,743

In 2019, Norwegian Cruise Lines (NCL) acquired the 2.9 acre Subport Lot from the Alaska Mental Health Trust Authority through a sealed bid solicitation. NCL intentions were to construct the fifth neo-panamax sized cruise ship berth in Juneau as well as developing uplands in support of excursion bus staging, retail and restaurants. In 2022, NCL deeded the Subport Lot property to Huna-Totem Corporation (HTC), an Alaska Native village corporation. HTC has publicly indicated a desire to replicate the vision of NCL in constructing a cruise ship dock and supporting commercial uplands. The 2.9 acre Subport Lot does not include sufficient submerged lands necessary for development of a cruise ship dock. Approval from the CBJ Assembly will be required to acquire submerged lands lease rights to extend a cruise ship dock into Gastineau Channel. The planning process has not matured to where the Assembly has approved the proposed project through a formal vote.

In 2022, the Alaska Congressional Delegation, in open source documents, indicated their support for homeporting a Coast Guard icebreaker in the state. The Coast Guard currently owns a dock (i.e. wharf) adjacent to the HTC property. It is believed that Juneau is a suitable location for the Coast Guard's future icebreaker homeporting needs in Alaska. The CBJ Assembly approved Resolution 3013 "Supporting the Homeporting of a U.S. Coast Guard Icebreaker in Juneau".

Adjacent to the Coast Guard Dock is the NOAA Dock which includes 2.4 acres of uplands. The condition of the NOAA is generally poor and is not suitable in its current condition for vessel mooring. CBJ Docks & Harbors has been keenly interested in acquiring this property from the federal government for several years. In 2022, there was draft congressional legislation which would have facilitated the conveyance, at fair market value, of the NOAA Dock to CBJ. This resulted in two CBJ Assembly Resolutions (2987 & 2997) inferring that Alaska Department of Fish & Game and Juneau Heating District would not be harmed in their operational requirements should the NOAA property be conveyed to CBJ. The recently enacted FY2023 National Defense Authorization Act (NDAA - Section 11710), allows the NOAA Dock to be conveyed to the US Coast Guard.

In 2021, CBJ Docks & Harbors completed the Small Cruise Ship Infrastructure Master Plan. This effort studied opportunities to provide improved mooring facilities for the small cruise ships (< 275 foot in length) with a goal of establishing Juneau as a premiere turn-around port in Southeast Alaska. The preferred site location for infrastructure investment was adjacent to and included tideland portions of the NOAA Dock property.

Partially as a result of the Small Cruise Ship Infrastructure planning efforts, Goldbelt Inc, an Alaska Native urban corporation, expended resources to study the recapitalization of the Seadrome Building at 76 Egan Dr. This building adjoins the proposed small cruise ship facility and future Seawalk development. Architectural rendering proposed by Goldbelt Inc have been presented to the Docks & Harbors Board which have resulted in plans for a land exchange, which would enable Goldbelt to redevelop the Seadrome Building.

In 2022, Docks & Harbors completed the Juneau Cruise Ship Dock Electrification Study. This report refines the ongoing design effort to bring shore power to the CBJ owned cruise ship docks. The report also discusses limitations to the power generating capability from the existing utility hydropower infrastructure. Planning for and synchronizing power demands along the Juneau waterfront will be addressed as part of this Port Planning study.

1.3 PROJECT DESCRIPTION

The Consultant shall provide professional services to study, plan, evaluate and provide a port master plan (to a conceptual level with cost estimates) for consideration by CBJ and its port partners. D&H may, at its own discretion, extend the master planning effort to include additional design level efforts, permitting, cost estimating, construction documents, as well as scheduling and construction phasing recommendations for elements which are under its charge.

The scope of services is anticipated will include but not limited to the following milestones/deliverables:

1.3.1 Meetings with invited port partners, coordinated by D&H Staff, to include but not limited to:
- A. Huna-Totem Corporation
- B. US Coast Guard
- C. Goldbelt, Inc
- D. AELP
- E. NOAA
- F. ADFG
- G. Juneau District Heating

1.3.2 Presentations to CBJ Staff, Docks & Harbors Board and Assembly

1.3.3 Public outreach & informational meetings

1.3.4 Comprehensive Port Master Plan Report harmonizing the Juneau Harbor port partners efforts

The product of the consultant's work will be phased and managed as specific milestones/deliverables are achieved. Future design elements, bidding assistance, construction administration, and inspection services may be amended to the contract if desired by the Port Director as result of final deliverables.

1.4 SCOPE OF SERVICES

The proposed project area is located within Juneau Harbor (aka Port of Juneau). Attachment A provides a map of the facilities within the port planning area. It should not be considered as limiting and the consultant is encouraged to evaluate other waterfront locations, as appropriate.

The intent of the project is to advance the holistic benefits to individual partners through an area wide port planning approach. The following task

elements may be negotiated upon consultant selection but should not be considered as a limitation to the goals currently defined by CBJ or during the development of the port master plan:

1.4.1 New Cruise Ship Dock – Adjoining the Huna-Totem Corp owned Subport Property:

A. Environmental (wind/current/wave) evaluation to ensure suitability for anticipated cruise vessels;

B. Safety evaluation for suitability within Gastineau Channel, consistent with USCG COTP authorities including impact to vessels at anchor;

C. Navigational evaluation for design vessel maneuverability to proposed dock approach and unmooring;

C. Evaluation of dock location with deference to Coast Guard Dock and Standard Oil Dock (AJT Mining);

D. Evaluation of dock alignment consistent with community values and desires of the upland property owners;

E. Evaluation of the availability and opportunity for the local utility to provide shore power.

1.4.2 Coast Guard Dock

A. In consultation with the federal government, coordinated through the CBJ Project Manager, evaluate conceptual mooring options and shoreside requirements for a hypothetical 360 foot, 13,000 gross ton vessel with similar restrictions described in 1.4.1;

B. In consultation with the federal government, coordinated through the CBJ Project Manager, evaluate consistent with the 2002 Maritime Transportation Security Act and other DHS security requirements, opportunities to link a contiguous Seawalk along the Juneau Harbor waterfront.

C. Evaluation of the availability and opportunity for the local utility to provide shore power.

1.4.3 CBJ Small Cruise Ship Infrastructure Project

A. After consultation with the upland port partners in 1.4.1 and 1.4.2, advance the conceptual design contained in the 2021 Juneau Small Cruise Ship Infrastructure Master Plan to 35% Design Effort;

B. In consultation with the federal government, coordinated through the CBJ Project Manager, evaluate solutions for the Coast Guard small boat moorings as well as operational needs for the ADFG Vessel MEDEIA;

C. Evaluation of the availability and opportunity for the local utility to provide shore power;

D. Evaluate and propose pipeline easement for seawater supply and discharge from/into Gastineau Channel necessary for future Juneau District Heating operations.

1.4.4 CBJ Alaska Steamship Dock – Electrification

A. In consultation with the local utility, develop a rational plan to optimize the use of power, including shared use of infrastructure if appropriate, for all port partners.

B. Consistent with the efforts contained in the 2022 - Juneau Cruise Ship Dock Electrification Study and with consultation with the local utility, develop Design-Build specifications enabling CBJ to solicit proposals.

1.5 SCHEDULE OF WORK

The schedule for specific elements of the project will be determined based upon contract award. It is anticipated and desired by D&H to receive the final deliverable within 9 months of Notice to Proceed.

A tentative schedule should be proposed in the RFP that would result in the desired timeline as identified above. The Consultant shall propose a schedule of work that identifies tasks necessary to accomplish the work.

The Consultant should anticipate a notice of selection for professional services not later than March 15th, 2023.

1.6 QUESTIONS

Questions regarding this proposal should be directed to:

Teena Larson, Administrative Officer
City and Borough of Juneau
Docks and Harbors
76 Egan Drive, 2nd Floor
Juneau, Alaska 99801

Phone: (907) 586-0292
Fax: (907) 586-0295
E-mail: teena.larson@juneau.gov

Office hours are 8:00 a.m. to 4:30 p.m. local time, Monday through Friday.

1.7 STANDARD CONTRACT LANGUAGE

Attached to this RFP is a CBJ standard contract sample (Attachment B) which should be carefully reviewed by proposers, as it is the form of agreement that the CBJ intends the selected consultant to sign in the event of acceptance of its proposal.

1.8 CONTRACT TERMS

It is anticipated that this RFP would result in a contract for professional services. Fees would be negotiated and result in a lump sum and/or a not-to-exceed time and materials contract. The contract fees will be based on the proposed billing rates for the life of the contract, unless adjustments are approved in writing by CBJ.

2.0 RULES GOVERNING COMPETITION

2.1 PRE-PROPOSAL

Proposers should carefully examine the entire RFP and any addenda thereto, and all related materials and data referenced in the RFP. Proposers should become fully aware of the nature of the services requested and the conditions likely to be encountered in performing the services. It is the sole responsibility of the proposer to assure they are in receipt of any and all addenda.

2.2 PROPOSAL DEVELOPMENT

2.2.1 General

The content of proposals will be kept confidential until the selection of the Consultant is publicly announced. All materials submitted in response to this RFP will become the property of the CBJ Docks and Harbors. One copy will be retained for the official files of the CBJ Docks and Harbors and will become public record after signing a contract with the successful Proposer. CBJ Docks and Harbors will not return proposals to the Proposer. CBJ Docks and Harbors reserves the right to reject any or all proposals.

2.2.2 Proposal Submission Process

Proposals are to be prepared in such a way as to provide a straightforward, concise delineation of the Proposer's capabilities to satisfy the requirements of this RFP. Emphasis should be concentrated on conformance to the RFP instructions, responsiveness to the RFP requirements, and on completeness and clarity of content.

This solicitation does not commit CBJ Docks and Harbors to select any Consultant(s) for the requested services. All costs associated with the respondents' preparations, submission and oral presentations (if applicable) shall be the responsibility of the Proposer.

All proposals must be signed. Proposals must be received in the number of copies stated in the RFP no later than the date and time specified in the cover sheet or issued addenda. All copies of the proposals must be under sealed cover and plainly marked. Proposals not received by the date and time specified in the cover sheet will not be considered.

3.0 PROPOSAL CONTENT REQUIREMENTS

To achieve a uniform review process and obtain the maximum degree of comparability for the Selection Committee, proposals should be organized in the manner specified below:

3.1 TITLE PAGE

Show the RFP subject and contract number; the name of the firm; address; telephone numbers; name of contact person; and date of submission.

3.2 TABLE OF CONTENTS

Clearly identify the materials by section and page number.

3.3 LETTER OF TRANSMITTAL

Limit to one (1) or two (2) printed pages.

3.3.1 Briefly state your firm's understanding of the proposal requirements and summarize your capability to meet same.
3.3.2 Give names of the person(s) who will be authorized to represent your firm, their title(s), address (es) and telephone number(s).
3.3.3 The transmittal letter must be signed by a corporate officer who has authority to bind the firm. Name and title of the individual signing the proposal must be printed below or adjacent to the signature.
3.3.4 Acknowledge receipt of all addenda. Failure to acknowledge addenda may result in the proposal being considered non-responsive and subject to rejection.

3.4 SCOPE OF SERVICES AND WORK PLAN

3.4.1 Discuss the Scope of Services and how the firm will provide the desired services. Include a statement of approach and methodology for accomplishing the requested services.

3.4.2 Provide a work plan, which includes a proposed project schedule. This schedule should identify major tasks and critical components of the project. If the Consultant's team anticipates delays or problems with the design schedule, describe these issues in detail.

3.4.3 Discuss the incorporation of this project into the firm's current workload and the ability of the Consultant's team to meet the project schedule. Provide a staff schedule, identifying primary personnel and sub-consultants and their proposed work schedule during different phases of the project. How much priority can/will this project be given?

3.5 HISTORY AND EXPERIENCE

3.5.1 Provide company names, individual contacts, and telephone numbers of references for at least three recent projects similar in scope and scale to the project subject of this RFP.

3.5.2 Provide general background information on the firm including specialized experience, capabilities, and unique qualifications in the field. This should include information outlining the firm's experience in the specific professional services requested. Provide examples of projects that demonstrate unique, well planned, and executed solutions to program, budget, and design challenges.

3.5.3 Provide information to establish a high level of client satisfaction for the firm's previous work with CBJ, other government agencies, and private clients.

3.5.4 Provide information that demonstrates the ability of the firm to deliver design services that result in project construction within established budget and on schedule.

3.5.5 Provide information that demonstrates ability of firm to negotiate and secure federal, state, and local permits for projects of the scope and scale of the subject project.

3.6 PROPOSER'S ORGANIZATION AND PERSONNEL QUALIFICATIONS

3.6.1 Describe the organizational structure of the Consultant team for this project with an organizational chart or other diagrammatic explanation.

3.6.2 Specify the project manager and other key personnel who will be directly providing services for CBJ Docks and Harbors in various areas of the described project and state their position, role, and responsibility. The names, titles and resumes of listed personnel should be provided. Please indicate the experience of each member specifically as it applies to this type of project.

3.6.3 Describe quality control and quality assurance measures that the firm would use in the development of design documents for this project.

3.7 FIRM'S FEE SCHEDULE

3.7.1 Include a fee schedule of hourly rates of pay for firm principals; project managers; and other key personnel who will be directly providing services on this project relative to the proposed tasks to accomplish the Scope of Services. For clarity the fee schedules shall identify the key personnel proposed for the project, their role and their pay rate. Include mark-up rates for sub-consultant work and list typical reimbursable expenses including mark-ups. Hourly rates shall include all markups and multipliers. Hourly rates shall remain in effect for the life of the contract with no increase unless agreed to by CBJ. Rates will not be evaluated but will be the basis for contract negotiation.

3.8 LICENSES

3.8.1 Professional registration (Engineer/Architect) in the State of Alaska at the time of proposal submission is required (Alaska Statute 08.48.281).

If a corporate license is held, the professional licensed in the state of Alaska (in order to obtain a corporate license), as well as the professional stamping the work, must be in responsible charge of this project.

All survey work involving property or boundary surveys must be stamped by a Professional Land Surveyor licensed in the State of Alaska.

All reports prepared by a registered professional licensed in the State of Alaska must be stamped by the registered professional.

The proposal must include a statement indicating that all required business, corporate, professional occupational, and any other necessary licenses/certificates are currently held. License/certificate numbers must be provided.

4.0 EVALUATION OF PROPOSALS

4.1 CRITERIA

Proposals will be evaluated and scored, using the criteria on the Proposal Evaluation Form, found at the end of this document, in order to ascertain which proposal best meets the needs of CBJ Docks and Harbors. The items to be considered during the evaluation are explained below at Section 4.3 Evaluation Data. The associated point values are included on the Proposal Evaluation Form.

4.2 EVALUATION PROCESS

Evaluation of the written proposals will be performed by a committee selected by the Port Director. Written proposals will be the primary basis for selection of the consultant team, unless the selection committee determines that oral interviews are necessary.

If oral interviews are used, the selection committee will prepare a "short list" of at least two finalists, who will then be invited to attend oral interviews in Juneau. Finalists will be notified and informed of specific interview requirements and procedures prior to the oral interview. Proposers will be allowed a maximum of three team members to participate in the interview process.

Oral interviews, if used, will be scored and ranked independently of the written proposal and will determine the outcome of the RFP process.

4.3 EVALUATION DATA

The Evaluation Data discussed below is presented in an effort to delineate what criteria will be used to score proposals. Please do not include a separate section in your proposal for Evaluation Data. The information discussed and requested below should be included in the proposal as part of the Proposal Content Requirements discussed in Section 3.0 of this RFP.

4.3.1 Proposed Method to Accomplish the Project

Work Schedule and methodology will be evaluated according to completeness and pertinence of the tasks submitted by the Proposer, as well as the logic of the overall approach. The proposal should show interest and insight about the specific project.

4.3.2 Capacity of the Firm

Evaluation will be made on the Proposer's ability to perform the desired services within the established schedule.

4.3.3 Past Record of Performance

Evaluation of the Proposer's experience with the CBJ, other governmental agencies and private industry will be made. Detailed references including companies, specific contact persons and their phone numbers and locations should be provided.

Specific attention will be paid to the following items:

a. Monitors and maintains project schedules.

b. Establishes overall project success through close coordination with all parties.
c. Controls construction budgets, maintaining best interests of Owner.
d. Delivers high quality services within established budgets.
e. Ability to negotiate and secure federal, state, and local permits.

4.3.4 **Firm's Experience with Similar Projects**

Evaluation will include assessment of experience with projects of similar scale and scope. The proposal should succinctly describe these projects.

4.3.5 **Firm's Representation**

The proposal should specify readily available personnel to accomplish the desired services. The level of involvement should be displayed in a way which is consistent with the scale of the project.

Consideration will be given to the following:
a. Schedule of availability of personnel who will work on the project.
b. Scale of involvement is appropriate to the project.

4.3.6 **Proposer's Organization and Personnel Qualifications**

Evaluation will be made of the Proposer's organization and the ability of the personnel who will provide the equipment, technical, and supervisory assistance requested.

4.3.7 **Quality of Proposal**

Evaluation will include the clarity and professional quality of the document(s) submitted. Consideration will be given to the following:
a. Is the proposal clear and concise?
b. Is the proposal responsive to the needs of the project?

4.3.8 **Juneau Proposer According to Section 7.0**

Juneau proposer points will be given if the Prime Consultant meets Juneau Proposer requirements as stipulated in Section 7.0 - Juneau Proposer Points.

5.0 SELECTION AND AWARD

An evaluation committee will review, evaluate, score, and rank proposals in accordance with criteria identified in Section 3 and the Evaluation Form. Each member of the Selection Committee will independently score the proposals. Each member's scores, as they relate to the group of proposals, are then ranked. The proposal receiving the highest score is given a ranking value of "one", the second

highest scored proposal receives a ranking of "two", and so on. The scores and rankings of each evaluation committee member will be checked for accuracy and combined to form a composite ranking.

The Proposer with the lowest composite numerical rank will be declared the apparent successful proposer. In the event of a tie in the ranking totals, the raw scores of the Proposers who are tied will be totaled to determine the successful Proposer. If oral interviews are used, the successful proposer will be chosen as provided in Section 4.2 of this RFP.

After the protest period, the successful Proposer will be invited to enter into contract negotiations with the CBJ. If negotiations are unsuccessful, discussions with the lowest ranked Proposer will be terminated and the second lowest ranked Proposer may be contacted for negotiations.

Award of contract, if made, will be to the responsible Proposer selected in accordance with the criteria described in Section 4 of this RFP, and whose final proposal and fee is accepted by the CBJ. The CBJ reserves the right to award the contract to the successful firm without further discussion.

6.0 INSURANCE REQUIREMENTS

The insurance requirements for this project are specified in Sample Contract (Attachment E).

7.0 JUNEAU PROPOSER POINTS

Juneau Proposer points shall be awarded if the Proposer is determined to be a “Juneau proposer” meeting the criteria of 53.50.010. A paper copy of the CBJ Purchasing Ordinance is available upon request from CBJ Docks and Harbors.

8.0 PROTESTS

The protest period begins with the posting of a notice of apparent successful proposer, in the Port Director’s Office, and expires at the close of the next business day.

Protests shall be executed in accordance with CBJ Ordinance 53.50.062 PROTESTS and 53.50.080 ADMINISTRATION OF PROTEST. Copies of the ordinances describing protest procedures and procurement processes are available from CBJ Docks and Harbors or can be viewed electronically at: 53.50 CBJ Purchasing of Supplies and Services.

9.0 JUNEAU BUSINESS SALES TAX AND PERSONAL PROPERTY TAX

Vendors/merchants conducting business within the CBJ are required by law to register with, and periodically report to, the CBJ regarding sales and property

taxes. Vendors/Merchants must be in good standing for all amounts owed to the CBJ prior to award and prior to any contract renewal and, in any event, no later than five business days following notification by the CBJ of intent to award or renew.

Good standing means all amounts owed to the CBJ are paid in full, including any Confession of Judgments, and the proposer is current in reporting sales tax filings and business personal property declarations. Failure to meet these requirements, if so subject, shall be cause for rejection of your proposal and/or contract renewal. To determine if your business is in good standing, or for further information, contact the CBJ Finance Department, Sales Tax Division, at (907) 586-5265 concerning sales tax and the Treasury Division at (907) 586-5268 concerning business personal property and real property tax.

PROPOSAL EVALUATION FORM

PROPOSER: _____

SCORED BY: _____ **DATE:** _____

		Points Possible	Score
4.3.1.	Proposed Method to Accomplish the Work	0 – 30	_____
4.3.2.	Capacity of Firm	0 – 20	_____
4.3.3.	Past Record of Performance		
	a. Monitors and maintains project schedules.	0 – 10	_____
	b. Establishes overall project success through close coordination with all parties.	0 – 10	_____
	c. Controls construction budgets, maintaining best interests of Owner.	0 – 10	_____
	d. Delivers high quality services within established budgets.	0 – 10	_____
	e. Ability of firm to secure federal, state, and local permits	0 - 10	_____
4.3.4.	Firm's Experience with Similar Projects	0 – 20	_____
4.3.5.	Firm's Representation		
	a. Schedule of availability of personnel.	0 – 20	_____
	b. Scale of involvement is appropriate to the project.	0 – 20	_____
4.3.6.	Proposer's Organization and Personnel Qualifications	0 – 20	_____
4.3.7.	Quality of Proposal		
	a. Is proposal clear and concise?	0 – 10	_____
	b. Is proposal responsive to the needs of the projects?	0 – 10	_____
		Subtotal (Max 200)	_____
The Port Director will assign points for criterion 4.3.9. below.			
4.3.8.	Juneau Proposer (according to SECTION 7.0).	0 or 10	_____
		TOTAL POINTS	**(Max 210)** _____
		INDIVIDUAL RANKING	_____

Attachment A
Juneau Harbor
Project Area Boundaries

Attachment B

Huna-Totem Corporation Dock Concept

Professional Design Services for
Juneau Port Master Planning
RFP DH23-040

Irene Gallion

From: Scott Ciambor
Sent: Monday, January 30, 2023 1:45 PM
To: Irene Gallion
Subject: FW: Invitation

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

From: Carl Uchytil <Carl.Uchytil@juneau.gov>
Sent: Monday, January 30, 2023 1:07 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>; Michele Elfers <Michele.Elfers@juneau.gov>; Katie Koester <Katie.Koester@juneau.gov>
Subject: FW: Invitation

Scott/Michele/Katie –
FYI.
Carl

Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors
My email has changed to Carl.Uchytil@juneau.gov

From: Carl Uchytil
Sent: Monday, January 30, 2023 12:54 PM
To: Rorie Watt <Rorie.Watt@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>; Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: FW: Invitation

Suspect you also received this.

Carl J. Uchytil, P.E.
Port Director

City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors
My email has changed to Carl.Uchytil@juneau.gov

From: Carl Uchytil <Carl.Uchytil@juneau.gov>
Sent: Monday, January 30, 2023 12:54 PM
To: Harbor Board <HarborBoard@juneau.org>
Cc: Matthew Sill <Matthew.Sill@juneau.gov>; Jeremy Norbryhn <Jeremy.Norbryhn@juneau.gov>
Subject: FW: Invitation

Board Members –
Tonight (1/30), Huna-Totem Corp is hosting an event at the Hangar Ballroom from 4 to 6 pm. It is an informational gathering on their proposed Subport Lot. Development. It is open to the public.
Sincerely,
Carl

Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors
My email has changed to Carl.Uchytil@juneau.gov

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, January 30, 2023 12:10 PM
To: Carl Uchytil <Carl.Uchytil@juneau.gov>
Subject: RE: Invitation

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

Open and we'd love to see you!

From: Carl Uchytil <Carl.Uchytil@juneau.gov>
Sent: Monday, January 30, 2023 8:38 AM
To: Fred Parady <FParady@hunatotem.com>
Subject: RE: Invitation

Fred –
Just confirming this is an open public meeting or do you need an invitation?
Thanks…I'm planning to be there.
Carl

Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors
My email has changed to Carl.Uchytil@juneau.gov

From: Fred Parady <FParady@hunatotem.com>
Sent: Sunday, January 29, 2023 8:22 PM
To: Carl Uchytil <Carl.Uchytil@juneau.gov>
Subject: Invitation

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

Carl:

We are hosting an open house at the Hangar Ballroom on the Wharf tomorrow afternoon (Monday, 1/30) at 4 PM to share information about our Aak'w Landing project. We are confident that we can engage cooperatively with the Assembly, city staff, and the community to bring this project to completion in a timely manner.

We would like to personally invite you to join us for this event, and hope to see you there!

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, January 30, 2023 11:01 AM
To: Jill Maclean
Subject: Re: Invitation

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

Jill:

Thanks! Hope your travel is for fun or family…

Are we on the Planning Commission schedule?

All the best -

Fred

Sent from my iPhone

> On Jan 30, 2023, at 9:00 AM, Jill Maclean <Jill.Maclean@juneau.gov> wrote:
>
> Hi Fred,
>
> Thanks for the invite. I'll see if I can make it over. Also, just a heads up – I'm traveling Wednesday for a week, and won't be available. If you have any questions or need assistance, Irene Gallion has been assigned your case, and Scott Ciambor will be acting director during my absence.
>
> Best,
>
> Jill
>
> **From:** Fred Parady <FParady@hunatotem.com>
> **Sent:** Sunday, January 29, 2023 8:21 PM
> **To:** Jill Maclean <Jill.Maclean@juneau.gov>
> **Subject:** Invitation
>
> EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS
>
> Jill:
>
> We are hosting an open house at the Hangar Ballroom on the Wharf tomorrow afternoon (Monday, 1/30) at 4 PM to share information about our Aak'w Landing project. We are confident that we can engage cooperatively with the Assembly, city staff, and the community to bring this project to completion in a timely manner.

We would like to personally invite you to join us for this event, and hope to see you there.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Irene Gallion

From: Scott Ciambor
Sent: Tuesday, January 31, 2023 9:21 AM
To: Carl Uchytil
Cc: 'Fred Parady';Irene Gallion
Subject: RE: CUP - HTC DEVELOPMENT
Attachments: APP_USE23-03.pdf

Hi Carl –
Here is the CUP application. I've cc'ed Irene as well. Thanks, Scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

From: Carl Uchytil <Carl.Uchytil@juneau.gov>
Sent: Tuesday, January 31, 2023 9:16 AM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: 'Fred Parady' <FParady@hunatotem.com>
Subject: CUP - HTC DEVELOPMENT

Scott –
Could you forward me HTC conditional use permit application? I'd like to see the cruise ship dock metes & bounds description.
Thank you,
Carl

Carl Uchytil, P.E.
Port Director
155 S. Seward Street
Juneau, Alaska 99801
907-586-0294
907-586-0295 (fax)

My email has changed to Carl.Uchytil@juneau.gov

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

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation
Contact Person: Fred Parady
Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801
Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)
E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

_____
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ _____
Landowner/Lessee (Signature) — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same
Contact Person: Same
Mailing Address: Same
Phone Number(s): Same
E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

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

Intake Initials	
1/25/23	
Case Number	Date Received
USE23-003	1-25-23

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

I:\FORMS\PLANFORM\DPA_Final Draft.docx

Updated 6/2022– Page 1 of 1

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase build square feet 1ST PHASE 34,000 sf, per narrative

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	$ 4,000.00	ph 1 class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$			

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
USE23-003	1-25-23

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.

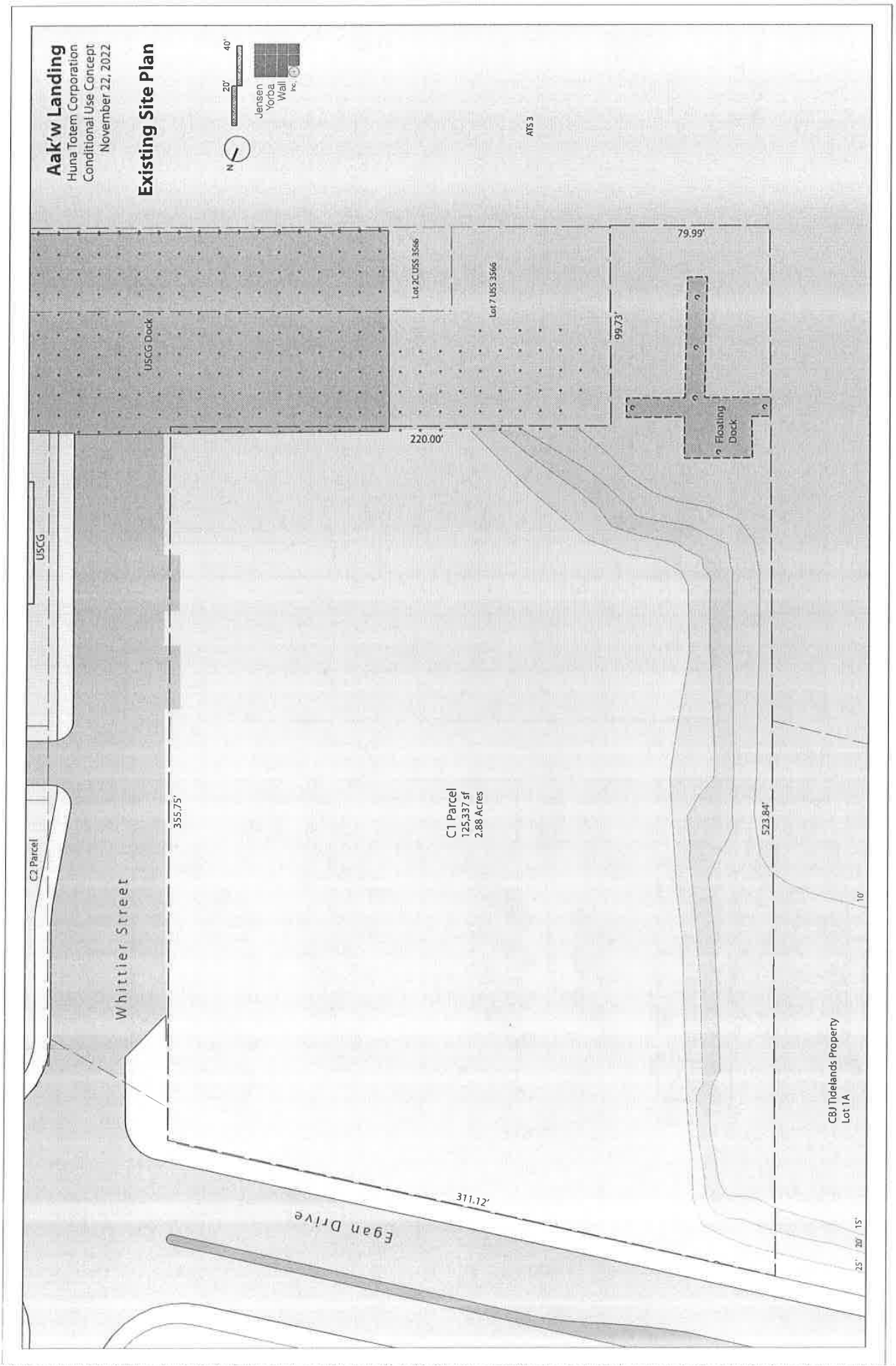
Hearing: All Allowable/Conditional Use Permit Applications must be reviewed by the Planning Commission for vote. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate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

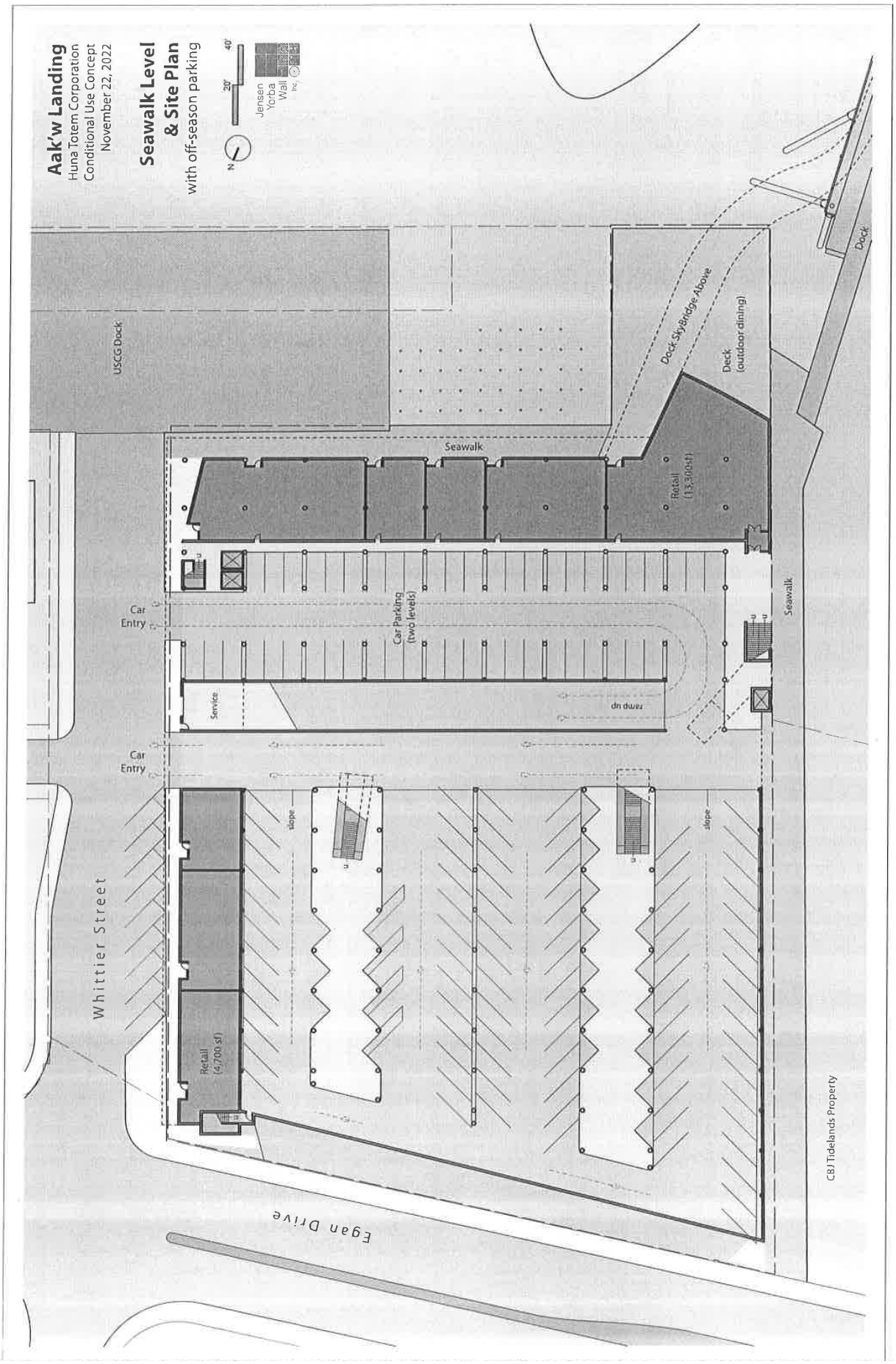
Public Notice Responsibilities: Allowable/Conditional Use requests must be given proper public notice as outlined in CBJ 49.15.230:

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.

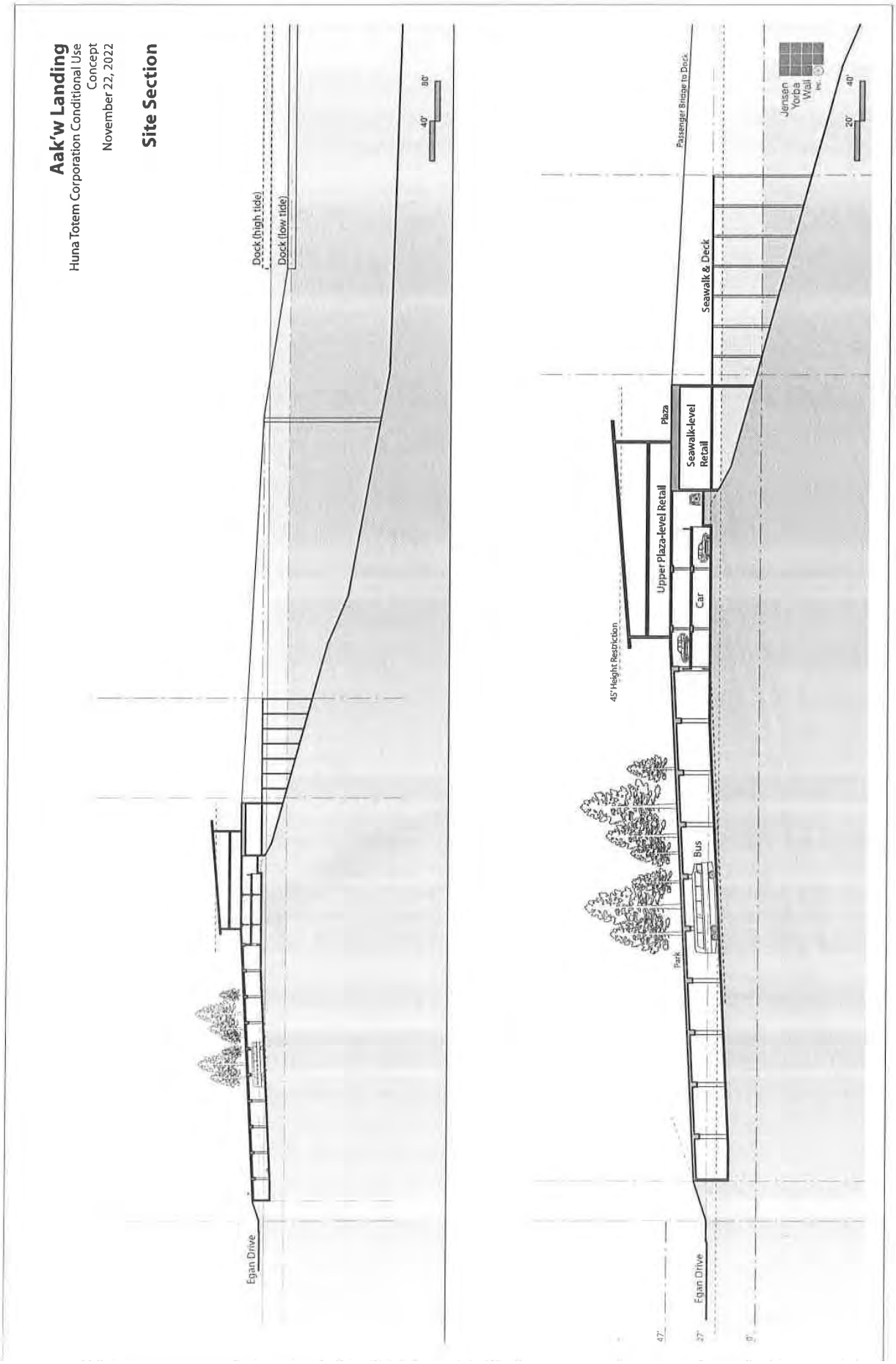
INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

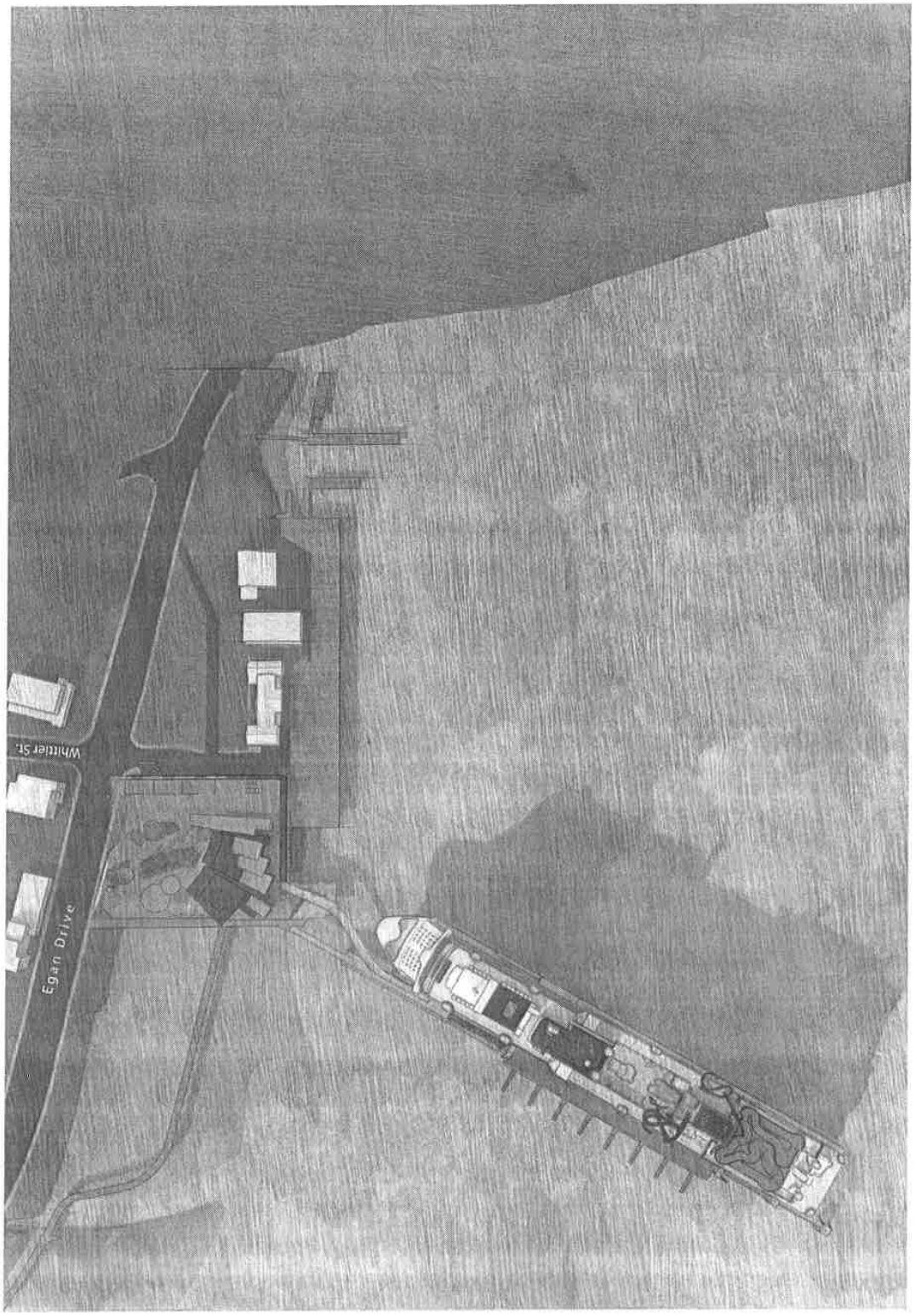

Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
November 22, 2022
Existing Site Plan
N
20'
40'
Jensen Yorba Wall Inc.
ATS 3
79.99'
Lot 2C USS 3566
Lot 7 USS 3566
99.73'
USCG Dock
220.00'
Floating Dock
USCG
C2 Parcel
355.75'
C1 Parcel
125,337 sf
2.88 Acres
523.84'
Whittier Street
CBJ Tidelands Property
Lot 1A
311.12'
Egan Drive
10'
15'
20'
25'


Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
November 22, 2022
Seawalk Level
& Site Plan
with off-season parking
40'
20'
N
Jensen Yorba Wall
USCG Dock
Dock Skybridge Above
Deck (outdoor dining)
Dock
Seawalk
Retail (13,300 sf)
Car Entry
Car Parking (two levels)
Service
ramp up
Seawalk
Car Entry
slope
slope
Whittier Street
Retail (4,700 sf)
CBJ Tidelands Property
Egan Drive

Aak'w Landing
Huna Totem Corporation Conditional Use
Concept
November 22, 2022

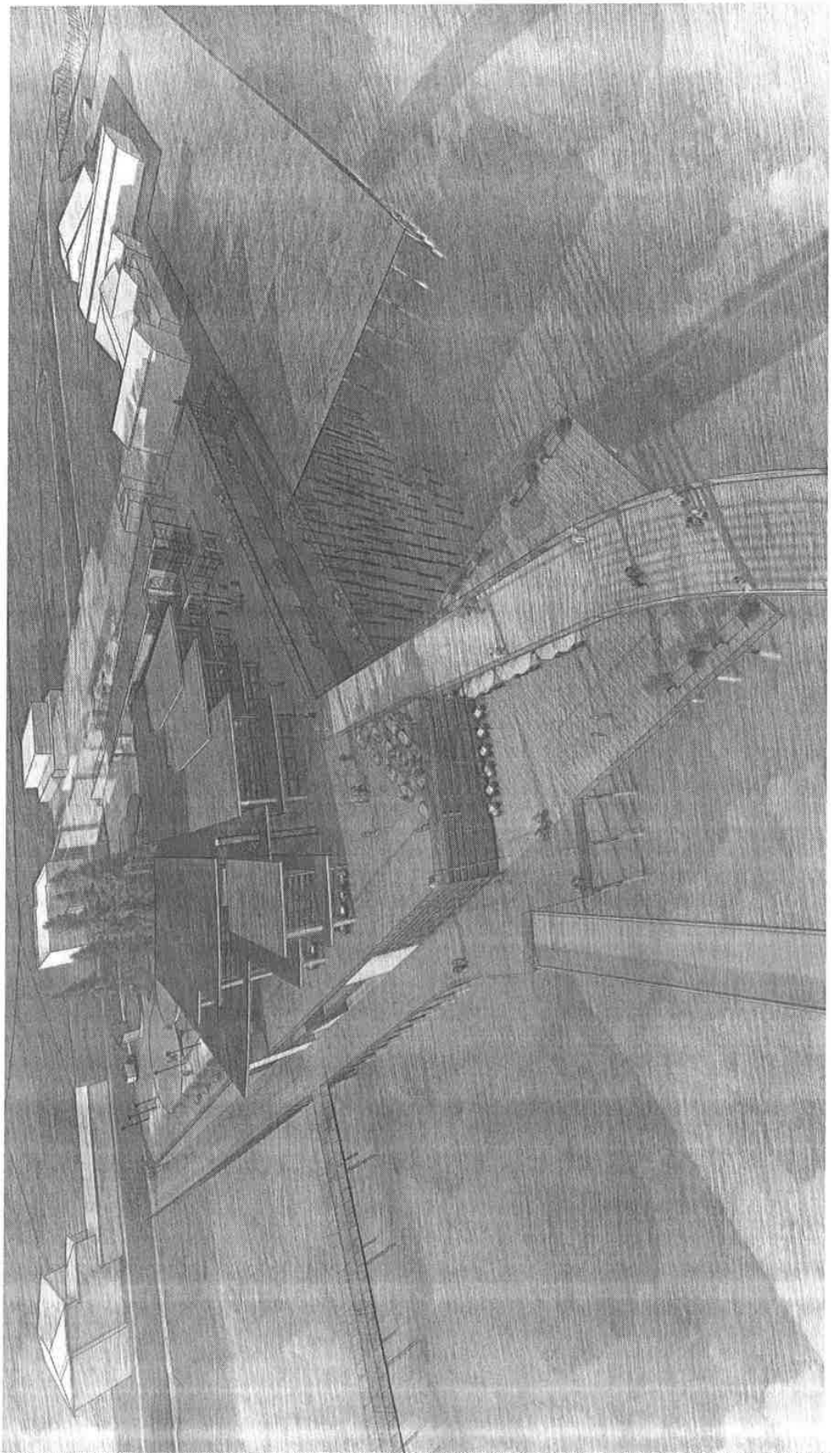
Site Section





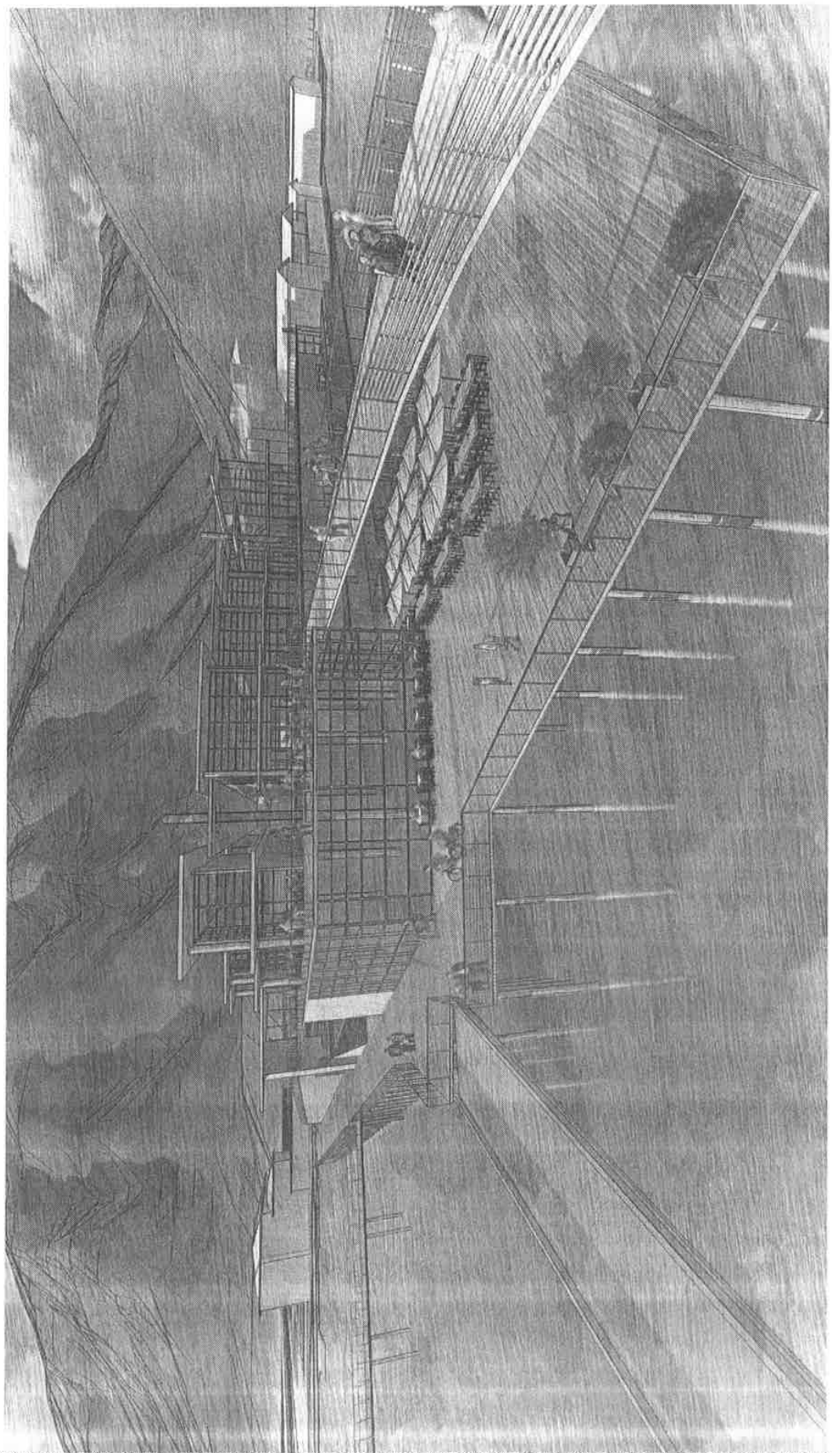
Overhead View

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



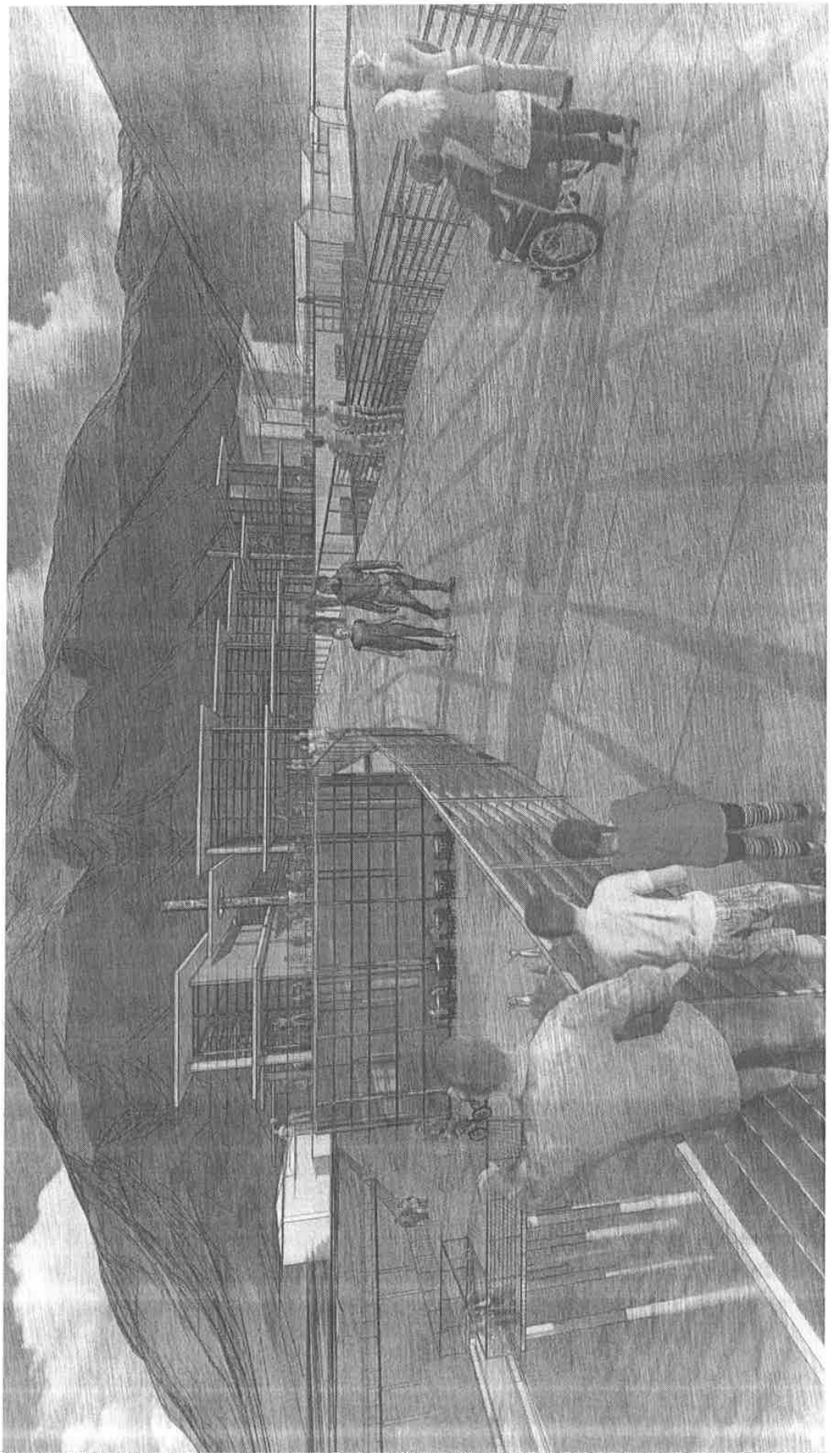
Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



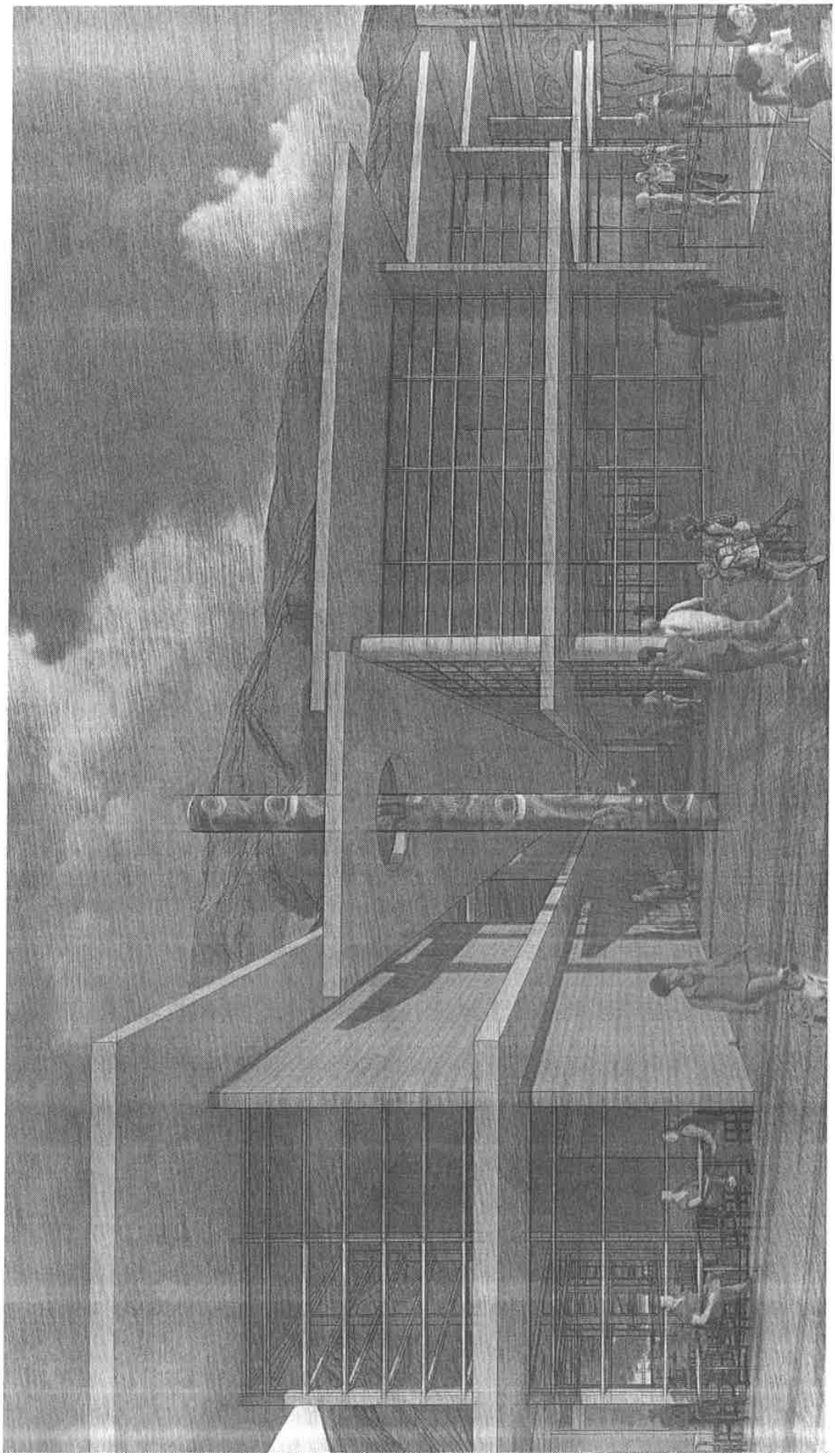
View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



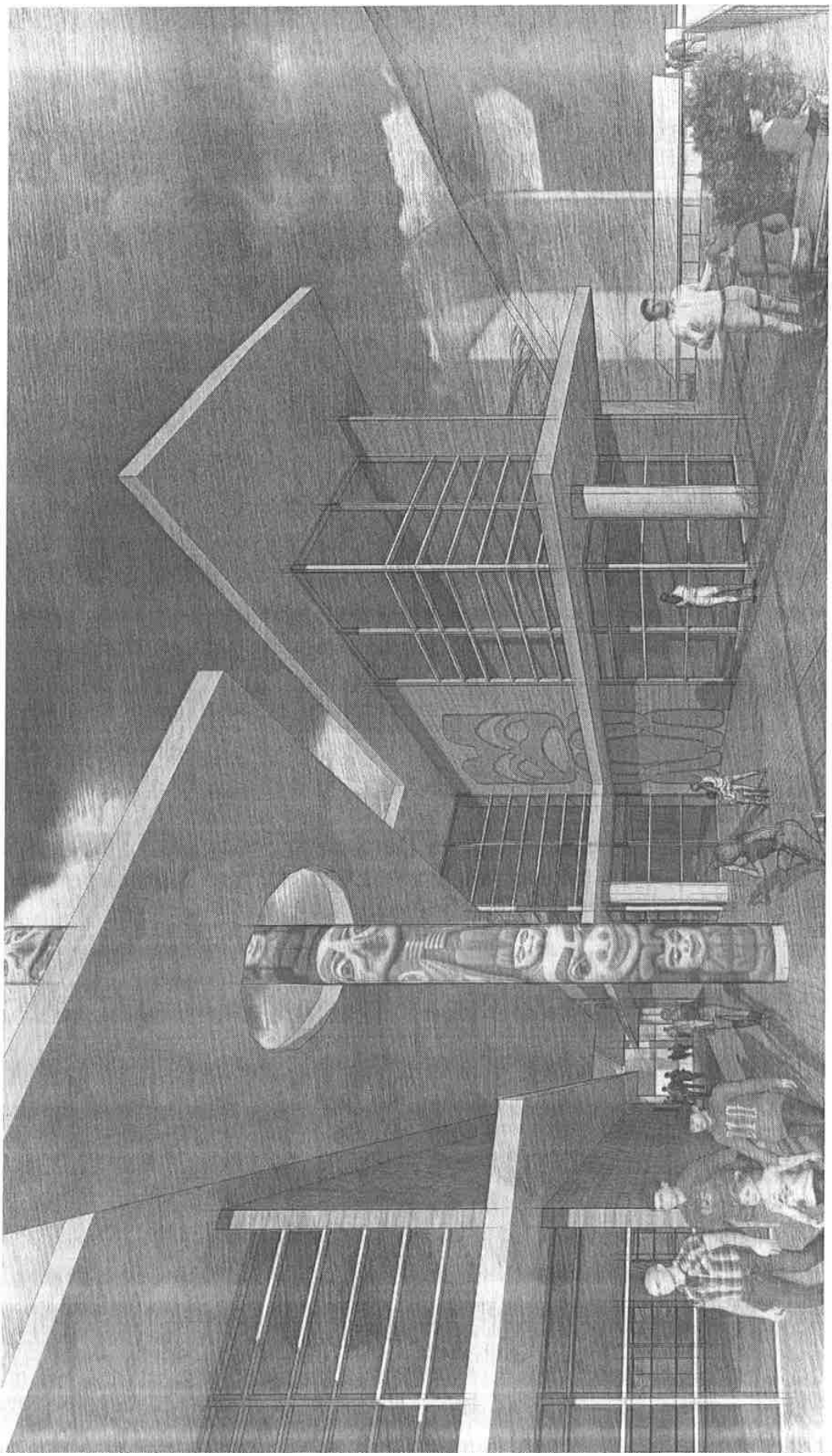
Skybridge

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



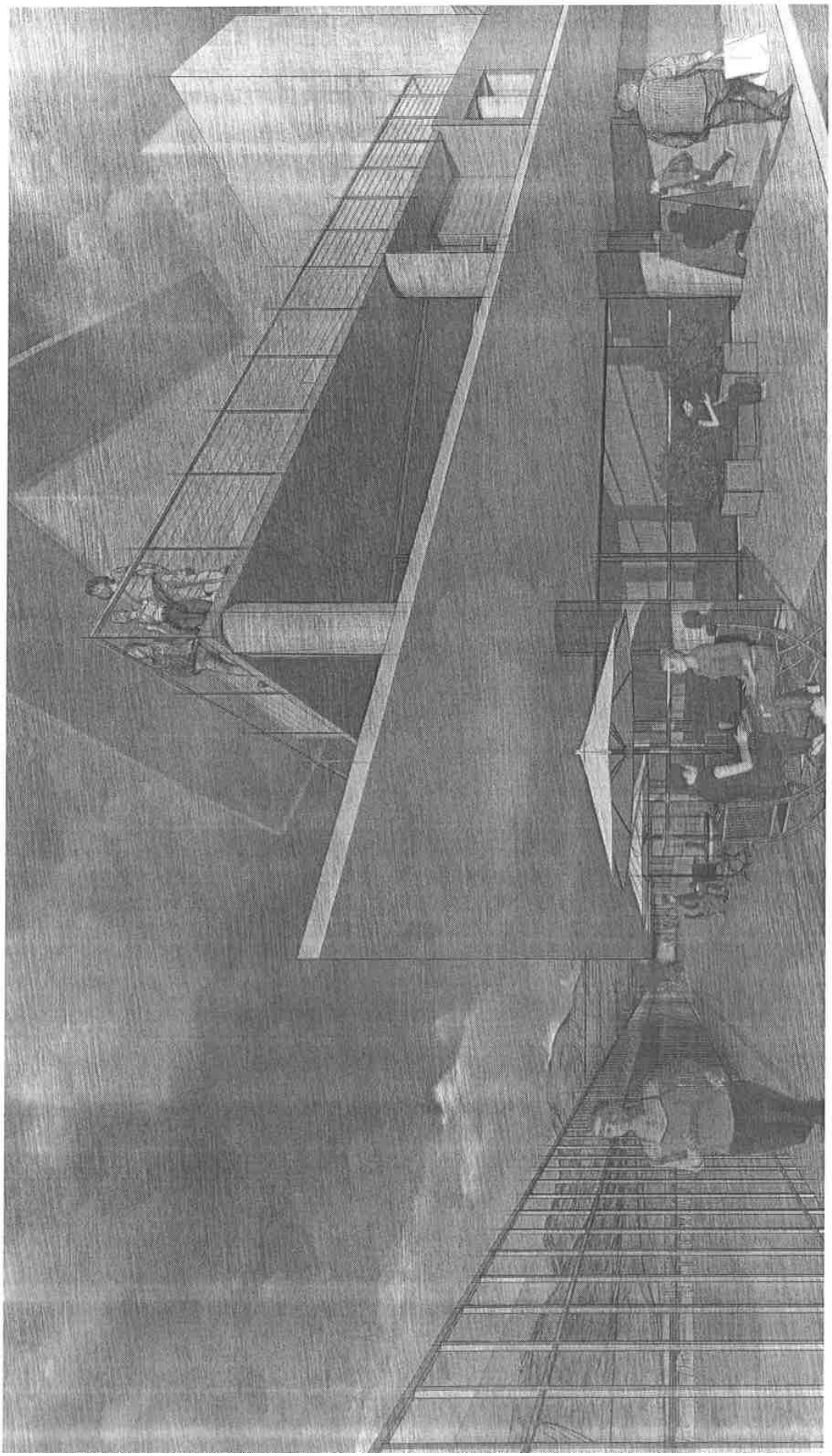
Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



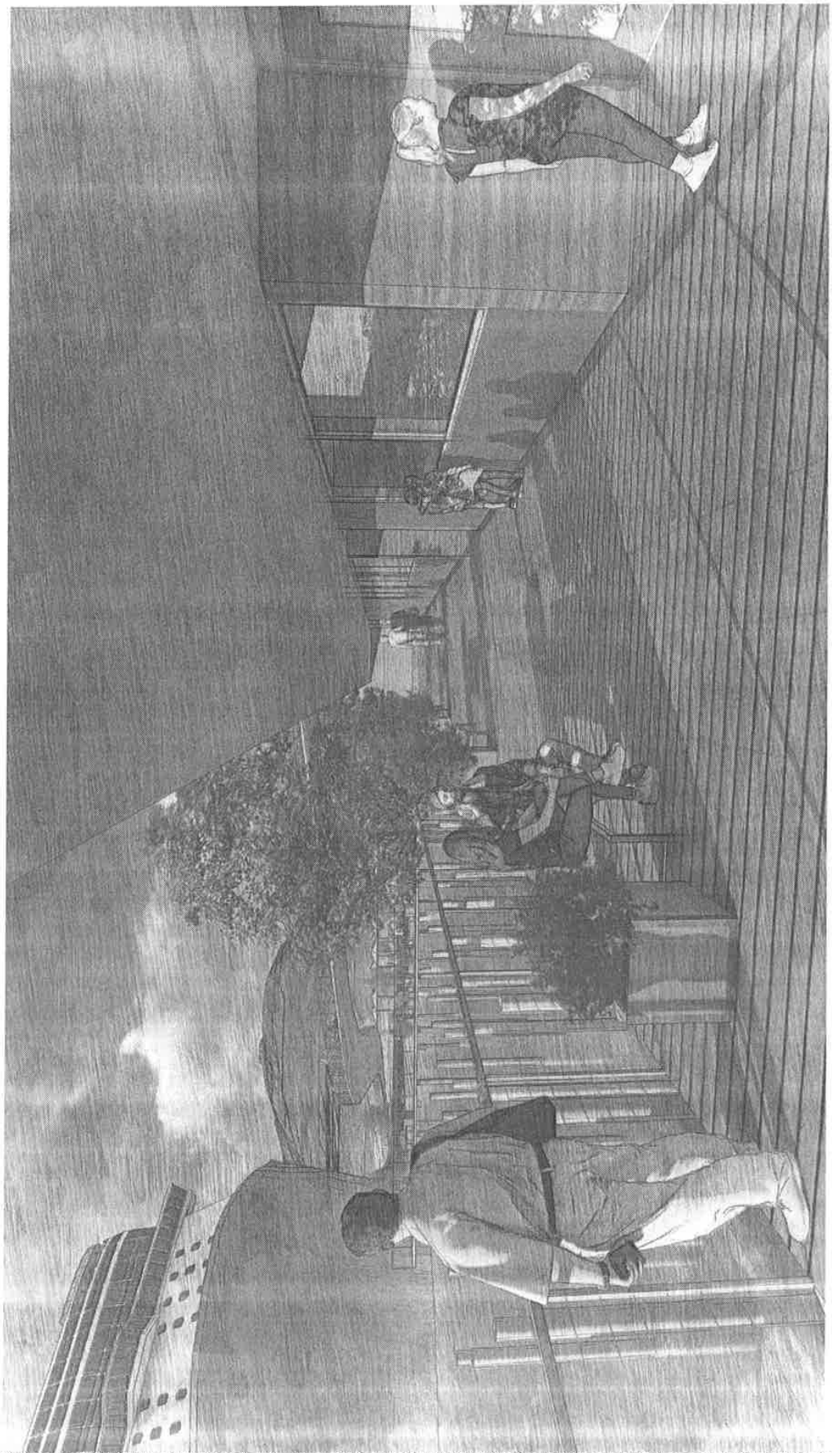
Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



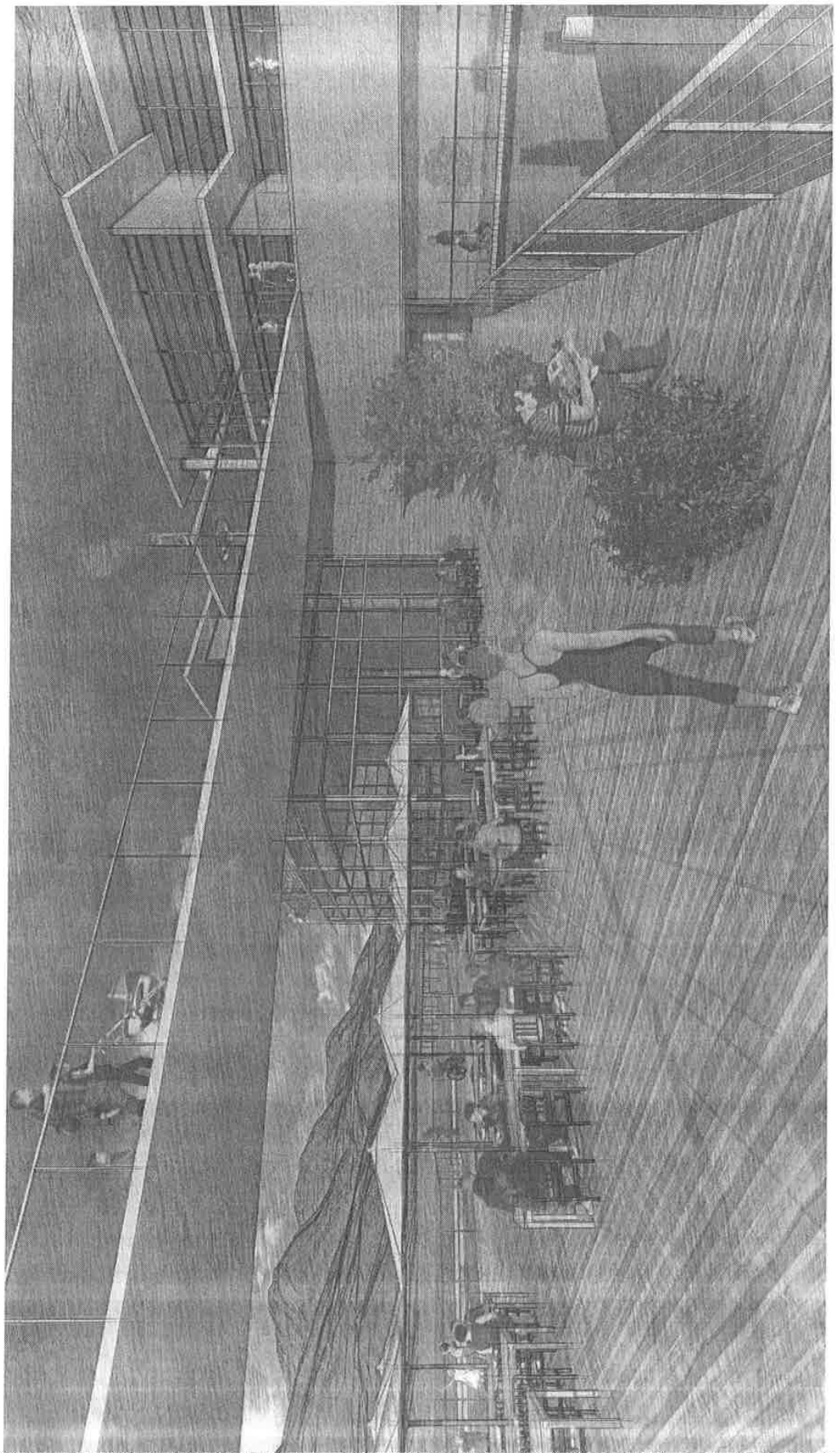
South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



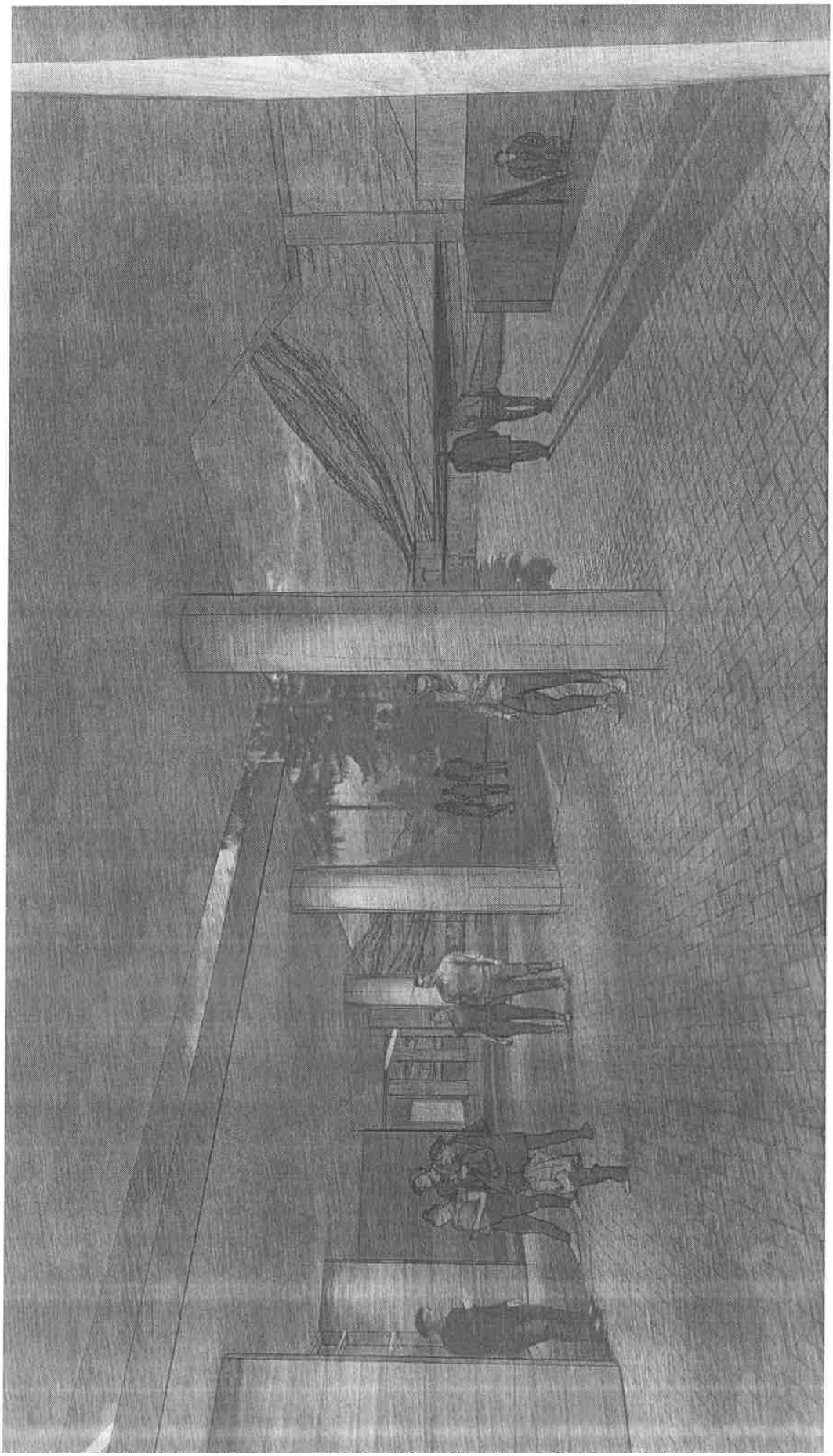
South Seawalk

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



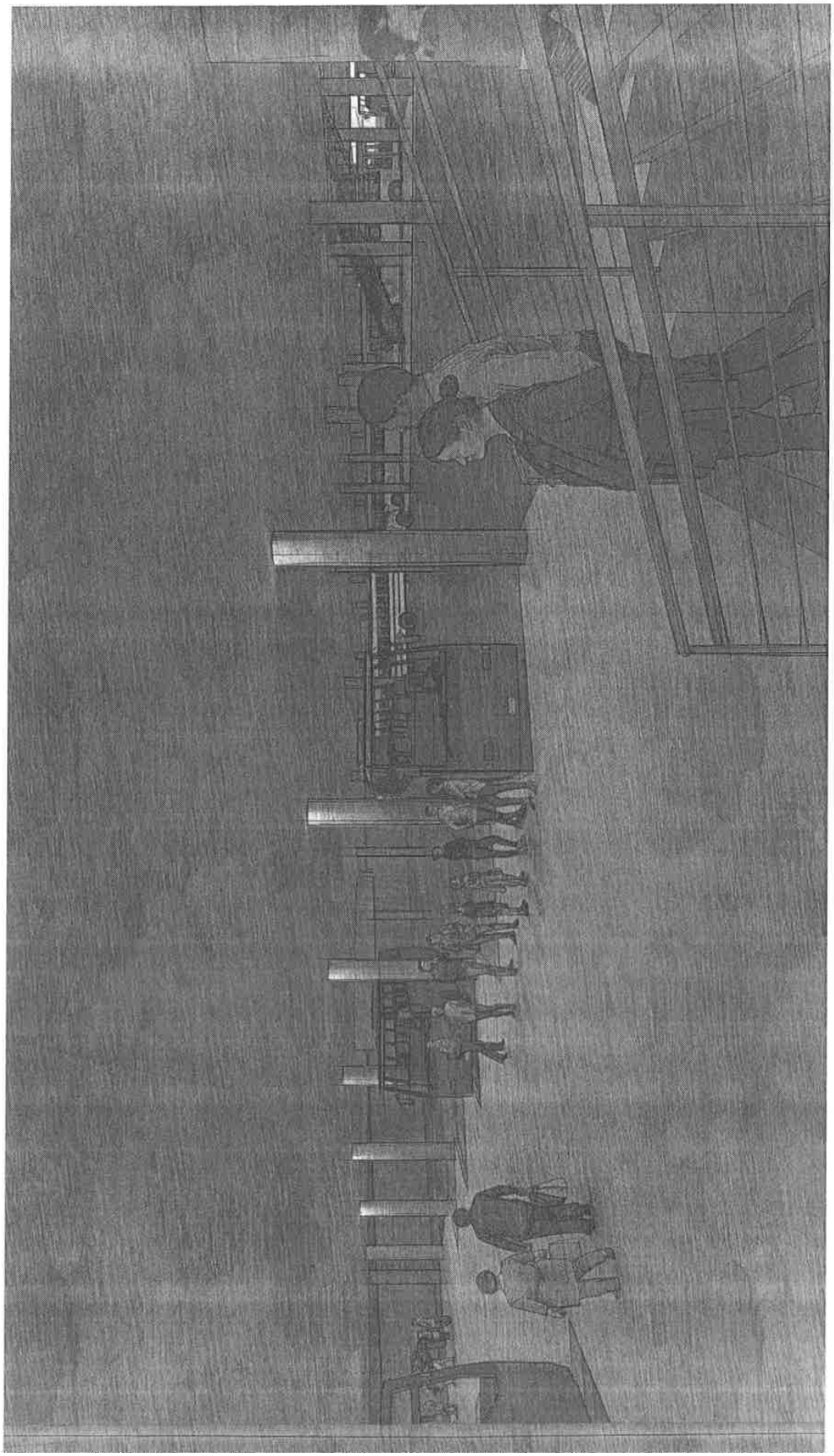
Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



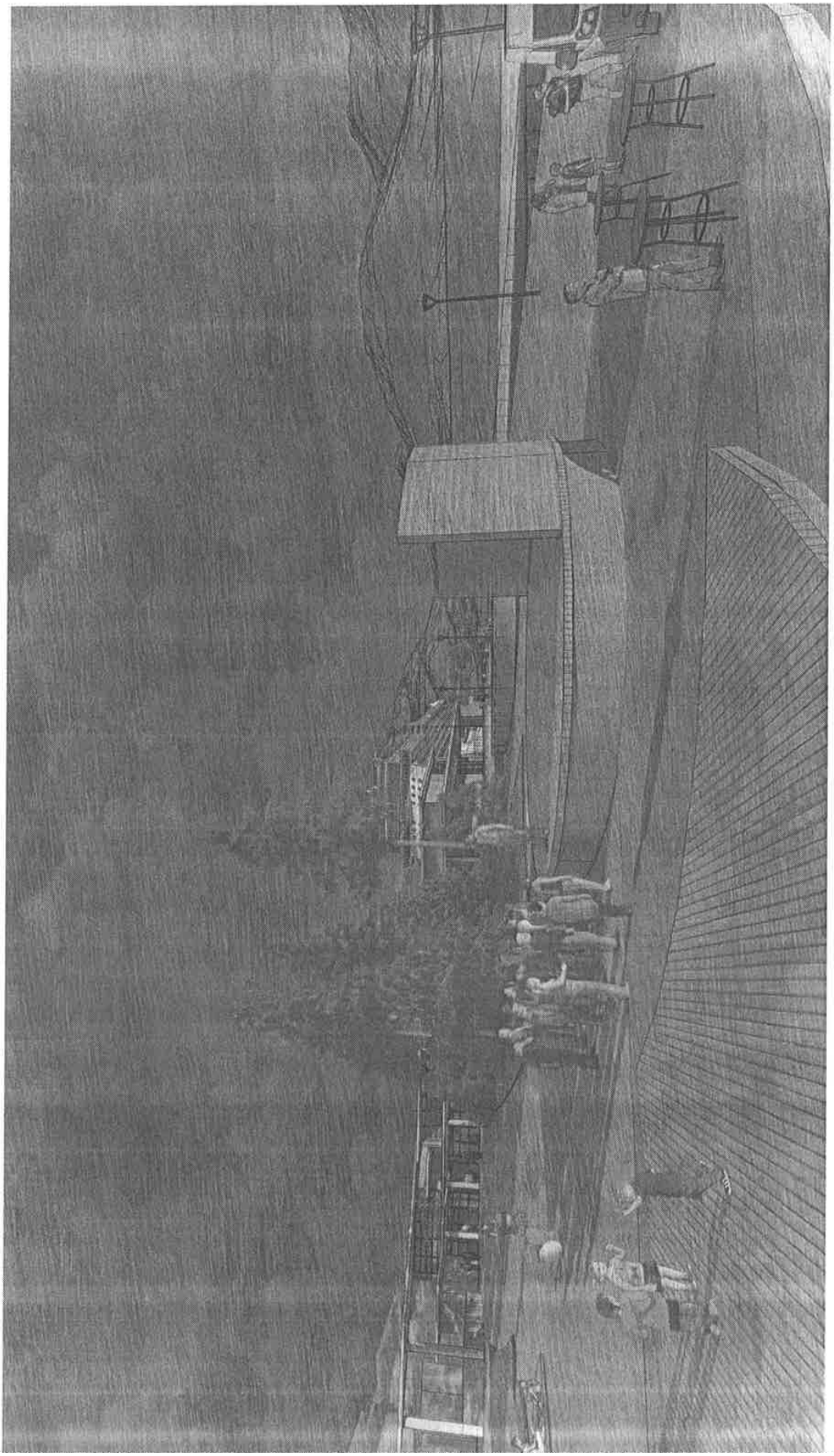
Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

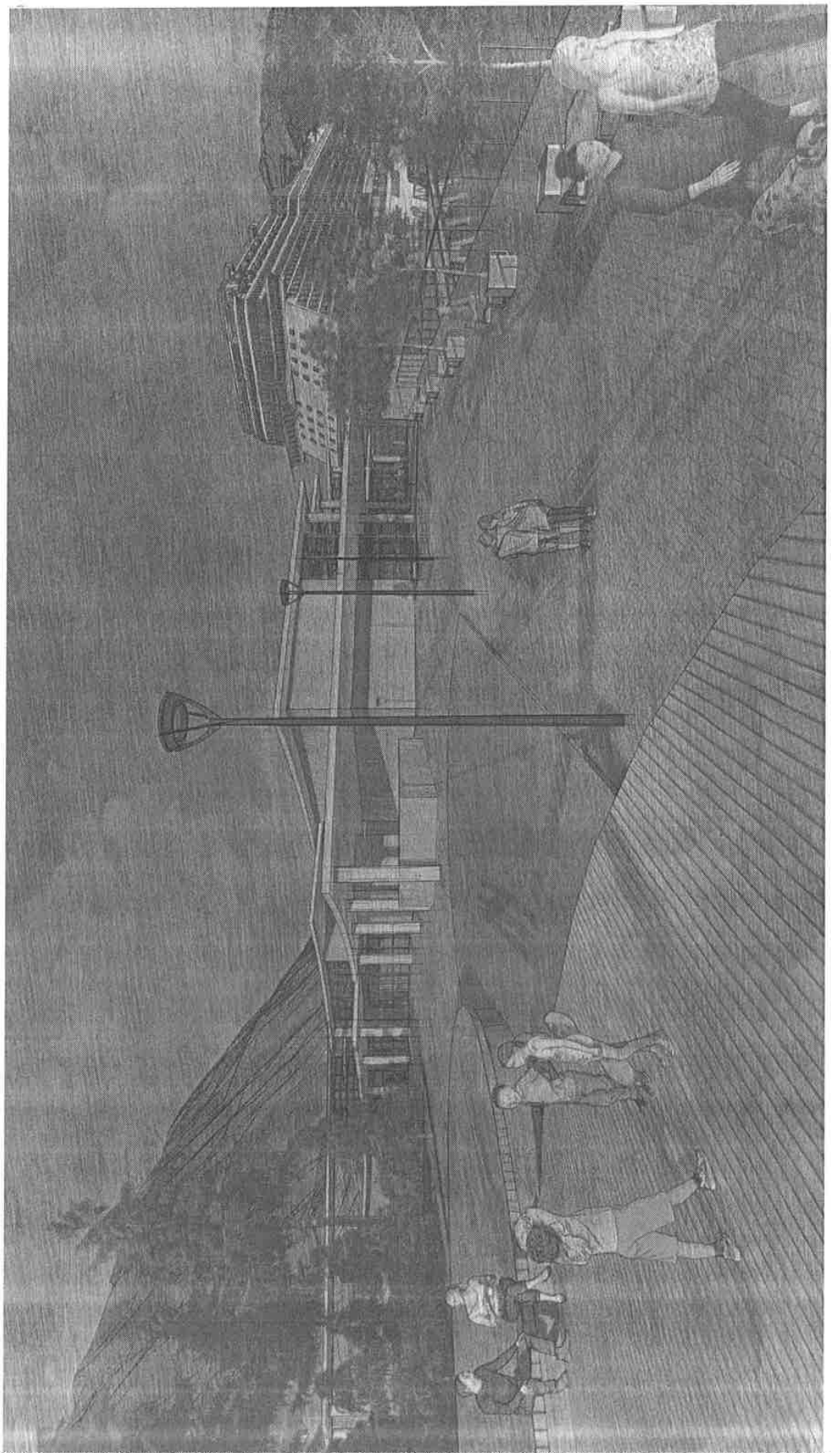


Tour Arrival / Departure Area

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

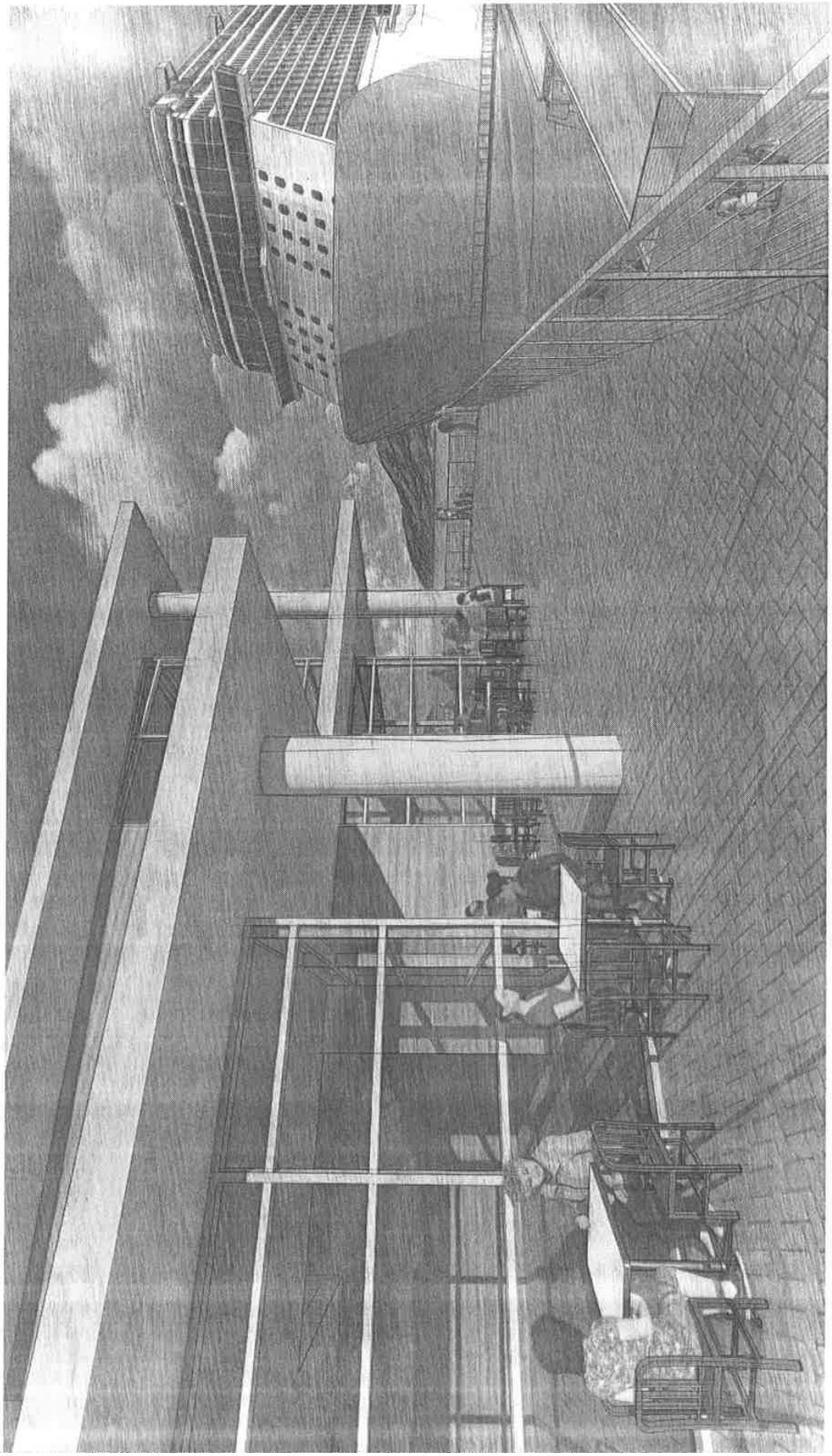


Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



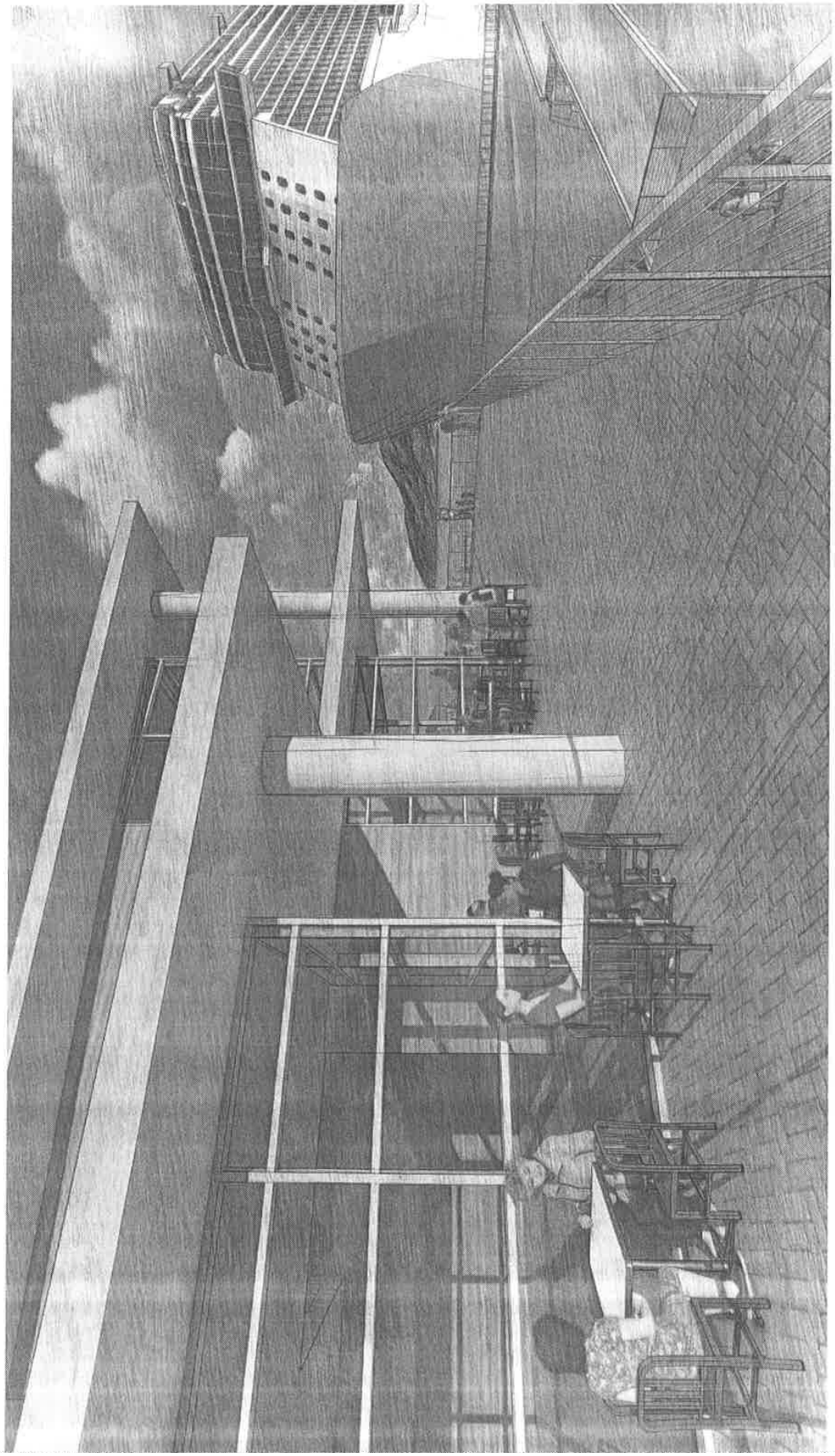
Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



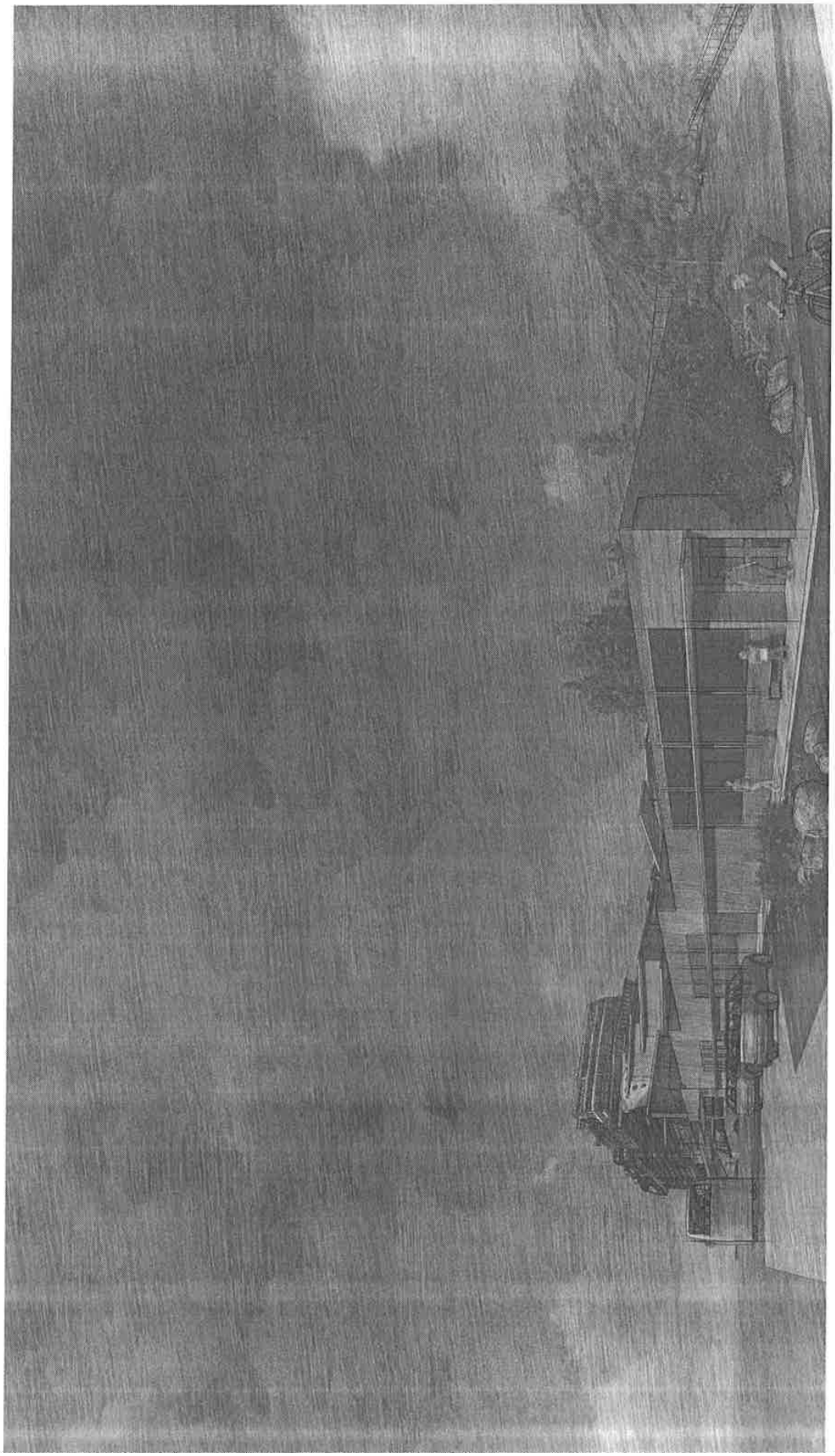
Upper Plaza fromWest
Phase 2 Retail / Dining to left

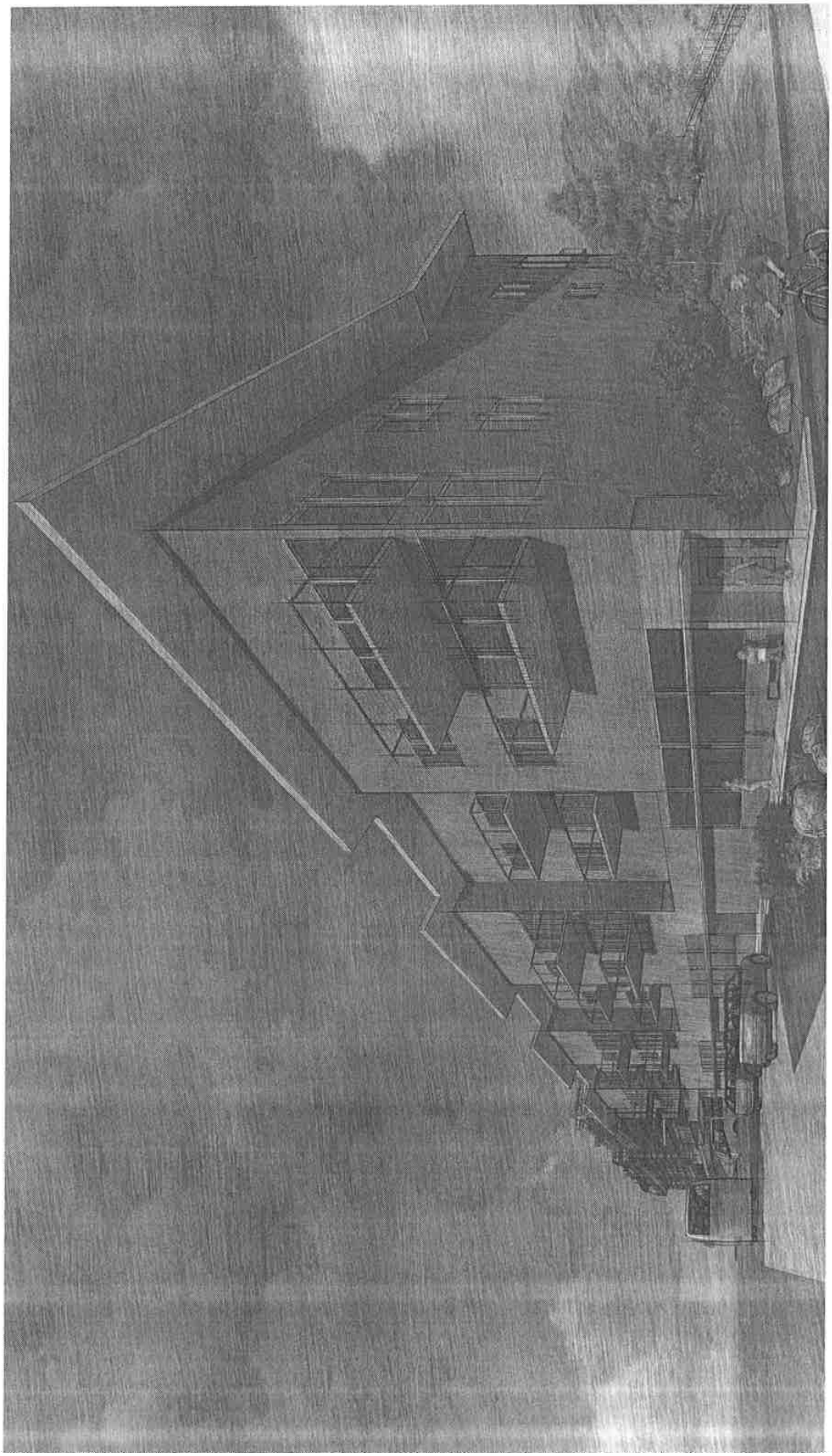
Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. , Conditional Use Concept January 6, 2023



Upper Plaza fromWest
Phase 2 Retail / Dining to left

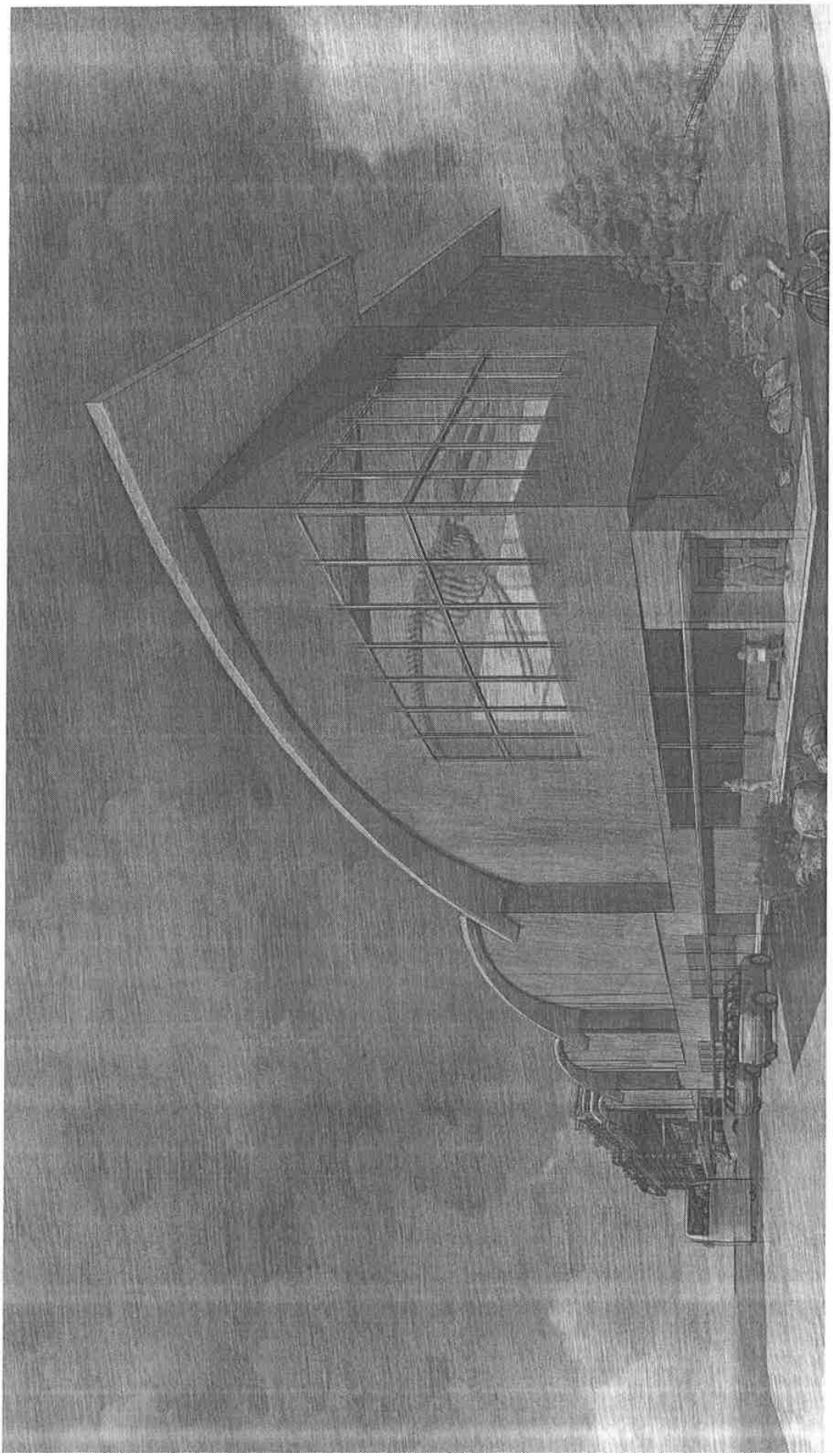
Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

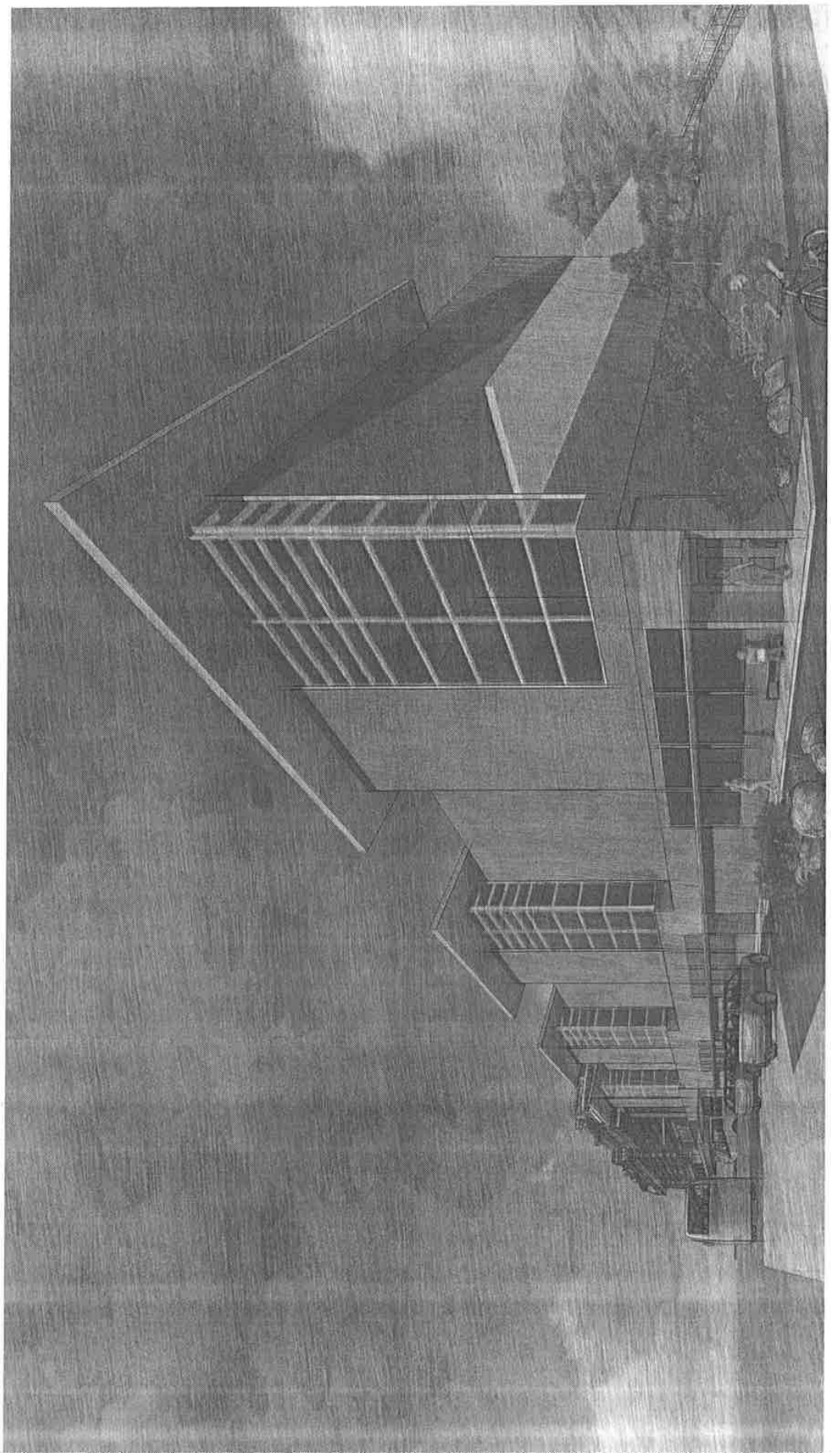

Corner of Egan and Whittier
Whittier-Level Retail
Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Corner of Egan and Whittier
Future Phase Development Option - Housing

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023


Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum
Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Jensen Yorba Wall Inc.

522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: January 6, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Pre-Application Conference

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.
- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com
Designing Community Since 1935

Date: January 13, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

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

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

Huna Totem Dock

Case Number:	PAC2022 0047
Applicant:	Huna Totem Corporation, Fred Parady
Property Owner:	Aak W Landing LLC
Property Address:	Egan Dr.
Parcel Code Number:	1C060K010031
Site Size:	125,406 SF/2.8789 Acres
Zoning:	MU2 Mixed Use 2 (Willoughby)
Existing Land Use:	Seasonal restaurant/Construction trailer

Conference Date:	October 26, 2022
Report Issued:	November 2, 2022

DISCLAIMER: Pre-application conferences are conducted for purposes of providing applicants with a preliminary review of a project and timeline. Pre-application conferences are not based on a complete application, and are not a guarantee of final project approval.

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
Fred Parady	Huna Totem, COO	FParady@hunatotem.com
Russell Dick	Huna Totem, President/CEO	Russell.Dick@hunatotem.com
Mickey Richardson	Huna Totem, Dir of Marketing	Mickey@hunatotem.com
Wayne Jensen	JYW Architects, President	Wayne@jensenyorbawall.com
Corey Wall	JYW Architects, Vice President	Corey@jensenyorbawall.com
Irene Gallion Emily Suarez David Peterson	Planning	Irene.Gallion@juneau.org Emily.Suarez@juneau.org David.Peterson@juneau.org

Sydney Hawkins	Permit Tech II	Sydney.Hawkins@juneau.org
Jill Maclean	CBJ CDD Director	Jill.Maclean@juneau.org
Alex Pierce	CBJ Tourism Manager	Alexandra.Pierce@juneau.org
Dan Bleidorn	CBJ Lands Manager	Dan.Bleidorn@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.

Flood plain development: FEMA mapping shows the flood plain area ending at the beach. Elements of the proposal closer to Egan Drive are below the 27 foot special flood hazard area elevation, but are outside of the mapped area. The Director has determined that flood proofing will not be required for development outside of the mapped area.

Lot coverage: See #7 below.

Construction across lot lines: A reminder that CDD cannot permit construction that crosses lot lines (CBJ 49.25.430).

Tidewater Lot Line setbacks: According to CBJ 49.25.430(4)(G): In any zoning district, yard setbacks are not required from tidewater lot lines. Reference #3 below.

Seawalk requirements: See the attached Ordinance 2005-29(am). Property owners within the area of the Long Range Waterfront Plan shall dedicate all easements necessary for construction of a seawalk 16 feet in width.

Project Overview

The project proposed phased development of mixed use, including retail, community park, docking, and associated parking.

Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 180 cars.

Materials provided by the applicant include:

- Existing Site Plan
- Seawalk (Grade) Level and Site Plan (with bus parking).
- Seawalk (Grade) Level and Site Plan (with off-season parking).
- Upper Plaza Level Phase 1.
- Upper Plaza Level Future Phases.
- Site Section.
- Zoning and parking study.
- Architectural Narrative for CBJ Pre-Application Conference.

The Applicant is working through early development stages. There are two meetings on November 7, 2022:

- Assembly Lands, Resources and Economic Development: The lease of the tidelands will be discussed in light of 53.09.260. Coast Guard land ownership and seawalk requirements will be discussed. Focus is on the specifics of the lease.
- Assembly Committee of the Whole: Huna Totem will be presenting development ideas and concepts to the Assembly. Focus will be on the vision for the community.

Coast Guard land ownership negotiations may result in modifications to the

The project will require a conditional use permit (CUP), because of public interest will be require a public meeting before the application goes to the Planning Commission.

Planning Division

1. **Zoning** – MU2, Town Center Parking area
2. **Subdivision** – Not applicable.
3. **Setbacks** –
    a. Minimum front yard setback: 5 feet
    b. Minimum street side yard setback: 5 feet
    c. Minimum rear yard setback: 5 feet
    d. Minimum side yard setback: 5 feet
    e. 49.25.430 (4)(G) - Yard setbacks. Tidewater lot line setback is zero (0)
4. **Height** – Maximum height permissible use: 45 feet
5. **Access** – Primary access is from Whittier Street. At this time the Applicant is unsure if access off Egan Drive will be required. Egan Drive is an Arterial. If access off Egan Drive is proposed, a driveway permit will be required from The Alaska Department of Transportation and Public Facilities.

    Contact: Michael K. Schuler

    Email: michael.schuler@alaska.gov

    Phone: 465-4499
6. **Parking & Circulation**– Parking per submitted materials. Note that the parking shown on Whittier is illustrative, and is not considered in parking calculations provided by the Applicant. CBJ does not permit back-out parking for commercial operations (CBJ 49.40.235(b)(6)

    The Applicant does not anticipate pursuing a waiver for parking at this time. If pursued, a waiver application should be made at the same time as the Conditional Use Permit application.
7. **Lot Coverage** – Maximum lot coverage is 80%. CDD's interpretation is that the park area on top of the garage is not lot coverage.

The definition of "lot coverage" means the percentage of horizontal lot area that is occupied by all buildings on the lot, each measured at the outside of those exterior walls of the floor having the greatest horizontal dimensions. The garage creates horizontal lot area by providing park space on the roof.

Phase 1 proposal current lot coverage is 8%.

8. **Vegetative Coverage** – Per CBJ 49.50.300 - Minimum vegetative cover is 5%. (Met)
9. **Lighting** – Proposed lighting will need to be downward cast full cut off. Lighting conditions established by the commission. Verified during building permit process.
10. **Noise** – Anticipated noise from this project is not expected to be excessive for the zoning district.
11. **Flood** –

Elements of the proposed structure and improvements are in the VE flood zone with elevations of 23 to 26 feet. VE Zone is a Special Flood Hazard Area (SFHA) inundated by 1% annual chance flood; coastal floods with velocity hazards. New development that follows within the definitions stipulated in 49.80 shall obtain a floodplain development permit (FDP). Proposed structures will need to be design to meet the requirements of CBJ 49.70 Article IV, and 49.70.400(j) for additional provisions in zones VE and V.

12. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – The project is not within a mapped hazard area. The project does not appear to need a Hillside Endorsement. A Hillside Endorsement will be required if slopes in excess of 18% are created, or cut into.

13. **Wetlands** – Wetlands are not anticipated on this lot. Fill of wetlands will require a United States Army Corp of Engineers fill permit.

    Contact them at: 907-753-2689

14. **Habitat** – Check with the U.S. Fish and Wildlife on the presence of eagle nests in the area. The presence of eagle nests may impact construction scheduling. No anadromous waterbodies are on the subject parcel, or within 50 feet.

15. **Plat or Covenant Restrictions** –There were not applicable Plat notes in Plat number 2009-37.

16. **Traffic** – A traffic impact analysis (TIA) will be required per CBJ 49.40.300 (a)(1)

    Parking level: 5,300 SF and 9,500 SF: Total SF: 14,500 SF (Retail)

    Phase 1: 10,000 SF Plaza level (Retail)

    Total: 24,800 SF retail

    According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a variety store generates 64.03 average annual daily traffic (AADT). Generating 1,587.94 AADT.

    Per plans parks are approximately 60,000 SF, or approximately 1.4 Acres (Scaled of off Plaza Level Phase 1 drawings) According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a City park generates 1.89 average annual daily traffic (AADT).

    The applicant will review the parking analysis done by the previous applicant, and modify if necessary.

17. **Nonconforming situations** – There are not nonconforming situations evident

Building Division

18. **Building** – Building plans will be reviewed during the permitting process, no comments at this time.

19. **Outstanding Permits** –

a. BLD20190242 – "Temp power for job trailer."

General Engineering/Public Works

20. **Engineering** –

a. Note that a single water meter would be required. Does not anticipate many challenges since the project will have engineers involved.

b. Per discussion above, review building elevations with FEMA elevation requirements for this area.

21. **Drainage** – None at this time.

22. **Utilities** – (water, power, sewer, etc.) None at this time.

Fire Marshal

23. **Fire Items/Access** – No comments at this time.

Other Applicable Agency Review

24. The Traffic Impact Analysis will be submitted to the Alaska Department of Transportation and Public Facilities for their evaluation and review. If they have concerns, the Commission may condition the project to address them.
25. The application will be circulated to the Alaska Department of Transportation and Public Facilities, the United States Army Corps of Engineers, the Alaska Department of Natural Resources, the United States Fish and Wildlife Service, the Alaska Department of Fish and Game, the Federal Aviation Administration, and the United States Coast Guard.

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. Development Permit Application
2. Allowable/Conditional Use Permit 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. Traffic Impact Analysis. The Final draft will be required to go to the Planning Commission.

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. None

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. $1,000 Class IV Permit
2. Public Notice Sign $150. $100 refundable if the sign is brought back by the Monday after the Commission meeting.

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

Submit your Completed Application

You may submit your application(s) online via email to permits@juneau.org
OR 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
Web: www.juneau.org/community-development

Attachments:
49.70 Article IV
49.15.330
Ordinance 2005-29(am)
Development Permit Application
Allowable/Conditional Use Permit Application

49.15.330 Conditional use permit.

(a) *Purpose.* 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.

(b) *Preapplication conference.* Prior to submission of an application, the developer shall meet with the director for the purpose of discussing the site, the proposed development activity, and the conditional use permit procedure. The director shall discuss with the developer, regulation which may limit the proposed development as well as standards or bonus regulations which may create opportunities for the developer. It is the intent of this section to provide for an exchange of general and preliminary information only and no statement by either the developer or the director shall be regarded as binding or authoritative for purposes of this code. A copy of this subsection shall be provided to the developer at the conference.

(c) *Submission.* The developer shall submit to the director one copy of the completed permit application together with all supporting materials and the permit fee.

(d) *Director's review procedure.*

(1) The director shall endeavor to determine whether the application accurately reflects the developer intentions, shall advise the applicant whether or not the application is acceptable and, if it is not, what corrective action may be taken.

(2) After accepting the application, the director shall schedule it for a hearing before the commission and shall give notice to the developer and the public in accordance with section 49.15.230.

(3) The director shall forward the application to the planning commission together with a report setting forth the director's recommendation for approval or denial, with or without conditions together with the reasons therefor. The director shall make those determinations specified in subsections (1)(A)—(1)(C) of subsection (e) of this section.

(4) Copies of the application or the relevant portions thereof shall be transmitted to interested agencies as specified on a list maintained by the director for that purpose. Referral agencies shall be invited to respond within 15 days unless an extension is requested and granted in writing for good cause by the director.

(5) Even if the proposed development complies with all the requirements of this title and all recommended conditions of approval, the director may nonetheless recommend denial of the application if it is found that the development:

(A) Will materially endanger the public health or safety;

(B) Will substantially decrease the value of or be out of harmony with property in the neighboring area; or

(C) Will not be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.

(e) *Review of director's determinations.*

(1) At the hearing on the conditional use permit, the planning commission shall review the director's report to consider:

(A) Whether the proposed use is appropriate according to the table of permissible uses;

(B) Whether the application is complete; and

(C) Whether the development as proposed will comply with the other requirements of this title.

(2) The commission shall adopt the director's determination on each item set forth in paragraph (1) of this subsection (e) 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.

(f) *Commission determinations; standards.* Even if the commission adopts the director's determinations pursuant to subsection (e) of this section, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the 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) Lack general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

(g) *Specific conditions.* The commission may alter the director's proposed permit conditions, impose its own, or both. Conditions may include one or more of the following:

(1) *Development schedule.* A reasonable time limit may be imposed on construction activity associated with the development, or any portion thereof, to minimize construction-related disruption to traffic and neighborhood, to ensure that development is not used or occupied prior to substantial completion of required public or quasi-public improvements, or to implement other requirements.

(2) *Use.* Use of the development may be restricted to that indicated in the application.

(3) *Owners' association.* The formation of an association or other agreement among developers, homeowners or merchants, or the creation of a special district may be required for the purpose of holding or maintaining common property.

(4) *Dedications.* Conveyance of title, easements, licenses, or other property interests to government entities, private or public utilities, owners' associations, or other common entities may be required.

(5) *Performance bonds.* The commission may require the posting of a bond or other surety or collateral approved as to form by the city attorney to guarantee the satisfactory completion of all improvements required by the commission. The instrument posted may provide for partial releases.

(6) *Commitment letter.* The commission may require a letter from a public utility or public agency legally committing it to serve the development if such service is required by the commission.

(7) *Covenants.* The commission may require the execution and recording of covenants, servitudes, or other instruments satisfactory in form to the city attorney as necessary to ensure permit compliance by future owners or occupants.

(8) *Revocation of permits.* The permit may be automatically revoked upon the occurrence of specified events. In such case, it shall be the sole responsibility of the owner to apply for a new permit. In other cases, any order revoking a permit shall state with particularity the grounds therefor and the requirements for reissuance. Compliance with such requirements shall be the sole criterion for reissuance.

(9) *Landslide and avalanche areas.* Development in landslide and avalanche areas, designated on the landslide and avalanche area maps dated September 9, 1987, consisting of sheets 1—8, as the same may be amended from time to time by assembly ordinance, shall minimize the risk to life and property.

(10) *Habitat.* Development in the following areas may be required to minimize environmental impact:

(A) Developments in wetlands and intertidal areas.

(11) *Sound.* Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.

(12) *Traffic mitigation.* Conditions may be imposed on development to mitigate existing or potential traffic problems on arterial or collector streets.

(13) *Water access.* Conditions may be imposed to require dedication of public access easements to streams, lake shores and tidewater.

(14) *Screening.* The commission may require construction of fencing or plantings to screen the development or portions thereof from public view.

(15) *Lot size or development size.* Conditions may be imposed to limit lot size, the acreage to be developed or the total size of the development.

(16) *Drainage.* Conditions may be imposed to improve on and off-site drainage over and above the minimum requirements of this title.

(17) *Lighting.* Conditions may be imposed to control the type and extent of illumination.

(18) *Other conditions.* Such other conditions as may be reasonably necessary pursuant to the standards listed in subsection (f) of this section.

(Serial No. 87-49, § 2, 1987; Serial No. 2006-15, § 2, 6-5-2006; Serial No. 2015-03(c)(am), § 9, 8-31-2015 ; Serial No. 2017-29, § 3, 1-8-2018, eff. 2-8-2018)

49.70.400 Floodplain.

(a) *Purpose.* The purpose of this article is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas. Other purposes are to:

(1) Reserved;

(2) Prevent the erection of structures in areas unfit for human usage by reason of danger from flooding, unsanitary conditions, or other hazards;

(3) Minimize danger to public health by protecting the water supply and promoting safe and sanitary drainage;

(4) Reduce the financial burdens imposed on the community, its governmental units, and its individuals by frequent and periodic floods and overflow of lands;

(5) Reserved;

(6) Ensure that potential buyers are notified that property is in a special flood hazard area; and

(7) Ensure that those who occupy the special flood hazard area assume financial responsibility for their development.

(b) *Interpretation.*

(1) In the interpretation and application of this article, all provisions are considered minimum requirements and are liberally construed in favor of the governing body.

(2) This article is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. Where the provisions of this article and another ordinance conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

(3) This article shall apply to all areas of special flood hazard areas (SFHAs) within the jurisdiction of the City and Borough of Juneau.

(4) The special flood hazard areas identified by the Federal Insurance Administrator (FIA) in a scientific and engineering report entitled the "Flood Insurance Study" (FIS) and the flood insurance rate maps (FIRMs) dated September 18, 2020 for the City and Borough of Juneau, Alaska are adopted. The FIS and FIRMs shall be on file with the community development department and available to the public at 155 South Seward Street, Juneau, Alaska.

(c) *Implementation.* The director is responsible for administering and implementing the provisions of this chapter and is responsible for maintaining for public use and inspection appropriate records and information relevant to implementation of this chapter. Such records and information must include:

(1) Actual elevations, in relation to mean lower low water, of the lowest floor, including basement, of all new or substantially improved structures located in the special flood hazard area (SFHA), and whether or not such structures have basements;

(2) Actual elevations, in relation to mean lower low water, of all new and substantially improved floodproofed structures and the required floodproofing certifications;

(3) Flood insurance studies (FISs);

(4) Flood insurance rate maps (FIRMs);

(5) Any reports or studies on flood hazards in the community, such as written reports by the U.S. Army Corps of Engineers, U.S. Geological Survey, or private firms provided to the director; and

(6) A file of all floodplain permit applications, permits, exceptions, and supporting documentation.

(d) *Enforcement.* Enforcement of this chapter is per CBJ 49.10.600—49.10.660.

(e) *Floodplain development permit required.* A floodplain development permit is required for any development or industrial uses located within a special flood hazard area, including placement of manufactured homes. The director must:

(1) Review all floodplain development permit applications for development in the special flood hazard area for compliance with the provisions of this chapter, and to determine if other permits may be necessary from local, state, or federal governmental agencies.

(2) Interpret the location of the special flood hazard area boundaries and regulatory floodway. If there appears to be a conflict between a mapped boundary and actual field conditions, the director must determine and interpret the documents. When base flood elevation data has not been provided, the director shall obtain, review, and reasonably utilize base flood elevation and floodway data available from any federal, state, municipal, or any other source to implement the provisions of this chapter.

(3) If the director determines that a proposed development is within a special flood hazard area, a permit fee must be collected and the following information must be provided before processing a floodplain development permit:

(A) Elevation of the lowest floor, including a basement, of all structures;

(B) Elevation to which any structure has been floodproofed;

(C) Certification by an engineer or architect that the floodproofing methods for any nonresidential structure meet generally accepted floodproofing standards;

(D) Description of the extent to which any watercourse will be altered or relocated as a result of proposed development;

(E) Description of the plan for maintenance of the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished; and

(F) When base flood elevation data have not been provided, the director shall obtain, review and reasonably apply any base flood elevation and floodway data available from federal, state or other sources.

(f) *Methods of reducing losses.* In order to accomplish its purpose, this article includes methods and provisions to:

(1) Restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or flood heights or velocities;

(2) Require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction;

(3) Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;

(4) Control filling, grading, dredging, and other development that may increase flood damage; and

(5) Prevent or regulate the construction of flood barriers that will unnaturally divert floodwaters or that may increase flood hazards in other areas.

(g) *General standards for flood hazard protection.* In special flood hazard areas the following standards apply:

(1) *Anchoring.*

(A) Design, modify, and anchor new construction and substantial improvements to prevent flotation, collapse, or lateral movement of the structure(s).

(B) A manufactured home must be anchored to prevent flotation, collapse, or lateral movement and be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors.

(C) An alternative method of anchoring may be used if the system is designed to withstand a wind force of 90 miles per hour or greater. Certification must be provided to the director that this standard is met.

(2) *Construction materials and methods.*

(A) Construct new construction and substantial improvements with materials and utility equipment resistant to flood damage.

(B) Use methods and practices that minimize flood damage for new construction and substantial improvements.

(C) Design or locate electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities so as to prevent water from entering or accumulating within the components during conditions of flooding.

(D) Require adequate drainage paths around structures on slopes to guide floodwaters away from existing and proposed structures for new construction and substantial improvements within zones AH and AO.

(3) *Utilities.*

(A) Design new and replacement water supply systems to minimize or eliminate infiltration of floodwaters into the system.

(B) Design new and replacement sanitary sewage systems to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters.

(C) Locate on-site waste disposal systems to avoid impairment to them or contamination from them during flooding.

(4) *[Subdivision and development proposal criteria.]* Subdivision and development proposals must meet the following criteria:

(A) Be designed to minimize flood damage;

(B) Locate and construct utilities and facilities, such as sewer, gas, electrical, and water systems to minimize flood damage;

(C) Provide adequate drainage to reduce exposure to flood damage; and

(D) Include base flood elevation data if the development consists of at least 50 lots or five acres, whichever is the lesser. If base flood elevation data is not available, the proposal must provide the data and backup information for how the base flood elevation data was generated for the proposal.

(5) *[Floodplain development permit requirements.]* Review of floodplain development permits must include:

(A) Review of the flood insurance rate map and flood insurance study for flood zone determinations for new or substantially improved structures;

(B) For new or substantially improved structures:

(i) Submittal of the proposed and finished lowest floor elevations in zones A, AE, AO, and AH.
(ii) Submittal of the proposed and finished bottom elevation of the lowest horizontal structural member of the lowest floor and its distance from the mean lower low water mark in zones V and VE; and
(iii) Submittal of specific requirements for zones V and VE as set forth in subsection 49.70.400(i).

(C) In zones A and V, where elevation data are not available through the flood insurance study or from another authoritative source, applications for floodplain development permit shall be reviewed to ensure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and may be based on historical data, high water marks, photographs of past flooding, and other similar or relevant data. Failure to elevate construction at least two feet above grade in these zones may result in higher insurance rates.

(D) Provision of an elevation certificate to demonstrate that the lowest floor of a structure is at or above base flood elevation. The certification must be provided on a form approved by the National Flood Insurance Program and prepared by a registered land surveyor or professional engineer who is licensed in the State of Alaska and authorized to certify such information. This requirement may be waived by the director if an approved record elevation demonstrates that the lowest floor is substantially above the base flood elevation due to natural ground level.

(6) *Other permits.* The applicant must certify that all other necessary permits have been obtained from any federal or state governmental agencies.

(7) *[Maintaining watercourse.]* Maintain altered or relocated portions of a special flood hazard area mapped watercourse so that the flood-carrying capacity is not diminished. The department must notify the state coordinating agency, if any, and the Federal Emergency Management Agency prior to

issuance of a floodplain development permit that seeks to alter or relocate any watercourse within a special flood hazard area.

(h) *Specific standards for flood hazards protection.* In special flood hazard areas where base flood elevation data is provided, the following provisions are required:

(1) *New structures or substantial improvements.* Fully enclosed areas below the lowest floor of new construction or substantial improvements, that are useable solely for parking of vehicles, building access, or storage in an area other than a basement, must automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect licensed in the State of Alaska or must meet or exceed the following minimum criteria:

(A) Provide a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;

(B) Height of the bottom of all openings must be no higher than one foot above grade; and

(C) Openings may be equipped with screens, louvers, or other coverings or devices provided that the automatic entry and exit of floodwaters is allowed.

(2) *Residential construction.* New construction and substantial improvement of any residential structure:

(A) Construct the lowest floor, including basement, elevated to or above the base flood elevation within zones A, AE, or AH; or

(B) Construct the lowest floor elevated to the base flood depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO.

(3) *Manufactured homes.* New or substantially improved manufactured homes must:

(A) Be placed at or above, the base flood elevation, within zones A, AH, or AE, and shall be elevated to, or above, the base flood elevation, and comply with subsection (g); or

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; and meet the provisions of subsection (g)(1).

(4) *Recreational vehicles.* Recreational vehicles placed within any special flood hazard area must be:

(A) Situated on the site for fewer than 180 consecutive days;

(B) Fully licensed, operational, and approved for road use; or

(C) Meet the requirements of subsection (h)(3).

(5) *Nonresidential construction.* New construction or substantial improvement of any nonresidential structure must:

(A) Elevate the lowest floor, including basement, to or above the base flood elevation within zones A, AE, and AH;

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; or

(C) Floodproof the area below the base flood elevation within zones A, AE, AH, and AO, so that:

(i) The structure and utility and sanitary facilities are watertight with walls substantially impermeable to the passage of water;

(ii) Structural components shall have the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

(D) A floodproof structure must be designed by an engineer or architect licensed in the State of Alaska, certifying that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on the engineer's or architect's development or review of the structural design, specifications, and plans. Certification must be provided to the director;

(E) Applicants proposing to floodproof nonresidential buildings must be notified at the time of floodplain development permit application that flood insurance premiums are based on rates that are one foot below the floodproofed level.

(6) *Industrial uses.* Industrial uses within the special flood hazard area are subject to the following provisions:

(A) Sand and gravel operations, recreation activities, open space, and parking lots may be allowed in 100-year floodplains if the use does not increase the flood hazard.

(B) Industrial equipment and raw materials stored in 100-year floodplains must be adequately bermed or otherwise protected.

(C) Disposal of hazardous materials in 100-year floodplains is prohibited. No new development that involves storage of hazardous materials will be permitted in the 100-year floodplain unless there is no feasible and prudent alternative and adequate safety measures are provided to prevent accidental discharge.

(D) Establishment of sanitary landfills in floodplains is prohibited.

(7) *Increasing water surface elevation in special flood hazard area mapped watercourses where floodways are not mapped.* Notwithstanding any other provisions of this article, development in zones A, AE, and AH may increase the water surface elevation of the base flood:

(A) Up to one foot with the submittal of an analysis completed by an engineer licensed in the State of Alaska demonstrating the cumulative effects of the proposed, existing and anticipated, development to the base flood; or

(B) By more than one foot only after a conditional letter of map revision and final letter of map revision is approved by the Federal Emergency Management Agency flood insurance administrator.

(i) *Additional provisions in floodways.*

(1) Residential and nonresidential structures are prohibited in floodways, no exceptions apply. Culverts and bridges are not subject to this prohibition.

(2) Encroachments, including fill, new construction, and other development, except subdivisions, within a floodway are prohibited unless an engineer licensed in the State of Alaska submits a hydrologic and hydraulic analyses to the director indicating that the encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge. The hydrologic and hydraulic analyses must be performed in accordance with standard engineering practice acceptable by the Federal Emergency Management Agency.

(3) Development along a floodway cannot increase the water surface elevation unless a conditional letter of map revision and final letter of map revision that revises the floodway are approved by the Federal Emergency Management Agency.

(j) *Additional provisions in zones VE and V.*

(1) New construction and substantial improvements in zones V and VE must be elevated on pilings and columns so that:

(A) The bottom of the lowest horizontal structural member of the lowest floor, excluding the pilings or columns, is elevated to or above the base flood elevation; and

(B) The pile or column foundation and structure attached thereto is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Wind and water loading values must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used are those required by applicable state statute and local code. A registered professional engineer or architect licensed in the State of Alaska must develop or review the structural design, specifications, and plans for the construction and must certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of subsections (j)(1)(A) and (B) of this section.

(C) The use of fill for structural support of buildings is prohibited.

(2) In zones VE and V, new habitable construction must be located landward of the reach of mean high tide.

(3) In zones VE and V, new construction and substantial improvements must have the space below the lowest floor either free of obstruction or constructed with nonsupporting breakaway walls, open wood latticework, or insect screening intended to collapse under wind and water loads without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system.

(4) Breakaway walls must have a design safe loading resistance of not less than ten pounds per square foot and no more than 20 pounds per square foot. Use of breakaway walls that exceed a design safe loading resistance of 20 pounds per square foot (either by design or when so required by local or state codes) may be permitted only if a registered professional engineer or architect licensed in the State of Alaska certifies that the designs proposed meet the following conditions:

(A) Breakaway wall collapse must result from a water load less than that which would occur during the base flood; and

(B) The elevated portion of the building and supporting foundation system must not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and nonstructural). Maximum wind and water loading values to be used in this determination must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used shall be those required by applicable state statute and local code.

(C) Enclosed space within breakaway walls are limited to parking of vehicles, building access, or storage. Such space must not be used for human habitation.

(k) *Warning and disclaimer of liability.* The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected, can and will occur. Flood heights may be increased by human or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, §§ 2—9, 1990; Serial No. 2013-19(b), § 2, 7-15-2013 ; Serial No. 2020-42, § 2, 8-24-2020, eff. 9-23-2020 ; Serial No. 2021-06, § 2, 4-26-2021, eff. 5-26-2021)

49.70.410 Exceptions.

(a) The planning commission shall hear all applications for an exception from the provisions of this article, and are limited to the powers granted in this article and those necessarily implied to ensure due process and to implement the policies of this article.

(b) In passing upon such application, the planning commission must consider all technical evaluations, relevant factors, standards specified in other sections of this article, and:

(1) The danger that materials may be swept onto other lands and cause injury to other persons or property;

(2) The danger to life and property due to flooding or erosion damage;

(3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;

(4) The importance of the services provided by the proposed facility to the community;

(5) The necessity to the facility of a waterfront location, where applicable;

(6) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;

(7) The compatibility of the proposed use with existing and anticipated development;

(8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;

(9) The safety of access to the property in times of flood for ordinary and emergency vehicles;

(10) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

(11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

(c) Exceptions may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing subsections (b)(1)—(b)(11) of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the exception increases.

(d) Upon consideration of the factors of subsection (b) of this section and the purposes of this article, the commission may deny or grant the application and may attach such conditions to the grant of an exception as it deems necessary to further the purposes of this article.

(e) Exceptions may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places, without regard to the procedures set forth in the remainder of this section.

(f) Exceptions must not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(g) Exceptions must only be issued upon a determination that the exception is the minimum necessary, considering the flood hazard, to afford relief.

(h) Exceptions must only be issued upon:

(1) A showing of good and sufficient cause;

(2) A determination that failure to grant the exception would result in exceptional hardship to the applicant; and

(3) A determination that the granting of an exception will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances or conflict with existing local laws or ordinances.

(i) Reserved.

(j) Warning and disclaimer of liability. The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected,

can and will occur. Flood heights may be increased by manmade or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof, or the Federal Insurance Administration for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, § 10, 1990; Serial No. 2021-06, § 3, 4-26-2021, eff. 5-24-2021)

Presented by: The Manager
Introduced: 09/12/2005
Drafted by: J.W. Hartle

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2005-29(am)

An Ordinance Relating to the Seawalk in the Area Encompassed by the Long Range Waterfront Plan.

WHEREAS, the Assembly has adopted the Long Range Waterfront Plan; and

WHEREAS, that plan includes a seawalk extending along the entire downtown waterfront to provide a useable transportation corridor; and

WHEREAS, the CBJ Land Use Code currently requires property owners developing or redeveloping their property to construct the seawalk and dedicate an easement for it; and

WHEREAS, having the City and Borough construct the seawalk will facilitate development of a coherent, useable corridor; and

WHEREAS, the LID process can be used to provide for construction of the seawalk along properties not under development.

NOW, THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough code.

Section 2. Amendment of Subsection. CBJ 49.70.960 Special waterfront areas, is amended at subsection (c)(6) to read:

...

(6) Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to twenty percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners of property along

the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk sixteen feet in width.

(A) *Reserved.*

(B) *Reserved.*

(C) The seawalk shall not be required for existing buildings located along the water's edge until additions or alterations, or both, in excess of 50 percent of the gross square footage of the existing structure are proposed or undertaken within a 36-month period as determined by the City and Borough building division. General maintenance or repair work is exempt from this requirement.

(D) *Reserved.*

...

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 10th day of October, 2005.

Bruce Botelho, Mayor

Attest:

Laurie J. Sica, Clerk

Irene Gallion

From: Irene Gallion
Sent: Tuesday, January 31, 2023 10:46 AM
To: Jill Maclean
Subject: RE: Invitation

TIA

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Tuesday, January 31, 2023 10:45 AM
To: 'Fred Parady' <FParady@hunatotem.com>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: RE: Invitation

Hi Fred,

Irene and I were discussing a few topics including the HT application. She mentioned that she had reviewed your application and sent an email regarding a few outstanding items, e.g. parking plan. If we receive those items timely, then the March 14 hearing date that Irene mentioned to you should work.

Best,

Jill

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, January 30, 2023 11:01 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Subject: Re: Invitation

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

Jill:

Thanks! Hope your travel is for fun or family…

Are we on the Planning Commission schedule?

All the best -

Fred

Sent from my iPhone

> On Jan 30, 2023, at 9:00 AM, Jill Maclean <Jill.Maclean@juneau.gov> wrote:
>
> Hi Fred,

Thanks for the invite. I'll see if I can make it over. Also, just a heads up – I'm traveling Wednesday week, and won't be available. If you have any questions or need assistance, Irene Gallion has been assigned your case, and Scott Ciambor will be acting director during my absence.

Best,

Jill

From: Fred Parady <FParady@hunatotem.com>
Sent: Sunday, January 29, 2023 8:21 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Subject: Invitation

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

Jill:

We are hosting an open house at the Hangar Ballroom on the Wharf tomorrow afternoon (Monday, 1/30) at 4 PM to share information about our Aak'w Landing project. We are confident that we can engage cooperatively with the Assembly, city staff, and the community to bring this project to completion in a timely manner.

We would like to personally invite you to join us for this event, and hope to see you there!

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Irene Gallion

From: Irene Gallion
Sent: Tuesday, January 31, 2023 2:40 PM
To: 'Fred Parady'
Cc: Russell Dick;Corey Wall;Garth Schlemlien;Mickey Richardson
Subject: USE23-03: Project description
Attachments: ABN_AME22-06 & 08 DRAFT.pdf

Hi all,

Attached is an example of what goes out for public comment – this one page shows two sides of a half-sheet-of-paper post card. As you can see, there is not a lot to it. However, the description that goes in there is critically important. It is carried on into the staff report and decision documents.

Here is the description I've drafted for this project, getting us through phases 1 and 2:

Mixed use uplands development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Dock development will be considered under a separate series of land use actions.

Do you see anything that could stymie plans? Corey is going to help come up with a good not-to-exceed number for square feet, but are there any uses or ideas that might not fall neatly into this description?

Sorry for the wide net, but everyone has a piece of this, so wanted to make sure everyone had a chance to weigh in.

IMG

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, January 31, 2023 12:26 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Russell Dick <russell.dick@HunaTotem.com>; Corey Wall <corey@jensenyorbawall.com>; Garth Schlemlien <gas@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Need a Traffic Impact Analysis

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

Irene:

Here is the most recent traffic impact analysis, done less than a year ago by Kinney Engineering for NCL and MRV.

We are having this updated to reflect the details of our current plan, but the differences are minor, and the traffic study confirms that the impacts on the intersections studied are minimal. We anticipate having the updated final study to you by March 6th.

We look forward to the coming meeting with the Planning Commission on March 14th. Please advise as to next steps we need to take for the abutters notices and we will get that done this week as required.

Fred

Fred Parady

Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, January 31, 2023 7:54 AM
To: Fred Parady <FParady@hunatotem.com>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Need a Traffic Impact Analysis
Importance: High

Hi Fred,

We need a Traffic Impact Analysis for the project. The final study will need to be received prior to the Planning Commission meeting. We can get you on for March 14th Planning Commission if you can produce the traffic study.

I'd suggest you might send the draft that was developed for the other project, then check in with the Engineer who wrote it to see if it applies to this project or needs modification. We will need to see notice from the Engineer that the traffic study specifically applies to this project. Note we would need the final traffic study my **March 6, 2023**. In the meantime, I'll need a draft on which to base the staff findings.

If the traffic study needs more time please let me know as soon as possible. Abutters notices for the March 13 meeting need to go out this week. If we need to delay, we could get you on the agenda for March 28 or thereafter.

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 X2

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Irene Gallion

From: Irene Gallion
Sent: Tuesday, January 31, 2023 3:58 PM
To: 'Fred Parady'
Cc: Corey Wall
Subject: RE: Need a Traffic Impact Analysis
Attachments: ARTICLE_III.___TRAFFIC(1).docx

Hi Fred,

Looks like you were not able to break free!

I suspect the TIA is the critical path item at this point.

The parking memo is not a TIA, per se, and DOT will not review it. I've attached code requirements for a TIA, make sure Kinney understands what you are looking for.

We need to have ADOT&PF review the TIA before it goes to the Commission.

To make timelines work, we need to know this week if Kinney could have a TIA to us by the 13th, giving DOT two weeks to review before the materials need be bundled for the Commission.

Please let me know as soon as possible if Kinney thinks they can make this work. If not, or if we have not heard by end of week, we will slide to March 28th.

Thanks!

IMG

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, January 31, 2023 2:35 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Re: Need a Traffic Impact Analysis

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

I am downtown at SE conference -could I swing by at 3:30?

Sent from my iPhone

> On Jan 31, 2023, at 2:06 PM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:
>
> Thanks Fred!
>
> CDD will get abutters out this week.

To clarify, I believe we are going for a conditional use permit for phases 1 and 2 since they are rela
known. Fred, I'll be reaching out to you to discuss, or give me a call when you have a moment.

IMG

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, January 31, 2023 12:26 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Russell Dick <russell.dick@HunaTotem.com>; Corey Wall <corey@jensenyorbawall.com>; Garth Schlemlien <gas@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Need a Traffic Impact Analysis

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Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
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To: Fred Parady <FParady@hunatotem.com>
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Subject: Need a Traffic Impact Analysis
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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 X2

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ARTICLE III. TRAFFIC[1]

49.40.300 Applicability.

(a) A traffic impact analysis (TIA) shall be required as follows:

(1) A development projected to generate 500 or more average daily trips (ADT) shall be required to have a traffic impact analysis.

(2) A development projected to generate fewer than 250 ADT shall not be required to have a traffic impact analysis.

(3) A development projected to generate more than 250 ADT but fewer than 500 ADT shall be required to have a traffic impact analysis if the Community Development Department Director determines that an analysis is necessary based on the type of development, its location, the likelihood of future expansion, and other factors found relevant by the director.

(4) The applicant shall provide the traffic projections for the project, and the department will review and approve the final figures.

(5) A TIA must be prepared by a licensed engineer, or a transportation planner, with traffic analysis experience, approved by the director.

(b) The department shall require the applicant to contact the Alaska Department of Transportation and Public Facilities to determine whether a state permit or TIA will be required.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.305 Traffic impact analysis (TIA) requirements.

(a) A TIA prepared under this section must identify and assess the impacts of the proposed development on all affected transportation systems. The TIA shall identify any effective development design or operational measures that would mitigate impacts of a development on transportation systems. The study area for the TIA shall be that area in which it is anticipated that the proposed development will increase ADT by five percent or more.

(b) A TIA must forecast traffic generated by a development in accordance with the most recent edition of Institute of Traffic Transportation Engineers' Trip Generation Handbook.

(c) A TIA must address the following items:

(1) Intersections and segments of roadways where the ADT on any approach to an intersection is anticipated to increase by five percent or more due to the proposed development;

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[1]Editor's note(s)—Serial No. 2008-01, § 2, adopted January 28, 2008, effective February 28, 2008, repealed former Art. III, §§ 49.40.300, 49.40.310 and enacted provisions designated as a new Art. III to read as herein set out.

Cross reference(s)—Traffic, CBJ Code tit. 72.

(2) Each driveway or approach road that will allow egress from or ingress to the proposed development;

(3) Existing and proposed pedestrian and bicycle facilities, if any, within the proposed development, and existing and proposed pedestrian and bicycle facilities to be used for access to the proposed development;

(4) Projected traffic at the development's anticipated opening date, and at full build out, both with and without the traffic generated by the development;

(5) Locations where road improvements are necessary to mitigate traffic impacts due to the development at the opening date, or where improvements are necessary to prevent the level of service (LOS) from deteriorating further at the opening date without the development;

(6) Road improvement alternatives or other measures that will achieve an acceptable LOS or minimize degradation of service below an already unacceptable LOS according to section 49.40.310 Traffic; minimum standards;

(7) Internal circulation and parking plans; and

(8) An accident analysis that contains the following elements:

(A) An accident diagram showing accidents over the most recent three years of accident data, at all intersections or roadway segments identified as being impacted by the development, using the State of Alaska Department of Transportation's accident database, if available.

(B) An analysis of the type of accidents.

(C) An analysis of the accidents to determine if any pattern exists, and whether the accident pattern will be impacted by the development.

(D) If an accident pattern exists that will be exacerbated by the development, a determination whether there is a cost-effective solution which would mitigate the problem and how it can be implemented.

(d) Level of service (LOS) and operational analysis for a traffic impact analysis prepared under this section must be performed in accordance with the most recent edition of the Transportation Research Board's publication Special Report 209, Highway Capacity Manual.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.310 Traffic; minimum standards.

(a) The minimum acceptable LOS for a roadway segment or intersection within the area affected by the development, on the projected opening date of the development, or full build out of the development, is LOS D.

(b) If an intersection or roadway segment affected by the development has a pattern of accidents resulting in personal injuries, and the development will aggravate this accident pattern, then mitigation shall be required, regardless of the projected LOS.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.320 Traffic impact analysis review.

(a) The department will review the traffic impact analysis prepared under this section.

(b) Mitigation measures may be subject to financial guarantee pursuant to Chapter 49.55, if appropriate considering safety and scheduling.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.330 Traffic impact mitigation.

(a) Except as provided in 49.40.340, an applicant shall make improvements to a roadway or intersection to achieve or maintain an acceptable LOS if a roadway or intersection has an:

(1) LOS D without traffic generated by the development; and would drop below LOS D with traffic generated by the development at the opening date of the development or full build out;

(2) If a roadway has an LOS below D without traffic generated by the development at the opening date of the development; or

(3) If the intersection or roadway segment has a pattern of accidents resulting in personal injuries, and the development would aggravate this accident pattern, then mitigation shall be required regardless of the LOS.

(b) An applicant for a project for which a traffic impact analysis report has been prepared and mitigation required, shall install signs and markings on approaches to roadways within the development that conform to the Manual on Uniform Traffic Control Devices and the Alaska Traffic Manual, 2003, described in 17 AAC 20.950(1), as it may be amended from time to time.

(c) Internal circulation and parking layout must provide sufficient queuing distance within the development between the roadway and internal restrictions to ensure that no traffic backs up onto a roadway, including bicycle or pedestrian facilities (See Section 49.40.230 Parking and circulation standards).

(d) If a traffic impact analysis discloses impacts to pedestrian or bicycle traffic, an applicant shall make the necessary improvements to mitigate the impact.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.340 Mitigation waiver.

(a) The planning commission or community development department director may, in their discretion, waive or partially waive the requirements for mitigation under this section if the planning commission finds at a public hearing, or the director finds in writing after reviewing a permit which does not require planning commission approval, that either of the following circumstances is true:

(1) (A) Existing roadway facilities are only marginally achieving an LOS D without the traffic generated by the development, and would likely fall below LOS D within five years;

(B) Traffic generated by the development would result in an LOS below D without mitigation; and

(C) The costs of mitigating the impacts outweighs the benefits; or

(2) (A) If the LOS is below D. before the development's opening date;

(B) If the operation of the roadway or intersection, within the affected area, would not deteriorate more than five percent in terms of delay time, a minimum LOS, LOS E may be acceptable;

(C) Does not result in an LOS below E; and

(D) The costs of mitigating the impacts outweighs the benefits.

(Serial No. 2008-01, § 2, 1-28-08)

Irene Gallion

From: Irene Gallion
Sent: Tuesday, January 31, 2023 4:54 PM
To: 'Fred Parady'
Subject: USE23-03: List request

Hi Fred,

Per our conversation, if we could get a list of:

- Huna Totem-hosted public outreach events and any deets you might have (where, when, how long, about how many people, who was invited, how)
- Public meetings you've attended with the city – for example, Planning Commission, Docks and Harbors, Assembly.

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 X2

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Irene Gallion

From: Irene Gallion
Sent: Tuesday, January 31, 2023 3:10 PM
To: Corey Wall
Subject: USE23-03: TIA
Attachments: 02 KE Planning Level Analysis Memo.pdf; ARTICLE_III.___TRAFFIC(1).docx

Hi Corey,

I'm going to meet with Fred in a few minutes, but wanted to give you a heads up: This is not a TIA, it is a planning memo, so if you are helping with that discussion make sure Kinney knows what is expected (Attached, 49.40.305).

ADOT&PF will not review a parking memo, so it is important to get the TIA done as quickly as possible so we can get it to ADOT&PF for their review.

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 X2

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Fostering excellence in development for this generation and the next.

KINNEY ENGINEERING, LLC

MEMORANDUM

TO: Paul Voelckers, AIA, MRV Architects

FROM: Randy Kinney, PE, PTOE

DATE: April 1, 2022

SUBJECT: Planning-Level Review of Auke Landing Development Traffic Impacts
Prepared for the CBJ Planning Commission

The proposed Auke Landing Development is a multi-use complex consisting of residential, commercial/retail, office, cafes, and restaurant, as well as cruise ship docking facility. It is located on Lot C-1 (Subport property) in the waterfront area abutting Egan Drive and Whittier Street, and owned by Norwegian Cruise Line Holdings (NCL). MRV Architects has retained Kinney Engineering, LLC (KE) for traffic analysis and impacts studies of the proposed development. Development information has been provided by MRV in both a program list of uses and conceptual plans (dated December 2021, received by KE in February 2022).

This technical memorandum presents a planning-level traffic analysis of the facility for informational review by City and Borough of Juneau (CBJ) Community Development staff and the CBJ Planning Commission. The data and analysis presented herein are preliminary and will require further development, especially regarding cruise ship operations while in port. A Traffic Impact Analysis will be required in accordance with CBJ Code of Ordinances Section 49.40.300. Preceding the Traffic Impact Analysis (TIA), a Pre-Application Meeting will occur with CBJ Community Development staff, which will determine the TIA requirements.

Summary of Memorandum Sections

The memorandum has the following sections, each with a summary of the report findings.

- Study Area- The preliminary study area for traffic impact is on Egan Drive, between 10th Avenue and Main Street. See Figure 1 on page 2.

- Design Year/Design Hours- The opening year of the facility is 2026, and the design hour for this analysis will be PM commuting time, typically between 4 and 6 PM, in the summer season.

- Intersection Background Traffic (No-Build Condition) For Design Year/Design Hours- See Figure 2 on page 3 for the 2026 PM design hour turning movement volumes for the three signalized intersections within the study area (Egan-10th, Egan-Whittier, and Egan-Main). These volumes represent the condition of traffic volumes without Auke Landing site-generated traffic.

- Trip Generation- Auke Landing facilities with cruise ship tour buses are estimated to generate 3,500 trips per weekday. The CBJ Code of Ordinances 49.40.300 Applicability states that a traffic impact analysis will be required if the facility generates 500 or more average daily trips. This threshold is exceeded by the Auke Landing development. The AM and PM peak hour trips are 344 and 394 trips per hour, respectively. Table 5 on page 6 summarizes trips by land use and by period, and presents inbound and outbound trip distribution.

- Intersection Traffic For Design Year/Design Hours (Build Condition)- See Figure 3 on page 6 for the 2026 PM design hour turning movement volumes with site traffic at the three signalized intersections within the study area (Egan-10th, Egan-Whittier, and Egan-Main).

- Intersection Performance Measures- Intersection design hours were evaluated with a planning-level methodology. The intersections are forecasted to perform at acceptable levels under both scenarios

with and without site traffic, although the additional site will degrade performance. See Table 7 on page 8 for the summary. In addition, moving the NCL to the proposed Auke Landing site will remove most of NCL cruise ship related traffic (buses, automobiles) from the street network to the east of the Egan-Whittier intersection. This benefit will be defined in a TIA.

Study Area

CBJ Code of Ordinances, 49.40.305 Traffic impact analysis requirements indicates that the study area for the TIA shall include those intersections with approaches where the proposed development will increase ADT by five percent or more. Additional information on cruise ship operations are needed to complete the analysis of the study area. However, a preliminary area is presented in the figure below.

Figure 1: Preliminary Study Area

Figure 1 presents those intersections within the study area where existing counts are available. Note that PM counts are shown, but AM counts are also available

The street system around the proposed facility is urbanized with movements through intersections controlled by signs or signals. As such, it is within an interrupted flow regime, and traffic operation quality is generally dependent upon intersection operations and performance. For this analysis, vehicular impact analyses are focused on the signalized intersections of Egan-10th, Egan-Whittier, and Egan-Main.

Design Year/Design Hours

The design year for this planning-level analysis will be the opening year, 2026. Design hours for the traffic analysis will be the summer season, when street traffic levels are higher, and coincides with cruise ship season. At the study area intersections, the evening (PM) commuting time between 4 and 6 PM have substantially higher volumes than other hours of the day. Also, the site-generated volumes are predicted to be higher than other periods of the day as well (this is discussed under the Trip Generation section of the report and summarized in Table 5 on page 6). As such, the evening commuting peak hour is the design traffic condition for this planning level analysis, as it represents the highest combination of background and site volumes, and likely the most congested period of the day.

Intersection Background Traffic (No-Build Condition) For Design Year/Design Hours

In order to estimate impacts of a development, the background traffic is estimated for the design year and design hours occurring during the morning and evening commuting periods. This would represent a no-build condition from which signalized intersection operational performance measures for no-build condition is computed. Superimposing site-generated traffic onto background traffic creates a build condition, which, when

evaluated, yields build operational performance measures. The incremental change between no-build and build operations represents the impact caused by the facility.

Intersection count information for the signalized locations presented in Figure 1 on page 2 were factored to 2019 (pre-pandemic year) by using the observed growth rate of 0.58% per year derived from the continuous count station (CCS) data located at Station 16070806-Egan @ 3 mile TMAS 000806. The growth rate of 0.58% was an average annual rate at the CCS for the traffic between 2012 and 2019. Traffic counts in Juneau dropped precipitously in 2020 with the pandemic, so that year and 2021 are not used in the factor calculation.

To obtain 2026 intersection design PM forecasted traffic, an annual growth rate of 0.25% was applied to the 2019 turning movement counts. Since all existing counts were performed within or close to the summer season, there were not monthly adjustments to the observed turning movement counts collected between 2013 and 2017 (See Figure 1 on page 2).

Figure 2 below presents the 2026 PM design peak hour turning movement volumes for the signalized intersections within the study area.

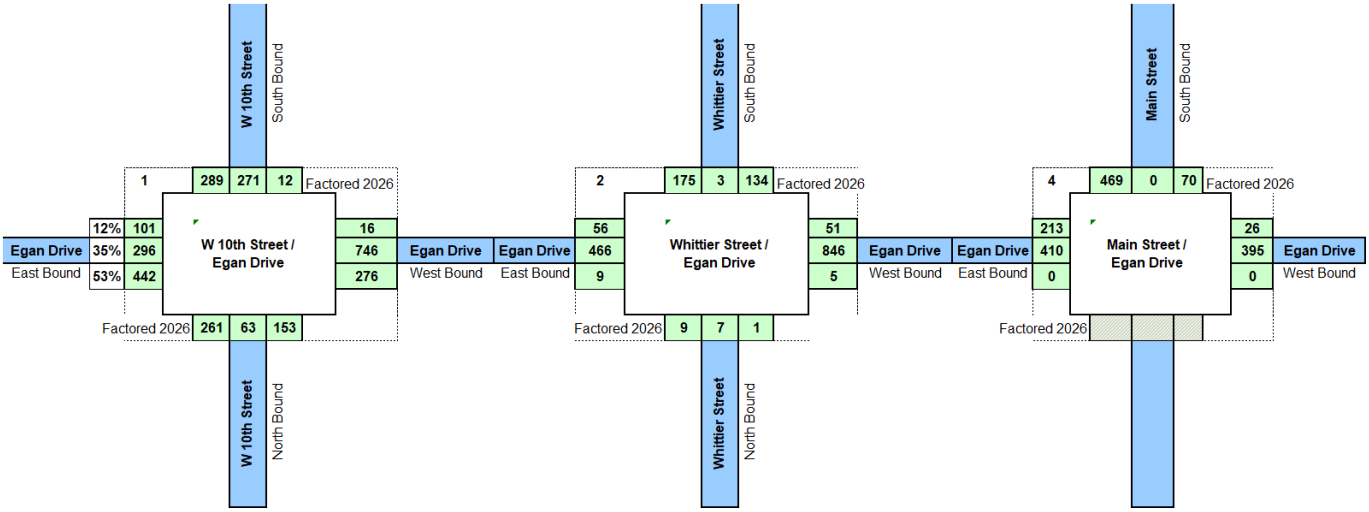


Figure 2: 2026 PM Intersection Volumes without Site Traffic

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (TGM) and *Trip Generation Handbook* (TGH) are used for developing traffic volumes expected to be generated by the landside development. Cruise ship-generated traffic was derived from data provided by NCL.

The Auke Landing proposed development as a combined facility is not well-described by a single land use category published in the ITE TGM. As such, the facility is disaggregated and grouped into common land use categories to estimate trips. In some cases, the proposed facility use has no applicable corresponding category in the TGM, and is estimated with the TGM land use thought to be the closest to the proposed use.

Shopping Center-Combined Commercial/Retail/Restaurant/Café

The following uses shown in the program and conceptual design are combined for trip generation computations.

- The program and conceptual design indicates that there will be 12 to 16 units, total gross floor area (GFA) of 19,890 square feet (sf), dedicated to a commercial/retail use on the first level.

- Tracey's Crab Shack is an established Juneau restaurant will occupy the parts of the garage level, level 1, and level 2, and will have a GFA of about 8,232 sf as presented in the conceptual design and program.
- An unspecified type of Café will be located on the first level, and occupy about 2,892 sf of floor area as presented in the program and conceptual design.

The types of business that will be in the retail spaces have not been established, and Tracy Crab Shack restaurant and Café trip generation methods in the TGH indicate that additional local data should be used instead of TGM rates (there isn't good published data for these uses). The ITE TGM land use 820 - Shopping Center includes retail, restaurants, and all types of eating/drinking establishments in its generalized land uses, and, as such, the shopping center land use will be applied to Auke Landing retail and restaurant spaces. The total GFA of these three uses is about 31,000 sf. The following table summarizes the vehicle trips generated by Auke Landing the retail, restaurant, and café uses.

Table 1: Shopping Center-Estimate of Retail, Restaurant, Café Vehicle Trips

Period	GFA (1,000 sf)	TGH Method of Trip Generation	Computed Trips (T)	Average DD% (In/ Out)	Trips In	Trips Out
Weekday Peak	31	Regression	Ln(T)=0.68Ln(31)+5.57; T=2,712	50/50	1356	1356
AM Peak (7AM - 9AM)		Regression	Ln(T)=0.5Ln(31)+151.78; T=167	62/38	104	64
PM Peak (4PM - 6PM)		Regression	Ln(T)=0.74Ln(31)+2.89; T=228	48/52	110	119

Office

The Auke Landing development program and conceptual design includes 7 individual offices on levels 2 and 3, with a total GFA of about 14,300 sf. The ITE TGM land use that is most like the proposed offices is assumed to be 710-General Office Building, general urban and suburban location. Using the TGM and TGH methodologies, the period peak vehicle trips are presented in the table below.

Table 2: Office Vehicle Trips

Period	GFA (1,000 sf)	TGH Method of Trip Generation	Computed Trips (T)	Average DD% (In/ Out)	Trips In	Trips Out
Weekday Peak	14.3	Regression	Ln(T)=0.68Ln(14.3)+5.57; T=161	50/50	80	80
AM Peak (7AM - 9AM)		Regression	T=0.94(14.3)+26.49; T=40	86/14	34	6
PM Peak (4PM - 6PM)		Regression	Ln(T)=0.95Ln(14.3)+0.36; T=18	16/84	3	15

Residential

The Auke Landing development program and conceptual design includes 47 units of apartments and condominiums on three upper levels, levels 2-4). The ITE TGM land use for these units is 221- Multifamily (Midrise) Housing. Using the TGM and TGH methodologies, the period peak vehicle trips are presented in the table below.

Table 3: Residential Vehicle Trips

Period	Residential Units	TGH Method of Trip Generation	Computed Trips (T)	Average DD% (In/ Out)	Trips In	Trips Out
Weekday Peak	47	Regression	T=5.45(47)-17.5; T=254	50/50	127	127
AM Peak (7AM - 9AM)		Regression	Ln(T)=0.98Ln(47)-0.98; T=16	26/74	4	12
PM Peak (4PM - 6PM)		Regression	Ln(T)=0.96(47)-0.63; T=21	61/39	13	8

Alaska Ocean Center

The Auke Landing program and conceptual design shows that the Alaska Ocean Center will occupy the garage level and level 1 and occupy about 24,900 sf. The facility has a 210-seat theater, and is configured so that theater patrons are also Alaska Ocean Center patrons. We evaluated this using ITE TGM land use 580-Museum as a similar facility to compute trips, however the trip generation computed with this category seems extremely low. Using a movie theater as the land use category (444-Movie Theater) also has issues with limited data. Using the TGM and TGH methodologies, the period peak vehicle trips are presented in the table below for a 444-Movie Theater land use.

Table 4: Alaska Ocean Center Vehicle Trips using Land Use 444-Movie Theater

Period	Seats	TGH Method of Trip Generation	Computed Trips (T)	Average DD% (In/ Out)	Trips In	Trips Out
Weekday Peak	210*	Rate 1.76 trips/seat**	T=1.76 x 210; T=370	50/50	185	185
AM Peak of Generator		Rate 0.06 trips/seat*	T=0.06 x 210; T=13	50/50	6	7
PM Peak (4PM - 6PM)		Rate 9.77 trips/GFA (1000 sf)***	T=0.09 x 210; T=19	55/45	10	9

**This seat count is smaller than ITE TGM data set. Rates were used for the range of seats presented in TGM (1236 seats, one study for Weekday and AM. 1236 to 1592 seats, 3 studies for PM).*
***Rates based on only one location, one study.*
****Rates based on 3 studies*

Cruise Ship

Ship generated traffic includes tour buses/vans, private or for-hire automobiles (cabs, Uber, Lyft), and pedestrians. The largest ships will have about 4000 passengers and about 1700 crew. The design condition, therefore, is one of these ships per summer weekday, with a duration that will span the day and include AM and PM commuting peak hours.

At this time, it is not clear as to what proportion of passengers and crew typically disembark and which mode of travel would use. As such, ship trip generation for this document adopts a constraint-based analysis methodology of the tour bus traffic only, in which each of the 18 bus parking stalls in the garage can turnover 3 buses per hour (arrive, alight, board, and depart in twenty minutes). During the peak hour, each stall produces 6 trips (3 in, 3 out), for a total of 54 trips in, and 54 trips out.

Cruise ship tour bus traffic is expected to generate up to 108 trips per hour. Other modes of travel are to be determined later.

Summary

The following table summarizes traffic that will be generated by the Auke Landing facility and cruise ship.

Table 5: Auke Landing Trip Generation Summary (Vehicle Trips)

Auke Landing Facility and Cruise Ship Traffic	Weekday			AM Peak Hour (7am-9am)			PM Peak Hour (4pm-6pm)		
	Total	In	Out	Total	In	Out	Total	In	Out
Retail, Restaurant, Café	2712	1356	1356	167	104	63	228	110	118
Offices	161	80	81	40	34	6	18	3	15
Residential	254	127	127	16	4	12	21	13	8
Alaska Ocean Center	370	185	185	13	6	7	19	10	9
Auke Landing Facility Subtotal	***3497***	***1748***	***1749***	***236***	***148***	***88***	***286***	***136***	***150***
Cruise Ship (Tour Buses Only)	TBD	TBD	TBD	108	54	54	108	54	54
Total Auke Landing Facility and Cruise Ship Traffic	**TBD**	**TBD**	**TBD**	**344**	**202**	**142**	**394**	**190**	**204**

The Auke Landing is forecasted to generate at least 3,500 vehicle trips per day. However, some of these vehicle trips generated by the retail, restaurant, café, and Alaska Ocean Center are likely to be from cruise ships and thus they will walk to these facilities instead of driving. Adjustments to account to vehicle trip totals are required once additional cruise ship data is available.

The CBJ Code of Ordinances 49.40.300 Applicability states that a traffic impact analysis will be required if the facility generates 500 or more average daily trips. This threshold is exceeded by the Auke Landing development.

Intersection Traffic For Design Year/Design Hours (Build Condition)

All inbound and outbound for the Auke Landing facility and NCL cruise ship dock will pass through the Whittier-Egan intersection. The total AM and PM traffic generated by the Auke Landing complex, shown in Table 4 on page 5 as the Auke Landing Facility Subtotal, was added to background traffic presented in Figure 2. Site-generated Auke Landing Facility traffic was directionally distributed to the Whittier-Egan intersection turning movement proportionally to the Figure 2 ingress and egress movements.

At the Whittier-Egan intersection, the inbound Cruise Ship Tour Buses are assumed to enter the Whittier-Egan intersection exclusively from western origins (from Airport/Mendenhall direction) on the eastbound approach and make right turns into the garage staging area. Outbound tour buses are assumed to be westbound (to Airport/Mendenhall direction) and thus all buses will make northbound left-turns at the intersection.

Site-generated traffic flowing through the of Egan-10th and Egan-Main signalized intersections are assumed to directionally distributed in proportional to the inbound and outbound turning movements at each intersection. Figure 3 presents the intersection turning movement volumes with the additional site-generated traffic.

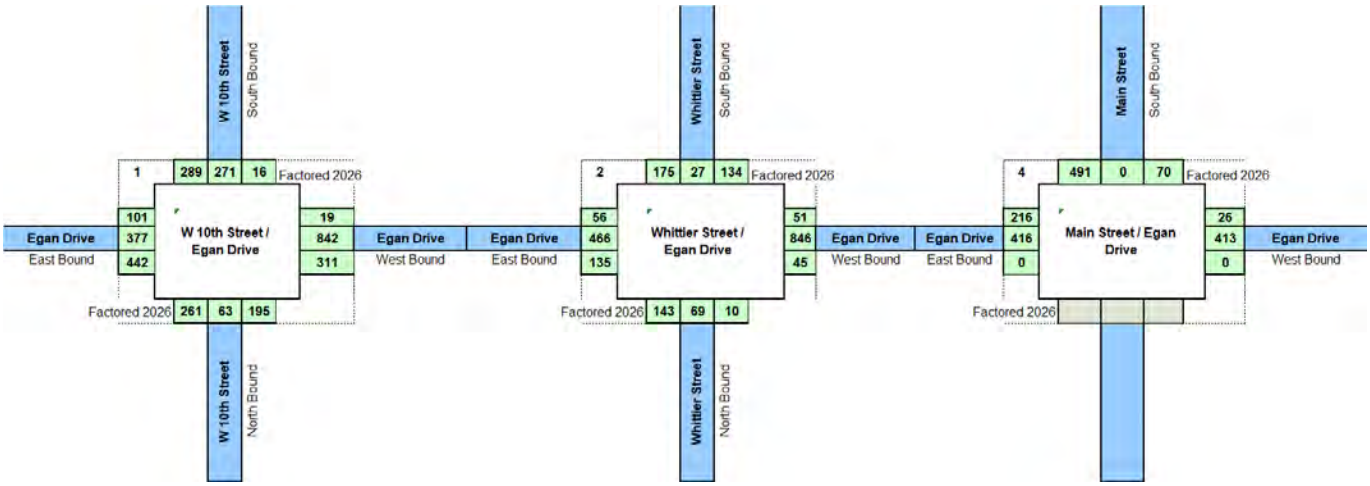


Figure 3: 2026 PM Intersection Volumes with Site Traffic

Intersection Performance

The 2026 PM peak hours for the study are evaluated without and with site-generated volumes. The analysis used for this evaluation is a planning-level spreadsheet program *Capacity Analysis for Planning Junctions* (CAPX) by Federal Highways Administration (FHWA). The primary performance measure for this method is the volume to capacity ratio (v/c); computed as the intersection's sum of critical lane volumes (vehicles per hour) divided by the intersections maximum capacity (vehicles per hour). The intersection capacity depends on the number of phases; in this case the four-approach intersections of Egan-10th and Egan-Whittier can serve up to 1,700 vehicles per hour (vph), and the three-approach intersection of Egan-Main can serve up to 1,750 vph.

The v/c ratio indicates the degree of saturation (or congestion), and is the planning-level surrogate measure for the more common performance measures of intersection level of service (LOS). LOS using Highway Capacity Manual Methods would be required for a TIA evaluation, but data needed for these computations are not available at this time.

Lower v/c ratios result in less congestion and delay for the vehicles entering the intersection. A v/c ratio of "1" indicates that intersection demand is equal to capacity. A v/c ratio greater than "1" indicates that the demand exceeds capacity meaning, for example the intersection cannot serve all vehicle arrivals during a signal phases. FHWA's CAPX program has v/c ranges and a resulting qualitative color range for planning-level performance evaluations, as presented in the following table.

Table 6: CAPX Performance Measures

v/c Ratio Range	Color	Interpretation*	Signalized LOS Expectations*
<0.75	Green	Generally Good Operations	LOS C or better, average vehicle delays ≤ 35 seconds per vehicle
≥0.75 < 0.875	Yellow	Fair Operations, usually acceptable for urban settings	LOS D, average vehicle delays > 35 and ≤ 55 seconds per vehicle
≥0.875<1.0	Orange	Poor Operations, unstable and on occasion intersection edges into or lapses into failure but generally recovers	LOS E, average vehicle delays > 55 and ≤ 80 seconds per vehicle
≥1.0	Red	Failure; intersection cannot serve demand and long queues form which only abates after demand decreases.	LOS F, average vehicle delays >80 seconds per vehicle

**Note that CAPX and supporting documentation do not explicitly provide the interpretation or LOS expectations in the table above. The interpretation and expectations provided in the table are by this memorandum's author, and formed from his professional judgement.*

CAPX requires intersection lane configurations. For the study area intersections, lane configurations from the recent DOT&PF project *JNU Egan Drive Improvements Main Street to 10th Street* were used, as shown in Attachment A at the end of this memorandum.

Additional parameters include an estimate of the truck percentages of the traffic stream and pedestrian/bike activity level. A short-term count on Franklin Street in 2020 included a truck count component and lists truck percentage at 2%. As such, 2% trucks were used for the intersections background traffic volumes (without site traffic). A sketch calculation for the increase in truck percentages that would occur at the Egan-Whittier intersection with the tour buses volumes shown in Table 5 yields that truck % would be between 6% and 8% for that intersection. A 7% truck parameter was applied uniformly to all study area intersections with the build condition.

Lastly, the pedestrian/bike activity level parameter was selected to be "high", recognizing the recent improvements for pedestrian and bicycles provided by the *JNU Egan Drive Improvements Main Street to 10th Street* project, and that the design hour for the analysis coincides with cruise ship being in port when there will be high pedestrian use.

The following table summarizes the CAPX evaluation of intersection performance measures.

Table 7: Study Area 2026 PM Planning-Level Intersection Performance Measures by CAPX

Intersection	Intersection Phases (Approaches)	PM Operation without Site Traffic			PM Operation with Site Traffic		
		Capacity	Critical Lane Volume	v/c	Capacity	Critical Lane Volume	v/c
Egan-10th	4	1700	1131	0.67	1700	1230	0.73
Egan-Whittier	4	1700	669	0.39	1700	777	0.46
Egan-Main	3	1750	992	0.57	1750	1087	0.62

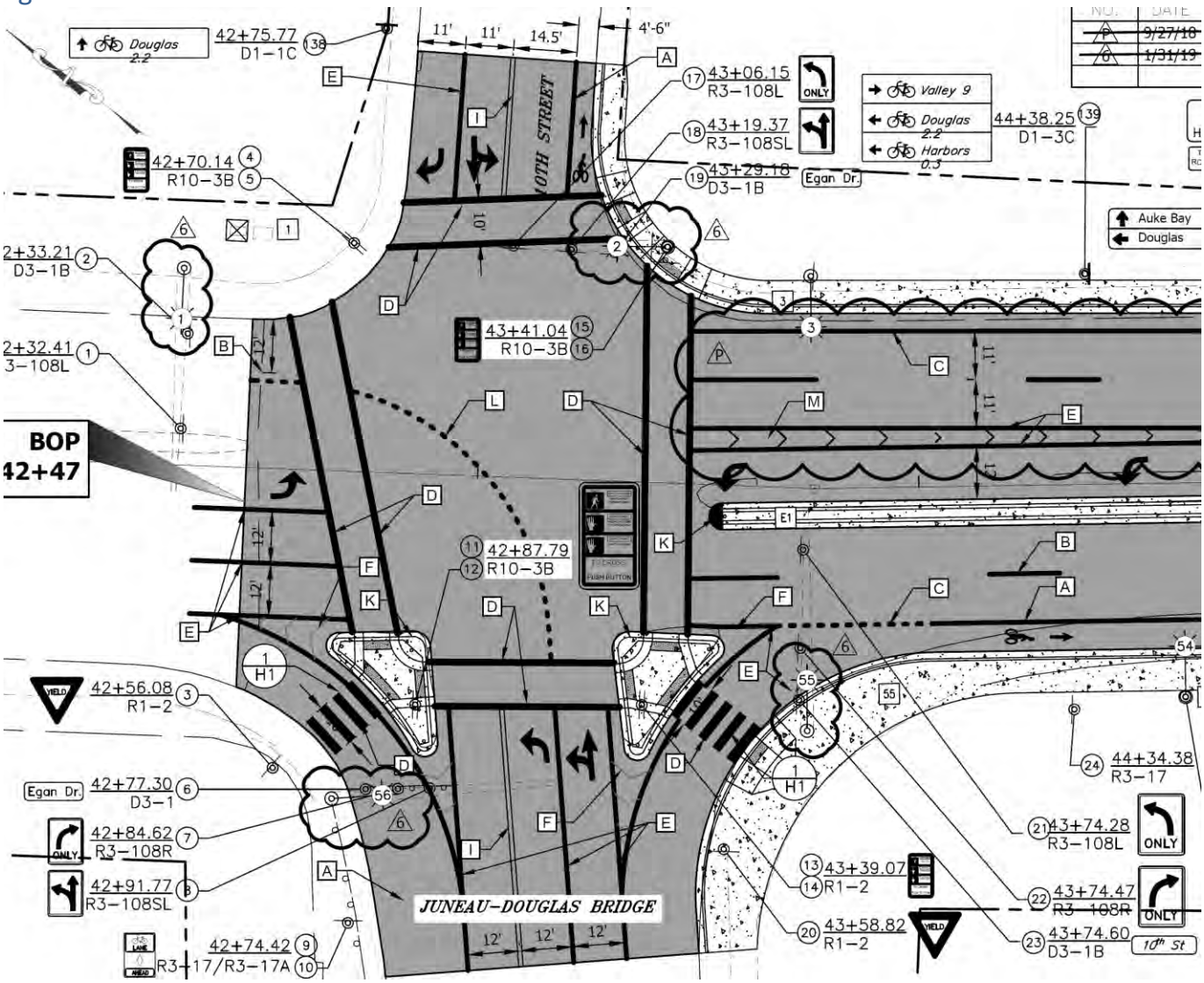
As the results show, the key signalized intersections in 2026 are forecasted to have acceptable performance measures when serving the additional site traffic. All intersection v/c ratios are less than 0.75, rating a "good" performance, and akin to at least a LOS of C. With this information, any improvements, if required, would be likely minor improvements in timing or lane assignments. Major intersection reconstruction would not be expected.

These results are based on a planning-level analysis. A formal TIA will fill in the holes of site trip generation, especially the unknown trip generation data from the docked cruise ship, and the proportion of those trips that are likely to be pedestrian instead of vehicular. The TIA will also use detailed HCM analysis methods for both AM and PM design hours to evaluate intersection performance.

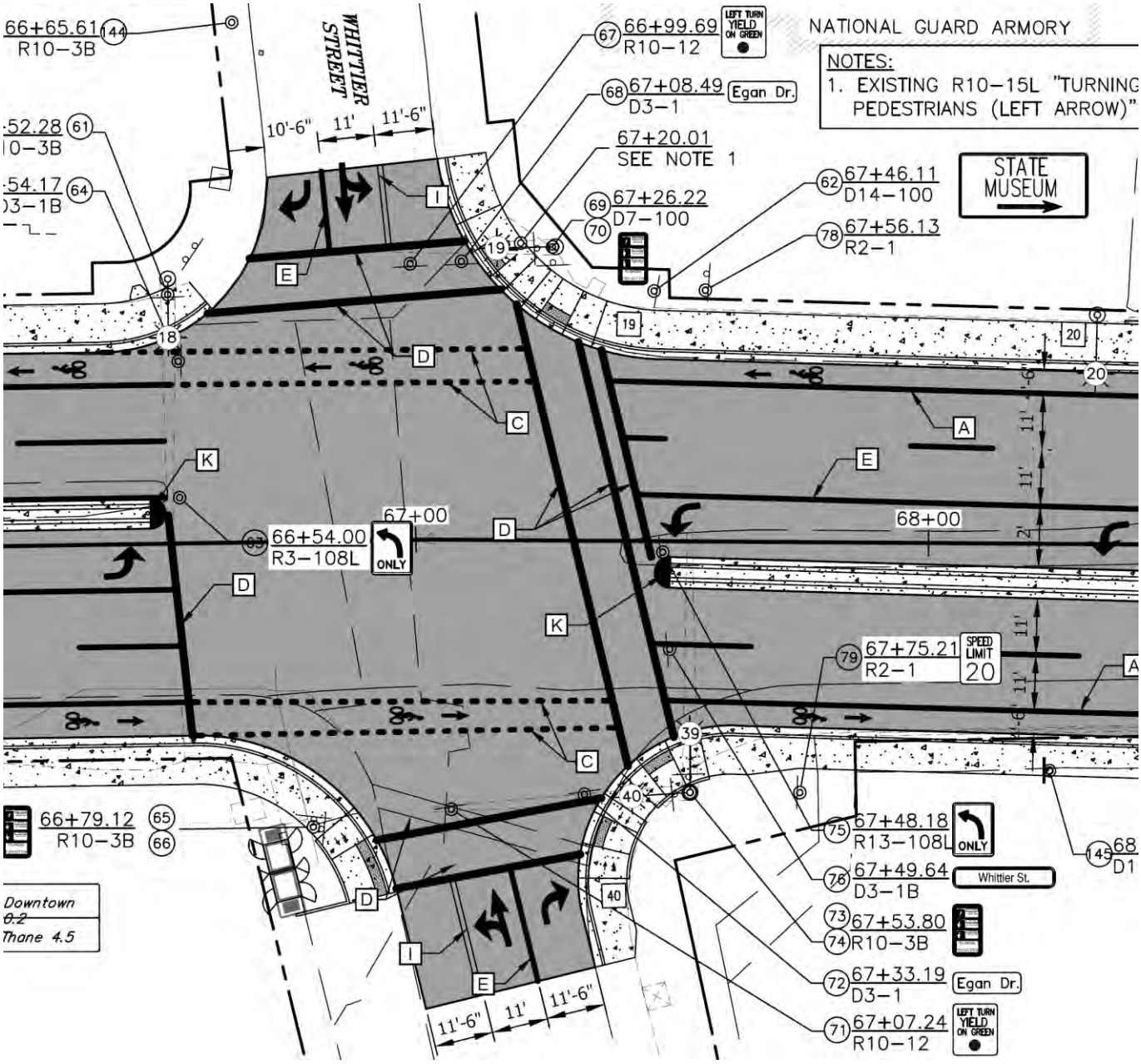
Another consideration and benefit of the relocation of the NCL docking facilities to the Auke Landing location off Egan-Whittier, is that cruise ship tour buses/vans, private or for-hire automobiles (cabs, Uber, Lyft) will no longer traverse the central and eastern portions of the downtown street network. As such, the Egan-Main intersection and intersection/segments to east along Egan Drive and Franklin Street should have a net reduction in travel demand during a NCL cruise ship visit than what is currently experienced.

Attachment A- Intersection Lane Configurations (from DOT&PF Plans for JNU Egan Drive Improvements Main Street to 10th Street)

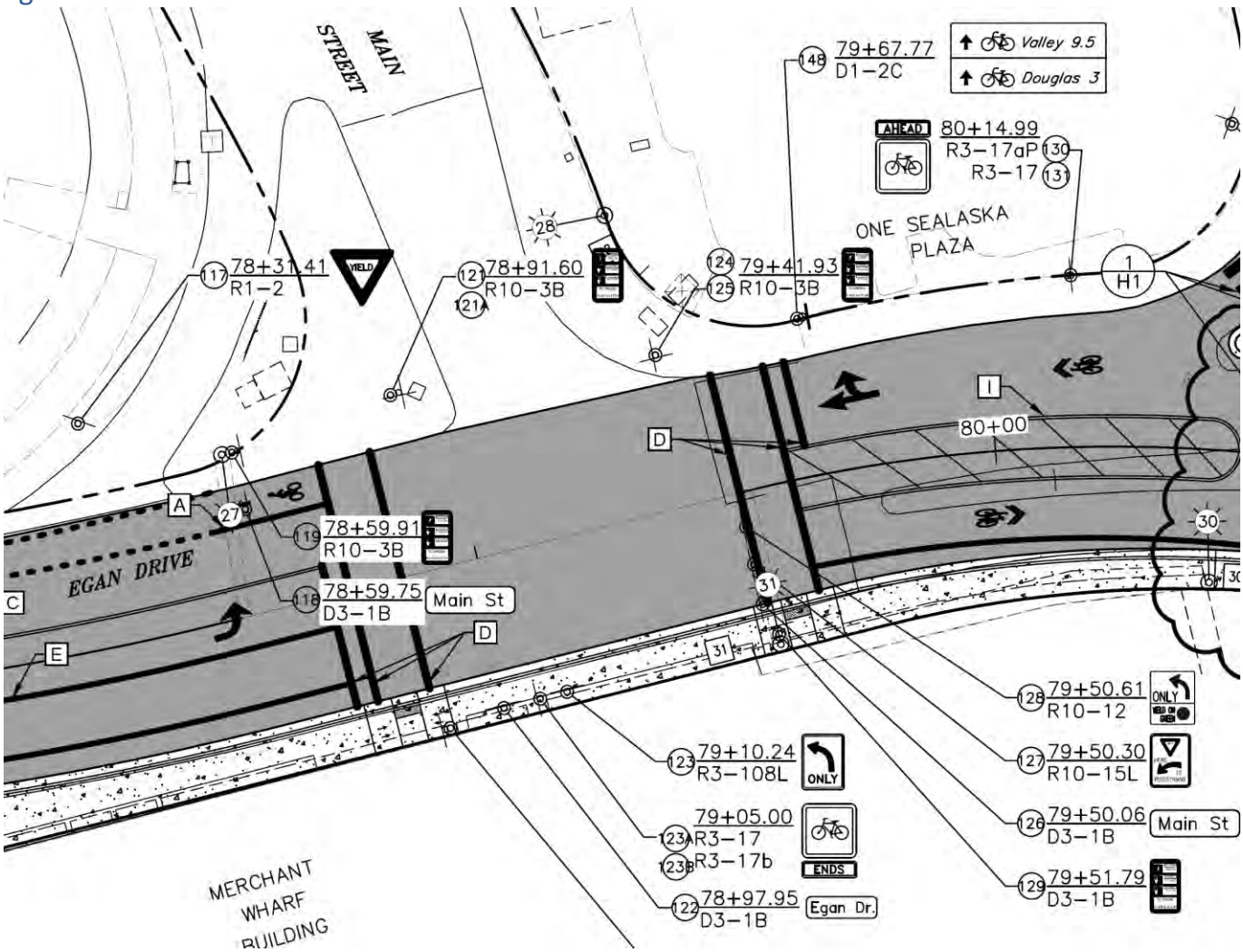
Egan-10th



Egan-Whittier



Egan-Main


MAIN STREET
79+67.77
D1-2C
Valley 9.5
Douglas 3
AHEAD
80+14.99
R3-17aP
R3-17
ONE SEALASKA PLAZA
78+31.41
R1-2
YIELD
78+91.60
R10-3B
79+41.93
R10-3B
80+00
78+59.91
R10-3B
78+59.75
D3-1B
Main St
EGAN DRIVE
MERCHANT WHARF BUILDING
79+10.24
R3-108L
ONLY
79+05.00
R3-17
R3-17b
ENDS
78+97.95
D3-1B
Egan Dr.
79+50.61
R10-12
79+50.30
R10-15L
79+50.06
D3-1B
Main St
79+51.79
D3-1B

ARTICLE III. TRAFFIC[1]

49.40.300 Applicability.

(a) A traffic impact analysis (TIA) shall be required as follows:

(1) A development projected to generate 500 or more average daily trips (ADT) shall be required to have a traffic impact analysis.

(2) A development projected to generate fewer than 250 ADT shall not be required to have a traffic impact analysis.

(3) A development projected to generate more than 250 ADT but fewer than 500 ADT shall be required to have a traffic impact analysis if the Community Development Department Director determines that an analysis is necessary based on the type of development, its location, the likelihood of future expansion, and other factors found relevant by the director.

(4) The applicant shall provide the traffic projections for the project, and the department will review and approve the final figures.

(5) A TIA must be prepared by a licensed engineer, or a transportation planner, with traffic analysis experience, approved by the director.

(b) The department shall require the applicant to contact the Alaska Department of Transportation and Public Facilities to determine whether a state permit or TIA will be required.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.305 Traffic impact analysis (TIA) requirements.

(a) A TIA prepared under this section must identify and assess the impacts of the proposed development on all affected transportation systems. The TIA shall identify any effective development design or operational measures that would mitigate impacts of a development on transportation systems. The study area for the TIA shall be that area in which it is anticipated that the proposed development will increase ADT by five percent or more.

(b) A TIA must forecast traffic generated by a development in accordance with the most recent edition of Institute of Traffic Transportation Engineers' Trip Generation Handbook.

(c) A TIA must address the following items:

(1) Intersections and segments of roadways where the ADT on any approach to an intersection is anticipated to increase by five percent or more due to the proposed development;

[1]Editor's note(s)—Serial No. 2008-01, § 2, adopted January 28, 2008, effective February 28, 2008, repealed former Art. III, §§ 49.40.300, 49.40.310 and enacted provisions designated as a new Art. III to read as herein set out.

Cross reference(s)—Traffic, CBJ Code tit. 72.

(2) Each driveway or approach road that will allow egress from or ingress to the proposed development;

(3) Existing and proposed pedestrian and bicycle facilities, if any, within the proposed development, and existing and proposed pedestrian and bicycle facilities to be used for access to the proposed development;

(4) Projected traffic at the development's anticipated opening date, and at full build out, both with and without the traffic generated by the development;

(5) Locations where road improvements are necessary to mitigate traffic impacts due to the development at the opening date, or where improvements are necessary to prevent the level of service (LOS) from deteriorating further at the opening date without the development;

(6) Road improvement alternatives or other measures that will achieve an acceptable LOS or minimize degradation of service below an already unacceptable LOS according to section 49.40.310 Traffic; minimum standards;

(7) Internal circulation and parking plans; and

(8) An accident analysis that contains the following elements:

(A) An accident diagram showing accidents over the most recent three years of accident data, at all intersections or roadway segments identified as being impacted by the development, using the State of Alaska Department of Transportation's accident database, if available.

(B) An analysis of the type of accidents.

(C) An analysis of the accidents to determine if any pattern exists, and whether the accident pattern will be impacted by the development.

(D) If an accident pattern exists that will be exacerbated by the development, a determination whether there is a cost-effective solution which would mitigate the problem and how it can be implemented.

(d) Level of service (LOS) and operational analysis for a traffic impact analysis prepared under this section must be performed in accordance with the most recent edition of the Transportation Research Board's publication Special Report 209, Highway Capacity Manual.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.310 Traffic; minimum standards.

(a) The minimum acceptable LOS for a roadway segment or intersection within the area affected by the development, on the projected opening date of the development, or full build out of the development, is LOS D.

(b) If an intersection or roadway segment affected by the development has a pattern of accidents resulting in personal injuries, and the development will aggravate this accident pattern, then mitigation shall be required, regardless of the projected LOS.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.320 Traffic impact analysis review.

(a) The department will review the traffic impact analysis prepared under this section.

(b) Mitigation measures may be subject to financial guarantee pursuant to Chapter 49.55, if appropriate considering safety and scheduling.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.330 Traffic impact mitigation.

(a) Except as provided in 49.40.340, an applicant shall make improvements to a roadway or intersection to achieve or maintain an acceptable LOS if a roadway or intersection has an:

(1) LOS D without traffic generated by the development; and would drop below LOS D with traffic generated by the development at the opening date of the development or full build out;

(2) If a roadway has an LOS below D without traffic generated by the development at the opening date of the development; or

(3) If the intersection or roadway segment has a pattern of accidents resulting in personal injuries, and the development would aggravate this accident pattern, then mitigation shall be required regardless of the LOS.

(b) An applicant for a project for which a traffic impact analysis report has been prepared and mitigation required, shall install signs and markings on approaches to roadways within the development that conform to the Manual on Uniform Traffic Control Devices and the Alaska Traffic Manual, 2003, described in 17 AAC 20.950(1), as it may be amended from time to time.

(c) Internal circulation and parking layout must provide sufficient queuing distance within the development between the roadway and internal restrictions to ensure that no traffic backs up onto a roadway, including bicycle or pedestrian facilities (See Section 49.40.230 Parking and circulation standards).

(d) If a traffic impact analysis discloses impacts to pedestrian or bicycle traffic, an applicant shall make the necessary improvements to mitigate the impact.

(Serial No. 2008-01, § 2, 1-28-08)

49.40.340 Mitigation waiver.

(a) The planning commission or community development department director may, in their discretion, waive or partially waive the requirements for mitigation under this section if the planning commission finds at a public hearing, or the director finds in writing after reviewing a permit which does not require planning commission approval, that either of the following circumstances is true:

(1) (A) Existing roadway facilities are only marginally achieving an LOS D without the traffic generated by the development, and would likely fall below LOS D within five years;

(B) Traffic generated by the development would result in an LOS below D without mitigation; and

(C) The costs of mitigating the impacts outweighs the benefits; or

(2) (A) If the LOS is below D. before the development's opening date;

(B) If the operation of the roadway or intersection, within the affected area, would not deteriorate more than five percent in terms of delay time, a minimum LOS, LOS E may be acceptable;

(C) Does not result in an LOS below E; and

(D) The costs of mitigating the impacts outweighs the benefits.

(Serial No. 2008-01, § 2, 1-28-08)

Irene Gallion

From: Irene Gallion
Sent: Tuesday, January 31, 2023 9:39 AM
To: Jill Maclean
Subject: Huna Totem - a quick chat?

If the dock is part of this CUP, does the CBJ tideland lease and Managers Office reticence play into whether this can move forward?

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 X2

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Fostering excellence in development for this generation and the next.

Irene Gallion

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Tuesday, January 31, 2023 3:15 PM
To: Irene Gallion
Cc: Fred Parady
Subject: Re: USE23-03: Questions on SF

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

Hi Irene-

Our calculated net retail areas are 34,000 sf in Phase 1 and 9,000 sf for Phase 2. That includes the 10,000 sf Welcome Center. Page 2 of the "Zoning and Parking Study" breaks that down a bit more into the component parts.

The total enclosed area—including all the parking garage—is 150,000 sf.

However, as you say—this is a work in progress. So, if you use "up to 50,000 sf" in your report, that does give some future flexibility. I wouldn't want to have to go back and update the CUP if, for example, they wanted to add 2,000 sf to one of the retail spaces as the plans develop.

Hope that helps. Call me if you've got questions.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, January 31, 2023 2:14 PM
To: Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: Questions on SF

Hi Corey,

Can you help me put some numbers on Ph 1 and Ph 2 development, understanding that the details are a work in progress? What we need for the Commission is an “up to” number that is reasonable.

Based on the site plans submitted, I come up with about 49,500 square feet of office, restaurant and retail. Is up to 50,000 square feet a good estimate for Phases 1 and 2?

	Garage	"Street"	Second Story	Description	
Ph 1	4700			East	
	13300			South	
		7500		Welcome Center	
	18000	**7500**		**25500**	**Total for Phase 1**
Ph 2		**14000**	**10000**	**24000**	**Total for Phase 2**

				49500	**Total Retail**

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 X2

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Fostering excellence in development for this generation and the next.

Irene Gallion

From: Irene Gallion
Sent: Thursday, February 2, 2023 2:56 PM
To: Charlie Ford;General Engineering;Dan Bleidorn;Carl Uchytil
Cc: Jeffrey Hedges;John Bohan;Matthew Creswell;Irene Gallion
Subject: USE23-03: Aak'w Landing Conditional Use Permit
Attachments: USE23-03_Application.pdf; USE23-03_Concept.pdf; USE23-03_Plans.pdf; Agency Comments Form.pdf

Hello CBJ Team,

We have received an application from Huna Totem for the uplands development of the subport lot. As part of the review process, we are circulating the application amongst CBJ departments for input that will be provided to the Planning Commission for review.

Attached is the application, draft plans and concept drawings. You can also find information at the short term planning web site: https://juneau.org/community-development/short-term-projects

We do not have the case scheduled for the Planning Commission yet.

If you could provide feedback by **February 16th, 2023**, that would be very helpful. I've attached an Agency Comment Form for your use. If you need more time let me know and we will work something out.

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 X2

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

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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Docks & Harbors

STAFF PERSON/TITLE: Carl Uchytil/Port Director

DATE: June 22, 2023

APPLICANT: Huna-Totem Corporation (HTC)

TYPE OF APPLICATION: Conditional Use Permit (CUP)

PROJECT DESCRIPTION:
Mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

1. Docks & Harbors requests a navigability study be conducted to ensure the alignment of the proposed HTC dock does not impede access to the AS/CT Docks or to the USCG/NOAA Docks. The study should also evaluate any unreasonable impact to larger vessels (i.e. fuel/material barges) transiting Gastineau Channel under the bridge. The AJT Dock (former Standard Oil Dock) also should be addressed as the proposed HTC appears to block reasonable access to this derelict pier which is legally on patented private tidelands.
2. Docks & Harbors recommends that Wings and FAA be consulted to ensure access, landing and taxiing to the float plane docks are not unduly restricted.
3. Docks & Harbors, on behalf of CBJ requests as a condition of the permit, the ability to petition the State of Alaska (DNR) for state submerged tidelands to be conveyed to CBJ in accordance with AS 38.05.820 (Occupied Tide and Submerged Land) necessary for the HTC dock construction.
4. Docks & Harbors recommends the CUP address dock electrification and expected commitment from HTC to achieve shore power (conceptual planning document, by date certain, anticipated financial investment, etc.).
5. Docks & Harbors requests the applicant provide clarity to the finger floats shown in the renderings. What size of slips are proposed and how will these slips be utilized in the off-season.

AGENCY COMMENTS (CONTINUED):

6. Docks & Harbors requests to know if HTC will be providing navigation safety measures such as real time current monitoring and/or meteorological sensors.
7. Given a that very large cruise ships will be moored perpendicular to shore and in close proximity to the bride, request a hydraulic study be conducted to determine whether disruptions to the tidal flushing under the bridge or if siltation issues will be anticipated. Additionally, evaluate safety concerns to very large cruise ships mooring with current abeam in the proposed dock alignment.
8. An evaluation to view-shed impacts should be considered/addressed for both the dock (with vessel) as well as the proposed upland building.

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

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation
Contact Person: Fred Parady
Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801
Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)
E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

_____
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ _____
Landowner/Lessee (Signature) — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same
Contact Person: Same
Mailing Address: Same
Phone Number(s): Same
E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

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

Intake Initials	
1/25/23	
Case Number: USE23-003	Date Received: 1-25-23

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

I:\FORMS\PLANFORM\DPA_Final Draft.docx

Updated 6/2022– Page 1 of 1

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase build square feet 1ST PHASE 34,000 sf, per narrative

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	$ 4,000.00	ph I class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$			

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
USE23-003	1-25-23

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

Jensen Yorba Wall Inc.

522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: January 6, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Pre-Application Conference

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.
- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com
Designing Community Since 1935

Date: January 13, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

CITY AND BOROUGH OF JUNEAU
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COMMUNITY DEVELOPMENT

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

Huna Totem Dock

Case Number:	PAC2022 0047
Applicant:	Huna Totem Corporation, Fred Parady
Property Owner:	Aak W Landing LLC
Property Address:	Egan Dr.
Parcel Code Number:	1C060K010031
Site Size:	125,406 SF/2.8789 Acres
Zoning:	MU2 Mixed Use 2 (Willoughby)
Existing Land Use:	Seasonal restaurant/Construction trailer

Conference Date:	October 26, 2022
Report Issued:	November 2, 2022

DISCLAIMER: Pre-application conferences are conducted for purposes of providing applicants with a preliminary review of a project and timeline. Pre-application conferences are not based on a complete application, and are not a guarantee of final project approval.

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
Fred Parady	Huna Totem, COO	FParady@hunatotem.com
Russell Dick	Huna Totem, President/CEO	Russell.Dick@hunatotem.com
Mickey Richardson	Huna Totem, Dir of Marketing	Mickey@hunatotem.com
Wayne Jensen	JYW Architects, President	Wayne@jensenyorbawall.com
Corey Wall	JYW Architects, Vice President	Corey@jensenyorbawall.com
Irene Gallion Emily Suarez David Peterson	Planning	Irene.Gallion@juneau.org Emily.Suarez@juneau.org David.Peterson@juneau.org

Sydney Hawkins	Permit Tech II	Sydney.Hawkins@juneau.org
Jill Maclean	CBJ CDD Director	Jill.Maclean@juneau.org
Alex Pierce	CBJ Tourism Manager	Alexandra.Pierce@juneau.org
Dan Bleidorn	CBJ Lands Manager	Dan.Bleidorn@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.

Flood plain development: FEMA mapping shows the flood plain area ending at the beach. Elements of the proposal closer to Egan Drive are below the 27 foot special flood hazard area elevation, but are outside of the mapped area. The Director has determined that flood proofing will not be required for development outside of the mapped area.

Lot coverage: See #7 below.

Construction across lot lines: A reminder that CDD cannot permit construction that crosses lot lines (CBJ 49.25.430).

Tidewater Lot Line setbacks: According to CBJ 49.25.430(4)(G): In any zoning district, yard setbacks are not required from tidewater lot lines. Reference #3 below.

Seawalk requirements: See the attached Ordinance 2005-29(am). Property owners within the area of the Long Range Waterfront Plan shall dedicate all easements necessary for construction of a seawalk 16 feet in width.

Project Overview

The project proposed phased development of mixed use, including retail, community park, docking, and associated parking.

Phase 1 includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 180 cars.

Materials provided by the applicant include:

- Existing Site Plan
- Seawalk (Grade) Level and Site Plan (with bus parking).
- Seawalk (Grade) Level and Site Plan (with off-season parking).
- Upper Plaza Level Phase 1.
- Upper Plaza Level Future Phases.
- Site Section.
- Zoning and parking study.
- Architectural Narrative for CBJ Pre-Application Conference.

The Applicant is working through early development stages. There are two meetings on November 7, 2022:

- Assembly Lands, Resources and Economic Development: The lease of the tidelands will be discussed in light of 53.09.260. Coast Guard land ownership and seawalk requirements will be discussed. Focus is on the specifics of the lease.
- Assembly Committee of the Whole: Huna Totem will be presenting development ideas and concepts to the Assembly. Focus will be on the vision for the community.

Coast Guard land ownership negotiations may result in modifications to the

The project will require a conditional use permit (CUP), because of public interest will be require a public meeting before the application goes to the Planning Commission.

Planning Division

1. **Zoning** – MU2, Town Center Parking area
2. **Subdivision** – Not applicable.
3. **Setbacks** –
    a. Minimum front yard setback: 5 feet
    b. Minimum street side yard setback: 5 feet
    c. Minimum rear yard setback: 5 feet
    d. Minimum side yard setback: 5 feet
    e. 49.25.430 (4)(G) - Yard setbacks. Tidewater lot line setback is zero (0)
4. **Height** – Maximum height permissible use: 45 feet
5. **Access** – Primary access is from Whittier Street. At this time the Applicant is unsure if access off Egan Drive will be required. Egan Drive is an Arterial. If access off Egan Drive is proposed, a driveway permit will be required from The Alaska Department of Transportation and Public Facilities.

    Contact: Michael K. Schuler

    Email: michael.schuler@alaska.gov

    Phone: 465-4499
6. **Parking & Circulation**– Parking per submitted materials. Note that the parking shown on Whittier is illustrative, and is not considered in parking calculations provided by the Applicant. CBJ does not permit back-out parking for commercial operations (CBJ 49.40.235(b)(6)

    The Applicant does not anticipate pursuing a waiver for parking at this time. If pursued, a waiver application should be made at the same time as the Conditional Use Permit application.
7. **Lot Coverage** – Maximum lot coverage is 80%. CDD's interpretation is that the park area on top of the garage is not lot coverage.

The definition of "lot coverage" means the percentage of horizontal lot area that is occupied by all buildings on the lot, each measured at the outside of those exterior walls of the floor having the greatest horizontal dimensions. The garage creates horizontal lot area by providing park space on the roof.

Phase 1 proposal current lot coverage is 8%.

8. **Vegetative Coverage** – Per CBJ 49.50.300 - Minimum vegetative cover is 5%. (Met)
9. **Lighting** – Proposed lighting will need to be downward cast full cut off. Lighting conditions established by the commission. Verified during building permit process.
10. **Noise** – Anticipated noise from this project is not expected to be excessive for the zoning district.
11. **Flood** –

Elements of the proposed structure and improvements are in the VE flood zone with elevations of 23 to 26 feet. VE Zone is a Special Flood Hazard Area (SFHA) inundated by 1% annual chance flood; coastal floods with velocity hazards. New development that follows within the definitions stipulated in 49.80 shall obtain a floodplain development permit (FDP). Proposed structures will need to be design to meet the requirements of CBJ 49.70 Article IV, and 49.70.400(j) for additional provisions in zones VE and V.

12. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – The project is not within a mapped hazard area. The project does not appear to need a Hillside Endorsement. A Hillside Endorsement will be required if slopes in excess of 18% are created, or cut into.

13. **Wetlands** – Wetlands are not anticipated on this lot. Fill of wetlands will require a United States Army Corp of Engineers fill permit.

    Contact them at: 907-753-2689

14. **Habitat** – Check with the U.S. Fish and Wildlife on the presence of eagle nests in the area. The presence of eagle nests may impact construction scheduling. No anadromous waterbodies are on the subject parcel, or within 50 feet.

15. **Plat or Covenant Restrictions** –There were not applicable Plat notes in Plat number 2009-37.

16. **Traffic** – A traffic impact analysis (TIA) will be required per CBJ 49.40.300 (a)(1)

    Parking level: 5,300 SF and 9,500 SF: Total SF: 14,500 SF (Retail)

    Phase 1: 10,000 SF Plaza level (Retail)

    Total: 24,800 SF retail

    According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a variety store generates 64.03 average annual daily traffic (AADT). Generating 1,587.94 AADT.

    Per plans parks are approximately 60,000 SF, or approximately 1.4 Acres (Scaled of off Plaza Level Phase 1 drawings) According to the Institute of Transportation Engineers Trip Generation Manual 9th edition a City park generates 1.89 average annual daily traffic (AADT).

    The applicant will review the parking analysis done by the previous applicant, and modify if necessary.

17. **Nonconforming situations** – There are not nonconforming situations evident

Building Division

18. **Building** – Building plans will be reviewed during the permitting process, no comments at this time.

19. **Outstanding Permits** –

a. BLD20190242 – "Temp power for job trailer."

General Engineering/Public Works

20. **Engineering** –

a. Note that a single water meter would be required. Does not anticipate many challenges since the project will have engineers involved.

b. Per discussion above, review building elevations with FEMA elevation requirements for this area.

21. **Drainage** – None at this time.

22. **Utilities** – (water, power, sewer, etc.) None at this time.

Fire Marshal

23. **Fire Items/Access** – No comments at this time.

Other Applicable Agency Review

24. The Traffic Impact Analysis will be submitted to the Alaska Department of Transportation and Public Facilities for their evaluation and review. If they have concerns, the Commission may condition the project to address them.
25. The application will be circulated to the Alaska Department of Transportation and Public Facilities, the United States Army Corps of Engineers, the Alaska Department of Natural Resources, the United States Fish and Wildlife Service, the Alaska Department of Fish and Game, the Federal Aviation Administration, and the United States Coast Guard.

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. Development Permit Application
2. Allowable/Conditional Use Permit 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. Traffic Impact Analysis. The Final draft will be required to go to the Planning Commission.

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. None

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. $1,000 Class IV Permit
2. Public Notice Sign $150. $100 refundable if the sign is brought back by the Monday after the Commission meeting.

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

Submit your Completed Application

You may submit your application(s) online via email to permits@juneau.org
OR 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
Web: www.juneau.org/community-development

Attachments:
49.70 Article IV
49.15.330
Ordinance 2005-29(am)
Development Permit Application
Allowable/Conditional Use Permit Application

49.15.330 Conditional use permit.

(a) *Purpose.* 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.

(b) *Preapplication conference.* Prior to submission of an application, the developer shall meet with the director for the purpose of discussing the site, the proposed development activity, and the conditional use permit procedure. The director shall discuss with the developer, regulation which may limit the proposed development as well as standards or bonus regulations which may create opportunities for the developer. It is the intent of this section to provide for an exchange of general and preliminary information only and no statement by either the developer or the director shall be regarded as binding or authoritative for purposes of this code. A copy of this subsection shall be provided to the developer at the conference.

(c) *Submission.* The developer shall submit to the director one copy of the completed permit application together with all supporting materials and the permit fee.

(d) *Director's review procedure.*

(1) The director shall endeavor to determine whether the application accurately reflects the developer intentions, shall advise the applicant whether or not the application is acceptable and, if it is not, what corrective action may be taken.

(2) After accepting the application, the director shall schedule it for a hearing before the commission and shall give notice to the developer and the public in accordance with section 49.15.230.

(3) The director shall forward the application to the planning commission together with a report setting forth the director's recommendation for approval or denial, with or without conditions together with the reasons therefor. The director shall make those determinations specified in subsections (1)(A)—(1)(C) of subsection (e) of this section.

(4) Copies of the application or the relevant portions thereof shall be transmitted to interested agencies as specified on a list maintained by the director for that purpose. Referral agencies shall be invited to respond within 15 days unless an extension is requested and granted in writing for good cause by the director.

(5) Even if the proposed development complies with all the requirements of this title and all recommended conditions of approval, the director may nonetheless recommend denial of the application if it is found that the development:

(A) Will materially endanger the public health or safety;

(B) Will substantially decrease the value of or be out of harmony with property in the neighboring area; or

(C) Will not be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.

(e) *Review of director's determinations.*

(1) At the hearing on the conditional use permit, the planning commission shall review the director's report to consider:

(A) Whether the proposed use is appropriate according to the table of permissible uses;

(B) Whether the application is complete; and

(C) Whether the development as proposed will comply with the other requirements of this title.

(2) The commission shall adopt the director's determination on each item set forth in paragraph (1) of this subsection (e) 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.

(f) *Commission determinations; standards.* Even if the commission adopts the director's determinations pursuant to subsection (e) of this section, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the 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) Lack general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

(g) *Specific conditions.* The commission may alter the director's proposed permit conditions, impose its own, or both. Conditions may include one or more of the following:

(1) *Development schedule.* A reasonable time limit may be imposed on construction activity associated with the development, or any portion thereof, to minimize construction-related disruption to traffic and neighborhood, to ensure that development is not used or occupied prior to substantial completion of required public or quasi-public improvements, or to implement other requirements.

(2) *Use.* Use of the development may be restricted to that indicated in the application.

(3) *Owners' association.* The formation of an association or other agreement among developers, homeowners or merchants, or the creation of a special district may be required for the purpose of holding or maintaining common property.

(4) *Dedications.* Conveyance of title, easements, licenses, or other property interests to government entities, private or public utilities, owners' associations, or other common entities may be required.

(5) *Performance bonds.* The commission may require the posting of a bond or other surety or collateral approved as to form by the city attorney to guarantee the satisfactory completion of all improvements required by the commission. The instrument posted may provide for partial releases.

(6) *Commitment letter.* The commission may require a letter from a public utility or public agency legally committing it to serve the development if such service is required by the commission.

(7) *Covenants.* The commission may require the execution and recording of covenants, servitudes, or other instruments satisfactory in form to the city attorney as necessary to ensure permit compliance by future owners or occupants.

(8) *Revocation of permits.* The permit may be automatically revoked upon the occurrence of specified events. In such case, it shall be the sole responsibility of the owner to apply for a new permit. In other cases, any order revoking a permit shall state with particularity the grounds therefor and the requirements for reissuance. Compliance with such requirements shall be the sole criterion for reissuance.

(9) *Landslide and avalanche areas.* Development in landslide and avalanche areas, designated on the landslide and avalanche area maps dated September 9, 1987, consisting of sheets 1—8, as the same may be amended from time to time by assembly ordinance, shall minimize the risk to life and property.

(10) *Habitat.* Development in the following areas may be required to minimize environmental impact:

(A) Developments in wetlands and intertidal areas.

(11) *Sound.* Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.

(12) *Traffic mitigation.* Conditions may be imposed on development to mitigate existing or potential traffic problems on arterial or collector streets.

(13) *Water access.* Conditions may be imposed to require dedication of public access easements to streams, lake shores and tidewater.

(14) *Screening.* The commission may require construction of fencing or plantings to screen the development or portions thereof from public view.

(15) *Lot size or development size.* Conditions may be imposed to limit lot size, the acreage to be developed or the total size of the development.

(16) *Drainage.* Conditions may be imposed to improve on and off-site drainage over and above the minimum requirements of this title.

(17) *Lighting.* Conditions may be imposed to control the type and extent of illumination.

(18) *Other conditions.* Such other conditions as may be reasonably necessary pursuant to the standards listed in subsection (f) of this section.

(Serial No. 87-49, § 2, 1987; Serial No. 2006-15, § 2, 6-5-2006; Serial No. 2015-03(c)(am), § 9, 8-31-2015 ; Serial No. 2017-29, § 3, 1-8-2018, eff. 2-8-2018)

49.70.400 Floodplain.

(a) *Purpose.* The purpose of this article is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas. Other purposes are to:

(1) Reserved;

(2) Prevent the erection of structures in areas unfit for human usage by reason of danger from flooding, unsanitary conditions, or other hazards;

(3) Minimize danger to public health by protecting the water supply and promoting safe and sanitary drainage;

(4) Reduce the financial burdens imposed on the community, its governmental units, and its individuals by frequent and periodic floods and overflow of lands;

(5) Reserved;

(6) Ensure that potential buyers are notified that property is in a special flood hazard area; and

(7) Ensure that those who occupy the special flood hazard area assume financial responsibility for their development.

(b) *Interpretation.*

(1) In the interpretation and application of this article, all provisions are considered minimum requirements and are liberally construed in favor of the governing body.

(2) This article is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. Where the provisions of this article and another ordinance conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

(3) This article shall apply to all areas of special flood hazard areas (SFHAs) within the jurisdiction of the City and Borough of Juneau.

(4) The special flood hazard areas identified by the Federal Insurance Administrator (FIA) in a scientific and engineering report entitled the "Flood Insurance Study" (FIS) and the flood insurance rate maps (FIRMs) dated September 18, 2020 for the City and Borough of Juneau, Alaska are adopted. The FIS and FIRMs shall be on file with the community development department and available to the public at 155 South Seward Street, Juneau, Alaska.

(c) *Implementation.* The director is responsible for administering and implementing the provisions of this chapter and is responsible for maintaining for public use and inspection appropriate records and information relevant to implementation of this chapter. Such records and information must include:

(1) Actual elevations, in relation to mean lower low water, of the lowest floor, including basement, of all new or substantially improved structures located in the special flood hazard area (SFHA), and whether or not such structures have basements;

(2) Actual elevations, in relation to mean lower low water, of all new and substantially improved floodproofed structures and the required floodproofing certifications;

(3) Flood insurance studies (FISs);

(4) Flood insurance rate maps (FIRMs);

(5) Any reports or studies on flood hazards in the community, such as written reports by the U.S. Army Corps of Engineers, U.S. Geological Survey, or private firms provided to the director; and

(6) A file of all floodplain permit applications, permits, exceptions, and supporting documentation.

(d) *Enforcement.* Enforcement of this chapter is per CBJ 49.10.600—49.10.660.

(e) *Floodplain development permit required.* A floodplain development permit is required for any development or industrial uses located within a special flood hazard area, including placement of manufactured homes. The director must:

(1) Review all floodplain development permit applications for development in the special flood hazard area for compliance with the provisions of this chapter, and to determine if other permits may be necessary from local, state, or federal governmental agencies.

(2) Interpret the location of the special flood hazard area boundaries and regulatory floodway. If there appears to be a conflict between a mapped boundary and actual field conditions, the director must determine and interpret the documents. When base flood elevation data has not been provided, the director shall obtain, review, and reasonably utilize base flood elevation and floodway data available from any federal, state, municipal, or any other source to implement the provisions of this chapter.

(3) If the director determines that a proposed development is within a special flood hazard area, a permit fee must be collected and the following information must be provided before processing a floodplain development permit:

(A) Elevation of the lowest floor, including a basement, of all structures;

(B) Elevation to which any structure has been floodproofed;

(C) Certification by an engineer or architect that the floodproofing methods for any nonresidential structure meet generally accepted floodproofing standards;

(D) Description of the extent to which any watercourse will be altered or relocated as a result of proposed development;

(E) Description of the plan for maintenance of the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished; and

(F) When base flood elevation data have not been provided, the director shall obtain, review and reasonably apply any base flood elevation and floodway data available from federal, state or other sources.

(f) *Methods of reducing losses.* In order to accomplish its purpose, this article includes methods and provisions to:

(1) Restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or flood heights or velocities;

(2) Require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction;

(3) Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;

(4) Control filling, grading, dredging, and other development that may increase flood damage; and

(5) Prevent or regulate the construction of flood barriers that will unnaturally divert floodwaters or that may increase flood hazards in other areas.

(g) *General standards for flood hazard protection.* In special flood hazard areas the following standards apply:

(1) *Anchoring.*

(A) Design, modify, and anchor new construction and substantial improvements to prevent flotation, collapse, or lateral movement of the structure(s).

(B) A manufactured home must be anchored to prevent flotation, collapse, or lateral movement and be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors.

(C) An alternative method of anchoring may be used if the system is designed to withstand a wind force of 90 miles per hour or greater. Certification must be provided to the director that this standard is met.

(2) *Construction materials and methods.*

(A) Construct new construction and substantial improvements with materials and utility equipment resistant to flood damage.

(B) Use methods and practices that minimize flood damage for new construction and substantial improvements.

(C) Design or locate electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities so as to prevent water from entering or accumulating within the components during conditions of flooding.

(D) Require adequate drainage paths around structures on slopes to guide floodwaters away from existing and proposed structures for new construction and substantial improvements within zones AH and AO.

(3) *Utilities.*

(A) Design new and replacement water supply systems to minimize or eliminate infiltration of floodwaters into the system.

(B) Design new and replacement sanitary sewage systems to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters.

(C) Locate on-site waste disposal systems to avoid impairment to them or contamination from them during flooding.

(4) *[Subdivision and development proposal criteria.]* Subdivision and development proposals must meet the following criteria:

(A) Be designed to minimize flood damage;

(B) Locate and construct utilities and facilities, such as sewer, gas, electrical, and water systems to minimize flood damage;

(C) Provide adequate drainage to reduce exposure to flood damage; and

(D) Include base flood elevation data if the development consists of at least 50 lots or five acres, whichever is the lesser. If base flood elevation data is not available, the proposal must provide the data and backup information for how the base flood elevation data was generated for the proposal.

(5) *[Floodplain development permit requirements.]* Review of floodplain development permits must include:

(A) Review of the flood insurance rate map and flood insurance study for flood zone determinations for new or substantially improved structures;

(B) For new or substantially improved structures:

(i) Submittal of the proposed and finished lowest floor elevations in zones A, AE, AO, and AH.
(ii) Submittal of the proposed and finished bottom elevation of the lowest horizontal structural member of the lowest floor and its distance from the mean lower low water mark in zones V and VE; and
(iii) Submittal of specific requirements for zones V and VE as set forth in subsection 49.70.400(i).

(C) In zones A and V, where elevation data are not available through the flood insurance study or from another authoritative source, applications for floodplain development permit shall be reviewed to ensure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and may be based on historical data, high water marks, photographs of past flooding, and other similar or relevant data. Failure to elevate construction at least two feet above grade in these zones may result in higher insurance rates.

(D) Provision of an elevation certificate to demonstrate that the lowest floor of a structure is at or above base flood elevation. The certification must be provided on a form approved by the National Flood Insurance Program and prepared by a registered land surveyor or professional engineer who is licensed in the State of Alaska and authorized to certify such information. This requirement may be waived by the director if an approved record elevation demonstrates that the lowest floor is substantially above the base flood elevation due to natural ground level.

(6) *Other permits.* The applicant must certify that all other necessary permits have been obtained from any federal or state governmental agencies.

(7) *[Maintaining watercourse.]* Maintain altered or relocated portions of a special flood hazard area mapped watercourse so that the flood-carrying capacity is not diminished. The department must notify the state coordinating agency, if any, and the Federal Emergency Management Agency prior to

issuance of a floodplain development permit that seeks to alter or relocate any watercourse within a special flood hazard area.

(h) *Specific standards for flood hazards protection.* In special flood hazard areas where base flood elevation data is provided, the following provisions are required:

(1) *New structures or substantial improvements.* Fully enclosed areas below the lowest floor of new construction or substantial improvements, that are useable solely for parking of vehicles, building access, or storage in an area other than a basement, must automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect licensed in the State of Alaska or must meet or exceed the following minimum criteria:

(A) Provide a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;

(B) Height of the bottom of all openings must be no higher than one foot above grade; and

(C) Openings may be equipped with screens, louvers, or other coverings or devices provided that the automatic entry and exit of floodwaters is allowed.

(2) *Residential construction.* New construction and substantial improvement of any residential structure:

(A) Construct the lowest floor, including basement, elevated to or above the base flood elevation within zones A, AE, or AH; or

(B) Construct the lowest floor elevated to the base flood depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO.

(3) *Manufactured homes.* New or substantially improved manufactured homes must:

(A) Be placed at or above, the base flood elevation, within zones A, AH, or AE, and shall be elevated to, or above, the base flood elevation, and comply with subsection (g); or

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; and meet the provisions of subsection (g)(1).

(4) *Recreational vehicles.* Recreational vehicles placed within any special flood hazard area must be:

(A) Situated on the site for fewer than 180 consecutive days;

(B) Fully licensed, operational, and approved for road use; or

(C) Meet the requirements of subsection (h)(3).

(5) *Nonresidential construction.* New construction or substantial improvement of any nonresidential structure must:

(A) Elevate the lowest floor, including basement, to or above the base flood elevation within zones A, AE, and AH;

(B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; or

(C) Floodproof the area below the base flood elevation within zones A, AE, AH, and AO, so that:

(i) The structure and utility and sanitary facilities are watertight with walls substantially impermeable to the passage of water;

(ii) Structural components shall have the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

(D) A floodproof structure must be designed by an engineer or architect licensed in the State of Alaska, certifying that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on the engineer's or architect's development or review of the structural design, specifications, and plans. Certification must be provided to the director;

(E) Applicants proposing to floodproof nonresidential buildings must be notified at the time of floodplain development permit application that flood insurance premiums are based on rates that are one foot below the floodproofed level.

(6) *Industrial uses.* Industrial uses within the special flood hazard area are subject to the following provisions:

(A) Sand and gravel operations, recreation activities, open space, and parking lots may be allowed in 100-year floodplains if the use does not increase the flood hazard.

(B) Industrial equipment and raw materials stored in 100-year floodplains must be adequately bermed or otherwise protected.

(C) Disposal of hazardous materials in 100-year floodplains is prohibited. No new development that involves storage of hazardous materials will be permitted in the 100-year floodplain unless there is no feasible and prudent alternative and adequate safety measures are provided to prevent accidental discharge.

(D) Establishment of sanitary landfills in floodplains is prohibited.

(7) *Increasing water surface elevation in special flood hazard area mapped watercourses where floodways are not mapped.* Notwithstanding any other provisions of this article, development in zones A, AE, and AH may increase the water surface elevation of the base flood:

(A) Up to one foot with the submittal of an analysis completed by an engineer licensed in the State of Alaska demonstrating the cumulative effects of the proposed, existing and anticipated, development to the base flood; or

(B) By more than one foot only after a conditional letter of map revision and final letter of map revision is approved by the Federal Emergency Management Agency flood insurance administrator.

(i) *Additional provisions in floodways.*

(1) Residential and nonresidential structures are prohibited in floodways, no exceptions apply. Culverts and bridges are not subject to this prohibition.

(2) Encroachments, including fill, new construction, and other development, except subdivisions, within a floodway are prohibited unless an engineer licensed in the State of Alaska submits a hydrologic and hydraulic analyses to the director indicating that the encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge. The hydrologic and hydraulic analyses must be performed in accordance with standard engineering practice acceptable by the Federal Emergency Management Agency.

(3) Development along a floodway cannot increase the water surface elevation unless a conditional letter of map revision and final letter of map revision that revises the floodway are approved by the Federal Emergency Management Agency.

(j) *Additional provisions in zones VE and V.*

(1) New construction and substantial improvements in zones V and VE must be elevated on pilings and columns so that:

(A) The bottom of the lowest horizontal structural member of the lowest floor, excluding the pilings or columns, is elevated to or above the base flood elevation; and

(B) The pile or column foundation and structure attached thereto is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Wind and water loading values must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used are those required by applicable state statute and local code. A registered professional engineer or architect licensed in the State of Alaska must develop or review the structural design, specifications, and plans for the construction and must certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of subsections (j)(1)(A) and (B) of this section.

(C) The use of fill for structural support of buildings is prohibited.

(2) In zones VE and V, new habitable construction must be located landward of the reach of mean high tide.

(3) In zones VE and V, new construction and substantial improvements must have the space below the lowest floor either free of obstruction or constructed with nonsupporting breakaway walls, open wood latticework, or insect screening intended to collapse under wind and water loads without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system.

(4) Breakaway walls must have a design safe loading resistance of not less than ten pounds per square foot and no more than 20 pounds per square foot. Use of breakaway walls that exceed a design safe loading resistance of 20 pounds per square foot (either by design or when so required by local or state codes) may be permitted only if a registered professional engineer or architect licensed in the State of Alaska certifies that the designs proposed meet the following conditions:

(A) Breakaway wall collapse must result from a water load less than that which would occur during the base flood; and

(B) The elevated portion of the building and supporting foundation system must not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and nonstructural). Maximum wind and water loading values to be used in this determination must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used shall be those required by applicable state statute and local code.

(C) Enclosed space within breakaway walls are limited to parking of vehicles, building access, or storage. Such space must not be used for human habitation.

(k) *Warning and disclaimer of liability.* The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected, can and will occur. Flood heights may be increased by human or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, §§ 2—9, 1990; Serial No. 2013-19(b), § 2, 7-15-2013 ; Serial No. 2020-42, § 2, 8-24-2020, eff. 9-23-2020 ; Serial No. 2021-06, § 2, 4-26-2021, eff. 5-26-2021)

49.70.410 Exceptions.

(a) The planning commission shall hear all applications for an exception from the provisions of this article, and are limited to the powers granted in this article and those necessarily implied to ensure due process and to implement the policies of this article.

(b) In passing upon such application, the planning commission must consider all technical evaluations, relevant factors, standards specified in other sections of this article, and:

(1) The danger that materials may be swept onto other lands and cause injury to other persons or property;

(2) The danger to life and property due to flooding or erosion damage;

(3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;

(4) The importance of the services provided by the proposed facility to the community;

(5) The necessity to the facility of a waterfront location, where applicable;

(6) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;

(7) The compatibility of the proposed use with existing and anticipated development;

(8) The relationship of the proposed use to the comprehensive plan and floodplain management program for that area;

(9) The safety of access to the property in times of flood for ordinary and emergency vehicles;

(10) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

(11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

(c) Exceptions may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing subsections (b)(1)—(b)(11) of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the exception increases.

(d) Upon consideration of the factors of subsection (b) of this section and the purposes of this article, the commission may deny or grant the application and may attach such conditions to the grant of an exception as it deems necessary to further the purposes of this article.

(e) Exceptions may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places, without regard to the procedures set forth in the remainder of this section.

(f) Exceptions must not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(g) Exceptions must only be issued upon a determination that the exception is the minimum necessary, considering the flood hazard, to afford relief.

(h) Exceptions must only be issued upon:

(1) A showing of good and sufficient cause;

(2) A determination that failure to grant the exception would result in exceptional hardship to the applicant; and

(3) A determination that the granting of an exception will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances or conflict with existing local laws or ordinances.

(i) Reserved.

(j) Warning and disclaimer of liability. The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected,

can and will occur. Flood heights may be increased by manmade or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof, or the Federal Insurance Administration for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, § 10, 1990; Serial No. 2021-06, § 3, 4-26-2021, eff. 5-24-2021)

Presented by: The Manager
Introduced: 09/12/2005
Drafted by: J.W. Hartle

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2005-29(am)

An Ordinance Relating to the Seawalk in the Area Encompassed by the Long Range Waterfront Plan.

WHEREAS, the Assembly has adopted the Long Range Waterfront Plan; and

WHEREAS, that plan includes a seawalk extending along the entire downtown waterfront to provide a useable transportation corridor; and

WHEREAS, the CBJ Land Use Code currently requires property owners developing or redeveloping their property to construct the seawalk and dedicate an easement for it; and

WHEREAS, having the City and Borough construct the seawalk will facilitate development of a coherent, useable corridor; and

WHEREAS, the LID process can be used to provide for construction of the seawalk along properties not under development.

NOW, THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough code.

Section 2. Amendment of Subsection. CBJ 49.70.960 Special waterfront areas, is amended at subsection (c)(6) to read:

...

(6) Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to twenty percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners of property along

the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk sixteen feet in width.

(A) *Reserved.*

(B) *Reserved.*

(C) The seawalk shall not be required for existing buildings located along the water's edge until additions or alterations, or both, in excess of 50 percent of the gross square footage of the existing structure are proposed or undertaken within a 36-month period as determined by the City and Borough building division. General maintenance or repair work is exempt from this requirement.

(D) *Reserved.*

...

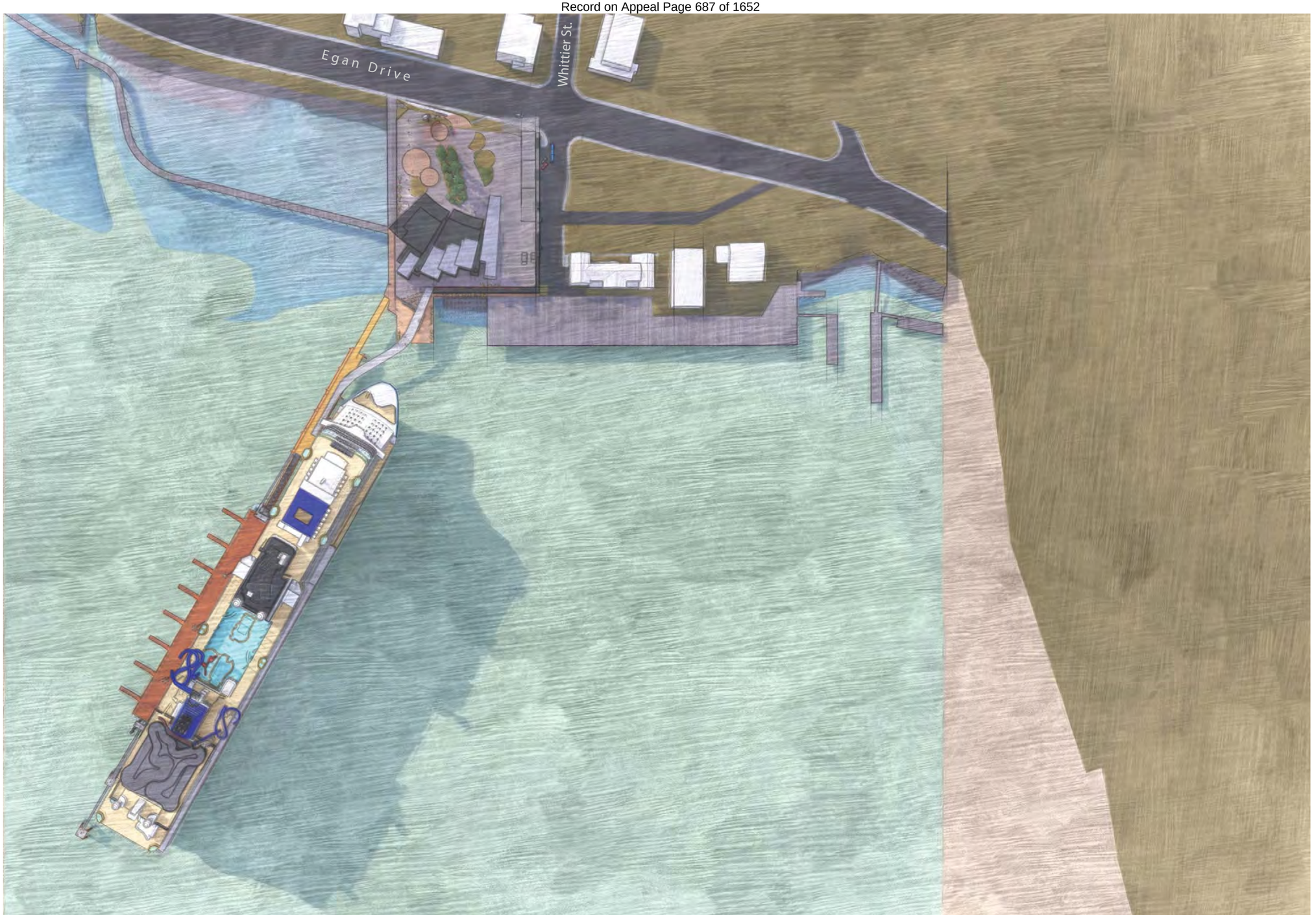
Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 10th day of October, 2005.

Bruce Botelho, Mayor

Attest:

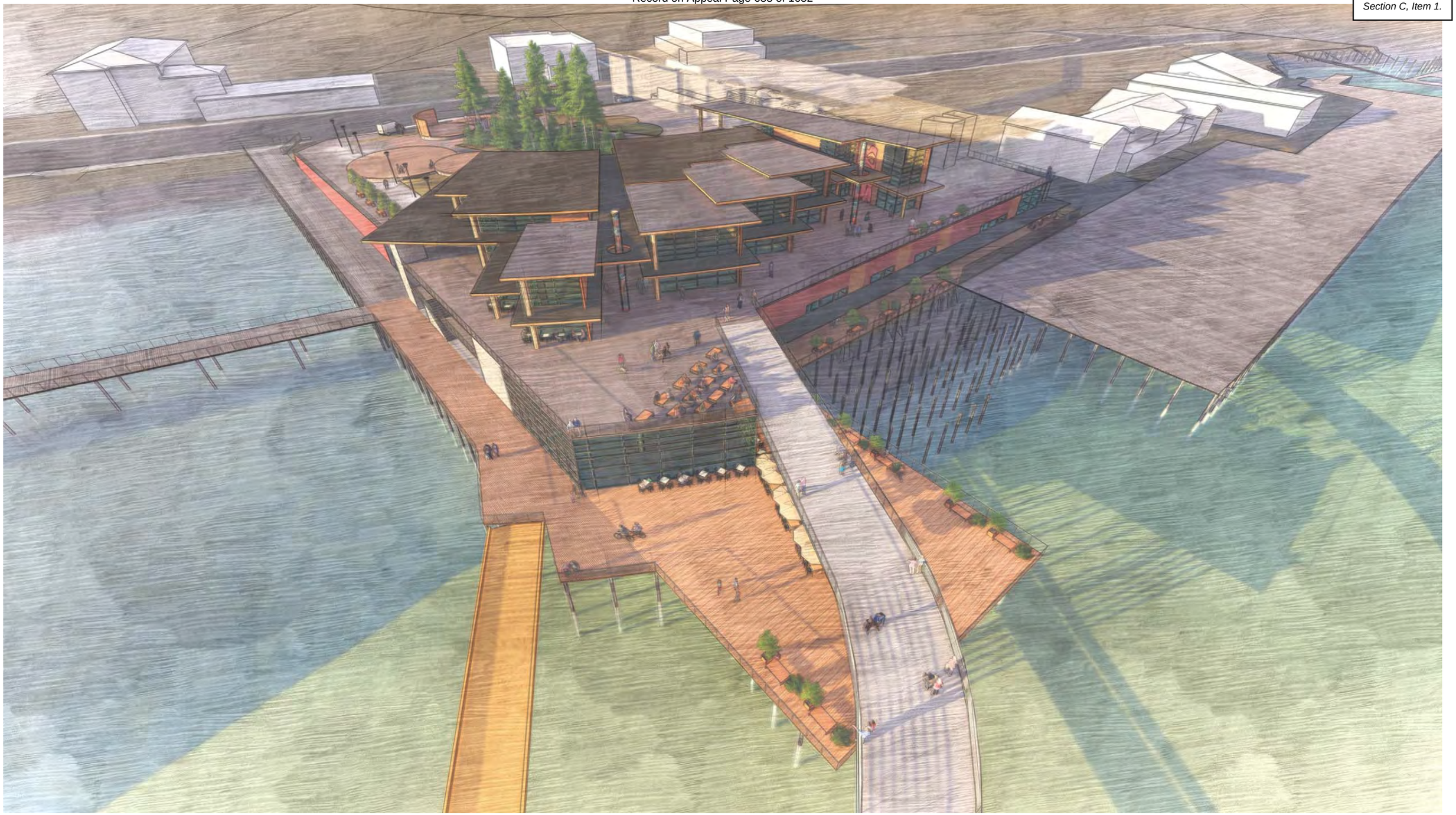
Laurie J. Sica, Clerk



Aak'w Landing
Huna Totem Corporation

Overhead View

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Skybridge

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

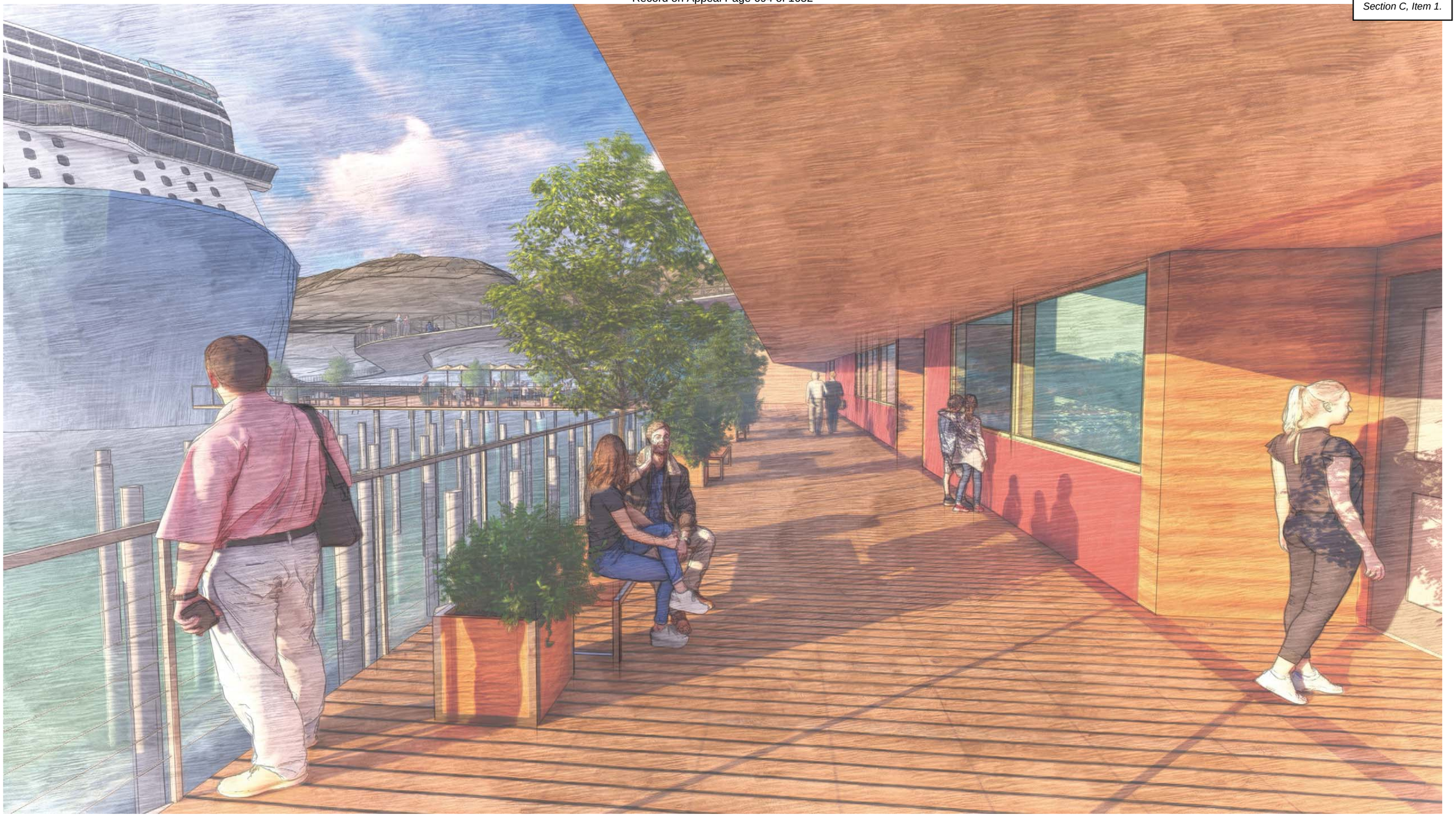
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above



Aak'w Landing
Huna Totem Corporation

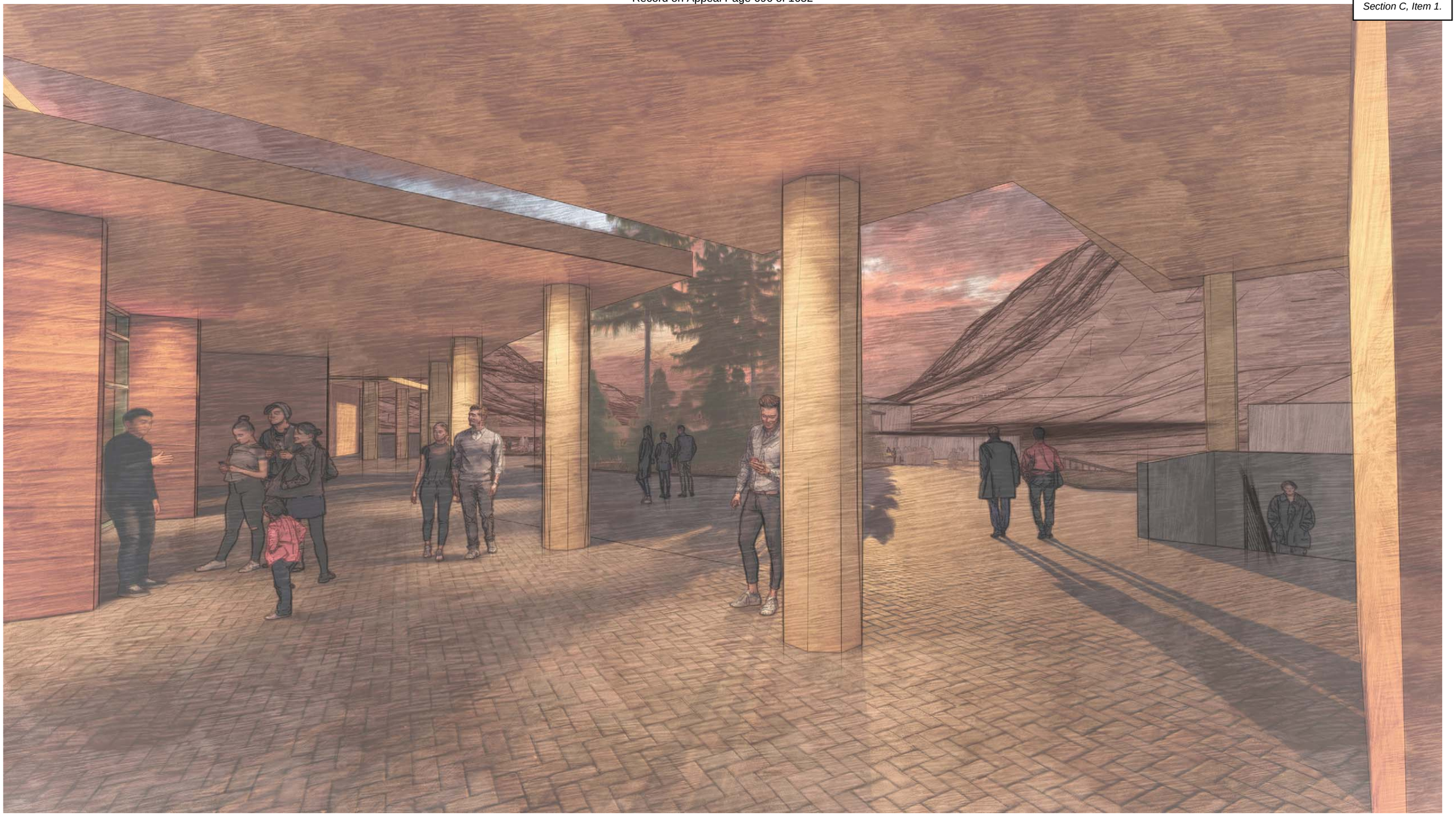
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Tour Arrival / Departure Area

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Lower Park

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation

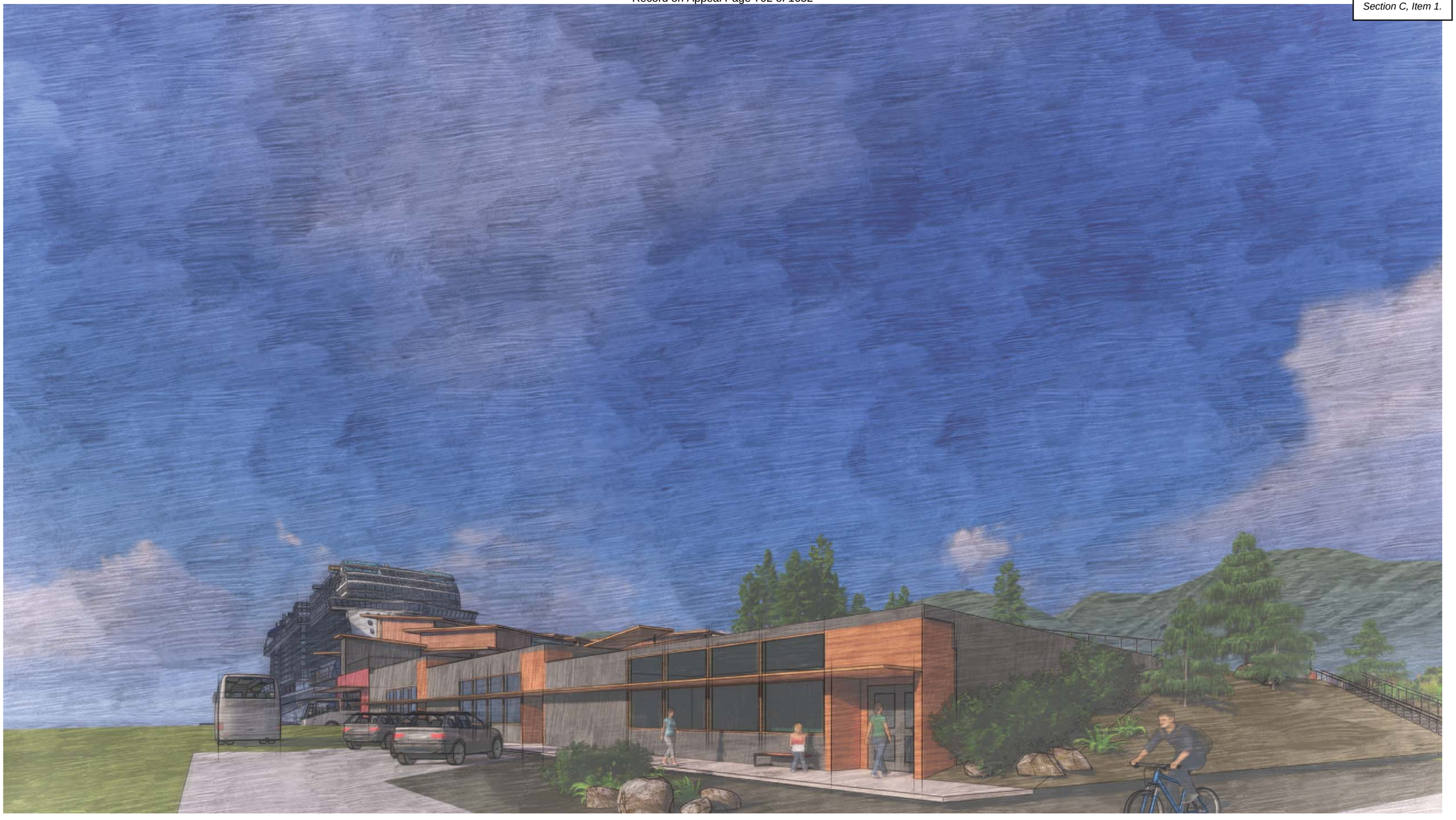
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left



Aak'w Landing
Huna Totem Corporation

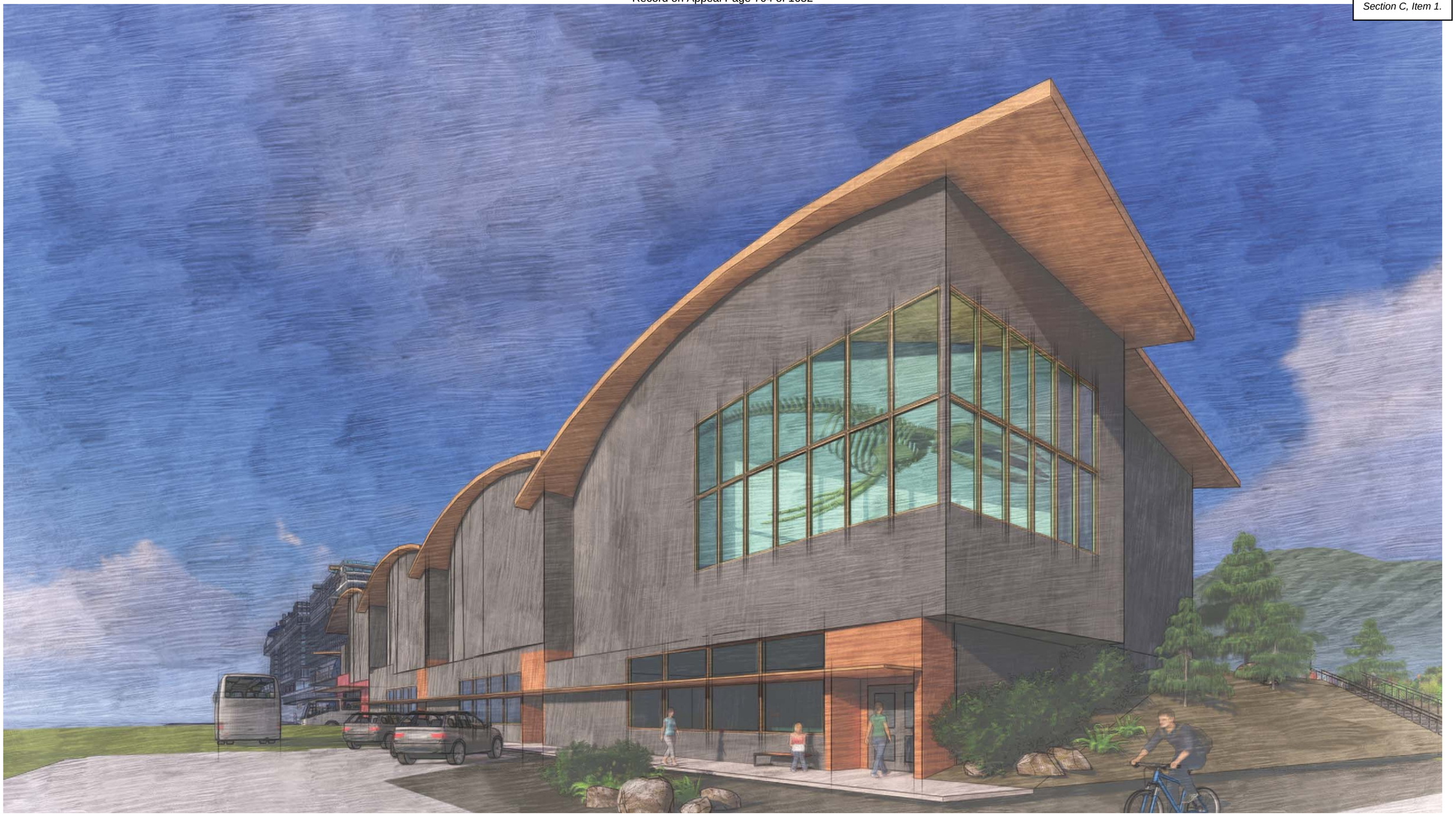
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Whittier-Level Retail

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Housing



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Aak'w Landing
Huna Totem Corporation

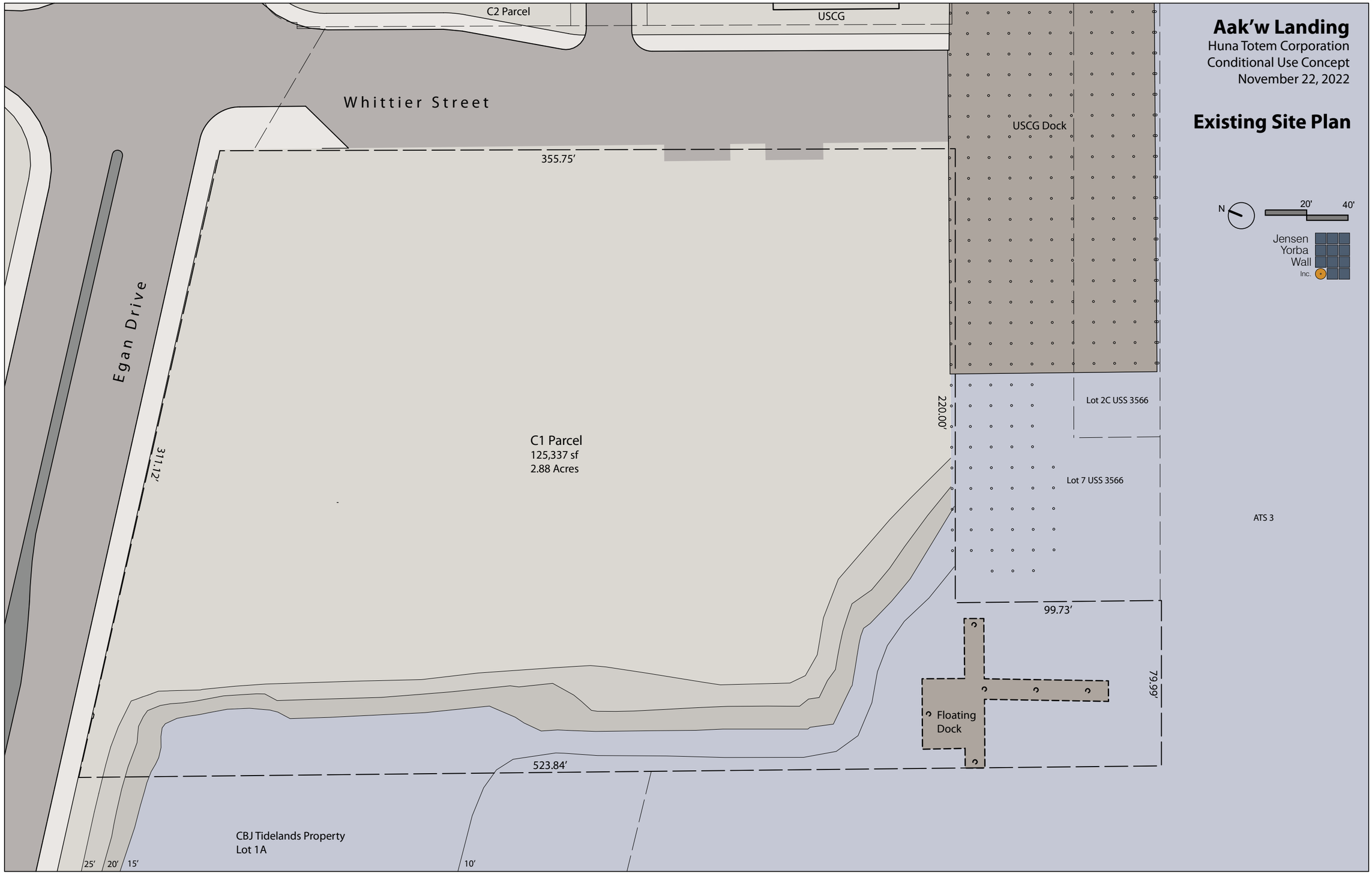
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Existing Site Plan



Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with bus parking

N

20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Commercial Entry

Car Entry

USCG Dock

Egan Drive

Retail (4,700 sf)

Service

slope

Circulator

Bus & Van Loading

Car Parking (two levels)

Seawalk

Coach Loading

ramp up

Retail (13,300sf)

Dock SkyBridge Above

Deck (outdoor dining)

slope

Seawalk

CBJ Tidelands Property

Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with off-season parking

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

Car Entry

Car Entry

Retail (4,700 sf)

Service

slope

u

Car Parking (two levels)

USCG Dock

Seawalk

ramp up

u

u

u

slope

Retail (13,300sf)

Dock SkyBridge Above

Deck (outdoor dining)

Seawalk

CBJ Tidelands Property

Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Upper Plaza Level

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

USCG Dock

Phase 3
Use To Be Determined
(20,000 sf @ this level
20,000 sf @ level above)

Plaza

Phase 2
Add'l Retail

Phase 1
Retail - Welcome Center
(7,500sf @ this level)

Seawalk Below

Perform

Perform

Phase 2
Additional Retail
(14,000sf total @ this level
10,000 sf @ level above)

Park

Plaza

Skywalk Bridge

Deck
Below

slope

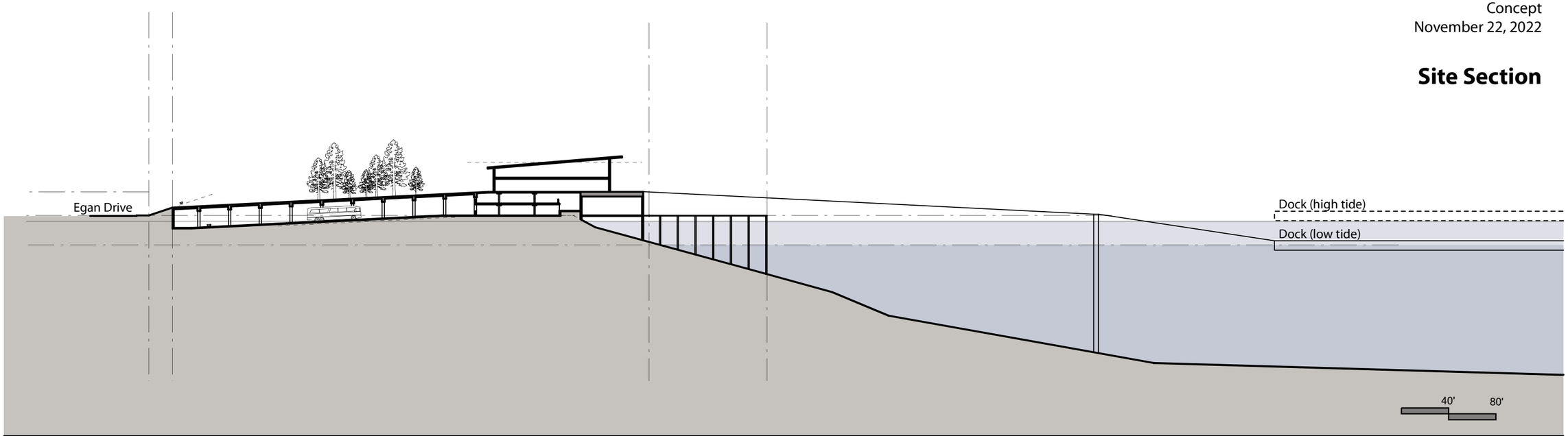
Seawalk Below

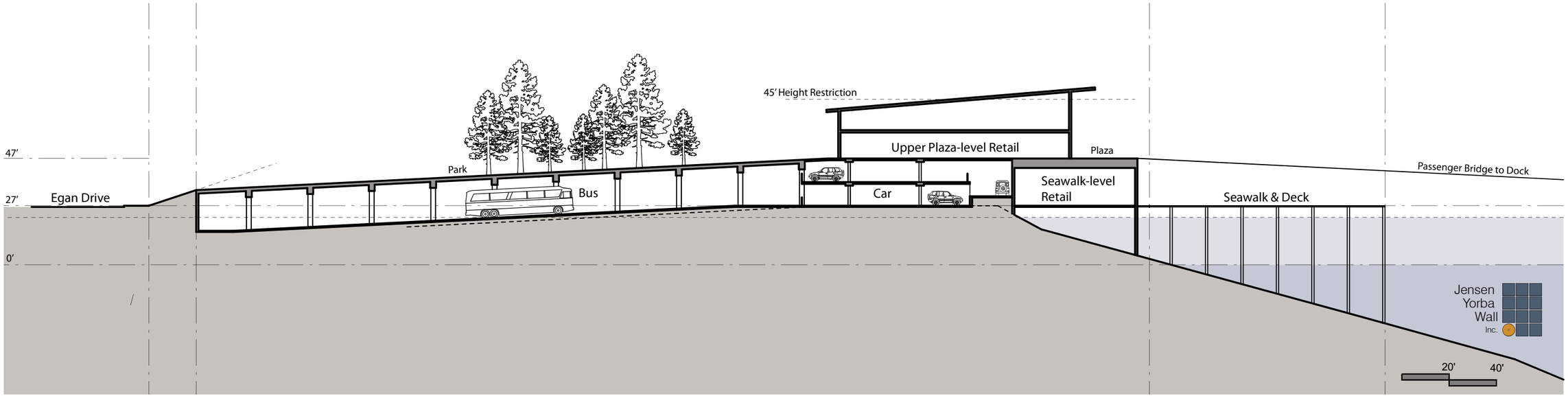
CBJ Tidelands Property

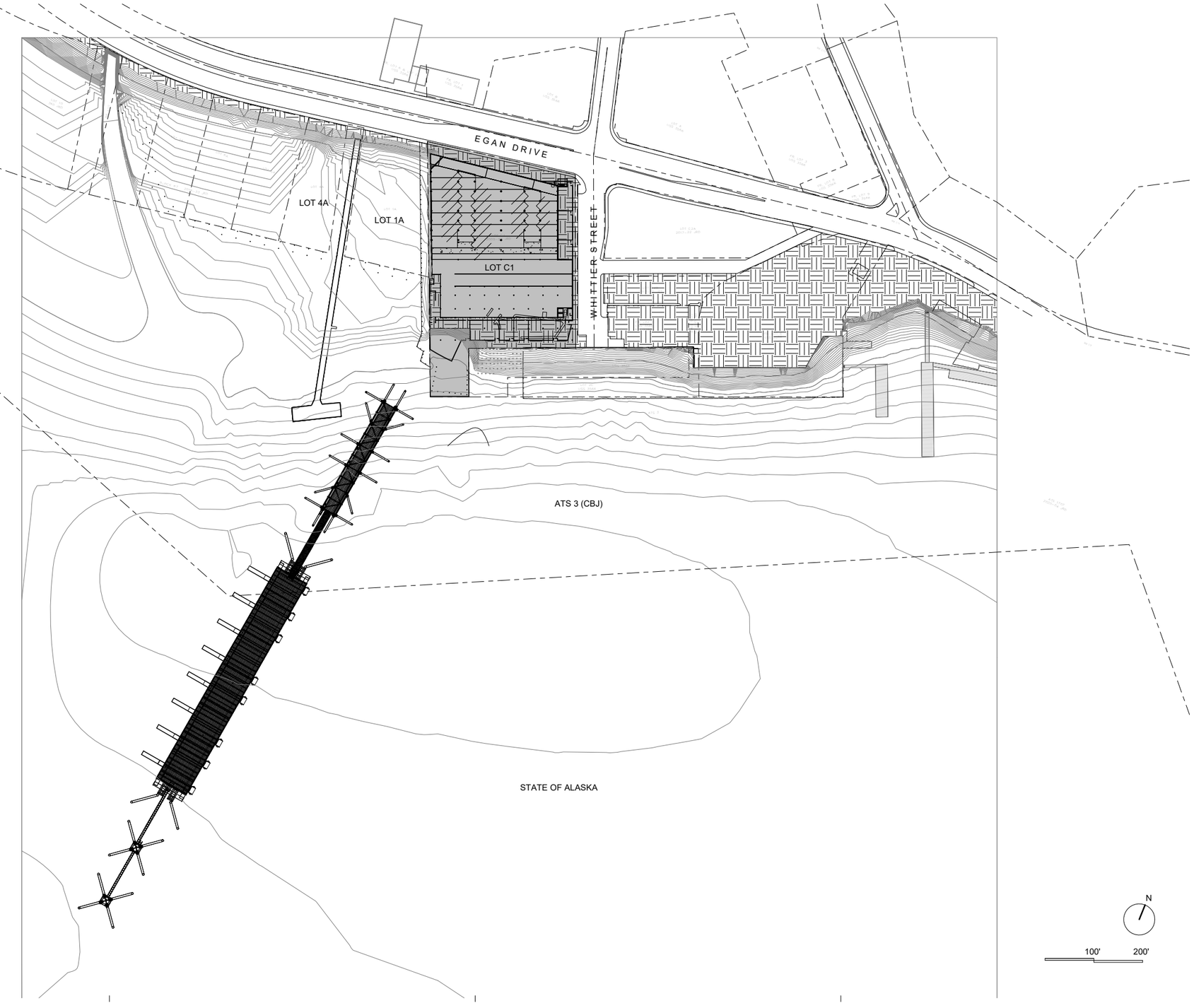
Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
November 22, 2022

Site Section







Jensen Yorba Wall Inc.
522 West 10th Steet
Juneau, Alaska 99801
907.586.1070
AEC137
jensenyorbawall.com

Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

SHEET TITLE

Property Location

DATE: 1.3.2023
FILE: 21022

A000

1/3/2023 12:28:18 PM G:_Projects\21022\CAD\7 Revised Concept\21022 Aak'w Landing - R22.rvt

Irene Gallion

From: Rorie Watt
Sent: Thursday, February 2, 2023 4:43 PM
To: Irene Gallion;Jill Maclean;Scott Ciambor
Cc: Dan Bleidorn
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit

Okay, their choice.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, February 2, 2023 4:16 PM
To: Rorie Watt <Rorie.Watt@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit

I talked to Fred about 5 minutes ago (before I got this), and at that time it was his intent to reach out to Dan regarding processes and timelines on tidelands.

To clarify, process-wise they hope to divorce the uplands permitting from the dock processes. This CUP is only for uplands development.

The CUP would give them more security with moving forward on final design for the uplands.

Thanks,

IMG

From: Rorie Watt <Rorie.Watt@juneau.gov>
Sent: Thursday, February 2, 2023 4:06 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Subject: FW: USE23-03: Aak'w Landing Conditional Use Permit

Irene – FYI the below, attached. It's the applicant's choice on what to apply for and the Department's decision on how to process the application. But, FYI this is a change of course from what NCL was doing.

I think our thinking was that by doing the attached, then Dan could sign a CUP application as the land owner for a complete project.

Can you communicate with the applicant, or maybe they are already aware of this? Thanks.

From: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Sent: Thursday, February 2, 2023 3:46 PM
To: Rorie Watt <Rorie.Watt@juneau.gov>
Cc: Robert Barr <Robert.Barr@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit

Yes, they provided a motion to work on the lease.
If they want to apply for a CUP for the tidelands I don't think there is anything stopping them.

From: Rorie Watt <Rorie.Watt@juneau.gov>
Sent: Thursday, February 2, 2023 3:40 PM
To: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Cc: Robert Barr <Robert.Barr@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Subject: FW: USE23-03: Aak'w Landing Conditional Use Permit

Dan –

Didn't we get a motion to work with NCL on a tidelands lease? This is strange to have them apply only for the uplands development, that doesn't make sense to me. Didn't we do that so that you could sign a CUP app? Please advise.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, February 2, 2023 2:57 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>; Alexandra Pierce <Alexandra.Pierce@juneau.gov>; Rorie Watt <Rorie.Watt@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>
Subject: FW: USE23-03: Aak'w Landing Conditional Use Permit

FYI

From: Irene Gallion
Sent: Thursday, February 2, 2023 2:56 PM
To: Charlie Ford <Charlie.Ford@juneau.gov>; General Engineering <General_Engineering@juneau.gov>; Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Cc: Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; John Bohan <John.Bohan@juneau.gov>; Matthew Creswell <Matthew.Creswell@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Aak'w Landing Conditional Use Permit

Hello CBJ Team,

We have received an application from Huna Totem for the uplands development of the subport lot. As part of the review process, we are circulating the application amongst CBJ departments for input that will be provided to the Planning Commission for review.

Attached is the application, draft plans and concept drawings. You can also find information at the short term planning web site: https://juneau.org/community-development/short-term-projects

We do not have the case scheduled for the Planning Commission yet.

If you could provide feedback by **February 16th, 2023**, that would be very helpful. I've attached an Agency Comment Form for your use. If you need more time let me know and we will work something out.

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 X2

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Wednesday, February 1, 2023 3:46 PM
To: Irene Gallion;'Fred Parady'
Subject: Re: Need a Traffic Impact Analysis

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

That works for me.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, February 1, 2023 3:44 PM
To: 'Fred Parady' <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: RE: Need a Traffic Impact Analysis

Hello Fred and Corey,

What does tomorrow afternoon look like for you? I am free after 1:30.

IMG

From: Fred Parady <FParady@hunatotem.com>
Sent: Wednesday, February 1, 2023 3:29 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Corey Wall <corey@jensenyorbawall.com>
Subject: RE: Need a Traffic Impact Analysis

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

Irene:

Could we get on a call today or tomorrow together to discuss this?

Fred

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, January 31, 2023 2:06 PM
To: Fred Parady <FParady@hunatotem.com>
Cc: Russell Dick <russell.dick@HunaTotem.com>; Corey Wall <corey@jensenyorbawall.com>; Garth Schlemlien <gas@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Need a Traffic Impact Analysis

Thanks Fred!

CDD will get abutters out this week.

To clarify, I believe we are going for a conditional use permit for phases 1 and 2 since they are relatively k
be reaching out to you to discuss, or give me a call when you have a moment.

IMG

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, January 31, 2023 12:26 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Russell Dick <russell.dick@HunaTotem.com>; Corey Wall <corey@jensenyorbawall.com>; Garth Schlemlien <gas@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Need a Traffic Impact Analysis

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

Irene:

Here is the most recent traffic impact analysis, done less than a year ago by Kinney Engineering for NCL and MRV.

We are having this updated to reflect the details of our current plan, but the differences are minor, and the traffic study confirms that the impacts on the intersections studied are minimal. We anticipate having the updated final study to you by March 6th.

We look forward to the coming meeting with the Planning Commission on March 14th. Please advise as to next steps we need to take for the abutters notices and we will get that done this week as required.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, January 31, 2023 7:54 AM
To: Fred Parady <FParady@hunatotem.com>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Need a Traffic Impact Analysis
Importance: High

Hi Fred,

We need a Traffic Impact Analysis for the project. The final study will need to be received prior to the Planning Commission meeting. We can get you on for March 14th Planning Commission if you can produce the traffic study.

I'd suggest you might send the draft that was developed for the other project, then check in with the Engineer who wrote it to see if it applies to this project or needs modification. We will need to see notice from the Engineer that the traffic study specifically applies to this project. Note we would need the final traffic study my **March 6, 2023**. In the meantime, I'll need a draft on which to base the staff findings.

If the traffic study needs more time please let me know as soon as possible. Abutters notices for the Ma
meeting need to go out this week. If we need to delay, we could get you on the agenda for March 28 or thereafter.

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 X2

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Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Wednesday, February 1, 2023 1:04 PM
To: Irene Gallion;Corey Wall
Subject: Call

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

Irene:

Would you have time this afternoon for a quick call?

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Irene Gallion

From: Irene Gallion
Sent: Monday, February 6, 2023 10:57 AM
To: 'Stiles, Dave D. LCDR USCG SEC JUNEAU (USA)'
Cc: Ilsa Lund;Sprenger, Paul A CIV USCG D17 (USA)
Subject: RE: USE2023 0003: Aak'w Landing, multi-use Waterfront development

Can we have a phone number and title for Mr. Sprenger for our outreach records?

Thank you,

IMG

From: Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Sent: Monday, February 6, 2023 10:28 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Ilsa Lund <Ilsa.Lund@juneau.gov>; Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>
Subject: RE: USE2023 0003: Aak'w Landing, multi-use Waterfront development

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

Good Day Ms. Gallion,

For USCG it is Paul Sprenger. I was simply doing this for my concern of Station Juneau parking and egress of the dock.

V/R,
LCDR Dave Stiles
Sector Juneau
CO MILPERS
Logistics Department Head
907-463-2473 (W)
907-957-0155 (C)

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, February 6, 2023 9:20 AM
To: Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Cc: Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: [URL Verdict: Neutral][Non-DoD Source] FW: USE2023 0003: Aak'w Landing, multi-use Waterfront development

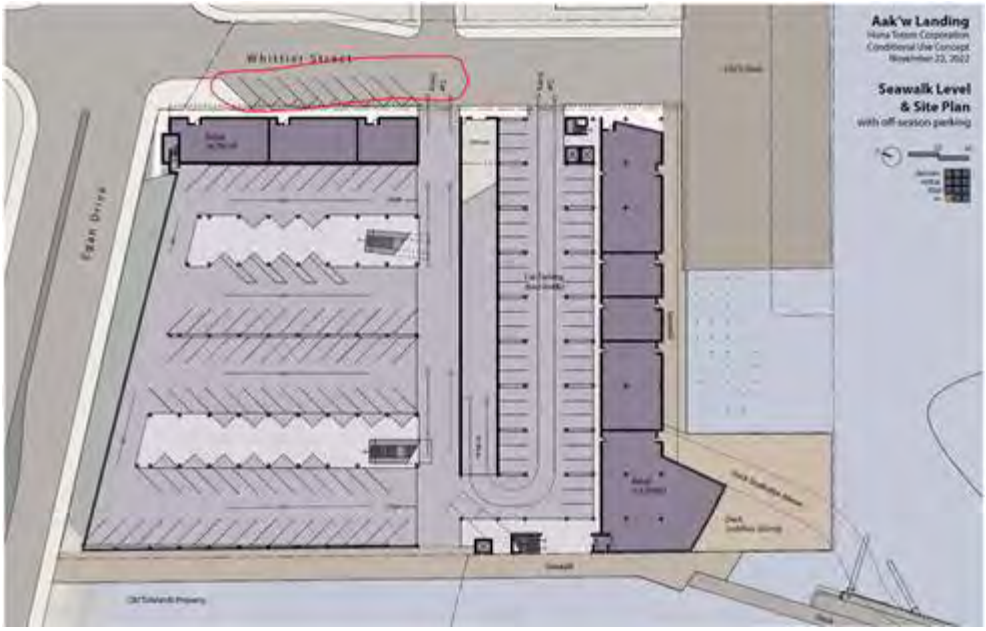
Good Day LCDR Stiles:

I understand you are referencing the parking proposed along Whittier Street in the draft plans for the Aak'w Landing development (see red circle in the graphic below).

CBJ does not allow most commercial entities to have back-out parking onto CBJ streets (the exception is child care homes). Additionally, the parking shown off of Whittier Street is on CBJ property, and cannot be used to meet parking requirements for the project. The applicant has been advised.

When the Traffic Impact Analysis is finished, this project will go to interested agencies for formal review. person this should go to? Or is there someone else?

Thank you for your interest,



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 X2

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Fostering excellence in development for this generation and the next.

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Friday, February 3, 2023 11:42 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Lily Hagerup <Lily.Hagerup@juneau.gov>
Subject: FW: USE2023 0003: Aak'w Landing, multi-use Waterfront development

Hi Irene,
The following email was sent to the PC Comments email.

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Note: my email has changed to ilsa.lund@juneau.GOV on 12/5/22

Fostering excellence in development for this generation and the next.

From: Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Sent: Friday, February 3, 2023 10:59 AM
To: PC_Comments <PC_Comments@juneau.org>
Subject: USE2023 0003: Aak'w Landing, multi-use Waterfront development

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

Good Day,

Request to know the city's setback requirements on a public road. For example Whittier Street has USCG Station Juneau and "Future Retail Store Front Parking with Bus traffic using the same road. A concern I have is, if parking is allowed on the side of Whittier Street will buses be able to move safely in the same area?

V/R,
LCDR Dave Stiles
Sector Juneau
CO MILPERS
Logistics Department Head
907-463-2473 (W)
907-957-0155 (C)

Irene Gallion

From: Irene Gallion
Sent: Monday, February 6, 2023 2:35 PM
To: 'Fred Parady'
Subject: USE23-03: Update

Hi Fred,

I was chatting with Dan in Lands today on another issue, and I asked how things were going with the Aak'w Landing dock. He said he had not received an application. You might want to check in with him and let him know your intentions.

Have a good week,

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 X2

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Fostering excellence in development for this generation and the next.

Irene Gallion

From: Jennifer Shields
Sent: Tuesday, February 7, 2023 4:21 PM
To: Irene Gallion
Subject: RE: USE2023 0003: Aak'w Landing, multi-use Waterfront development

CORRECTION!

Paul.sprenger@uscg.mil
Facilities Planner

From: Jennifer Shields
Sent: Tuesday, February 7, 2023 4:17 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: USE2023 0003: Aak'w Landing, multi-use Waterfront development

Paul.a.sprenger@uscg.mil
Facilities Planner

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, February 7, 2023 3:44 PM
To: Jennifer Shields <Jennifer.Shields@juneau.gov>
Subject: FW: USE2023 0003: Aak'w Landing, multi-use Waterfront development

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From: Irene Gallion
Sent: Monday, February 6, 2023 10:57 AM
To: 'Stiles, Dave D. LCDR USCG SEC JUNEAU (USA)' <Dave.D.Stiles@uscg.mil>
Cc: Ilsa Lund <Ilsa.Lund@juneau.gov>; Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>
Subject: RE: USE2023 0003: Aak'w Landing, multi-use Waterfront development

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Thank you,

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From: Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Sent: Monday, February 6, 2023 10:28 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Ilsa Lund <Ilsa.Lund@juneau.gov>; Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>
Subject: RE: USE2023 0003: Aak'w Landing, multi-use Waterfront development

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

Good Day Ms. Gallion,

For USCG it is Paul Sprenger. I was simply doing this for my concern of Station Juneau parking and egress

V/R,
LCDR Dave Stiles
Sector Juneau
CO MILPERS
Logistics Department Head
907-463-2473 (W)
907-957-0155 (C)

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, February 6, 2023 9:20 AM
To: Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Cc: Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: [URL Verdict: Neutral][Non-DoD Source] FW: USE2023 0003: Aak'w Landing, multi-use Waterfront development

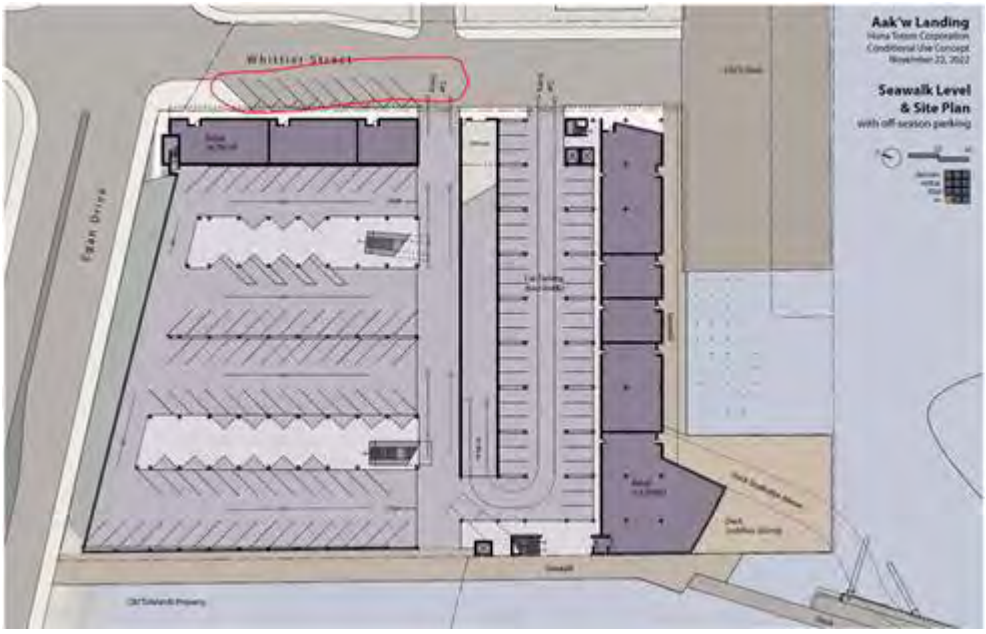
Good Day LCDR Stiles:

I understand you are referencing the parking proposed along Whittier Street in the draft plans for the Aak'w Landing development (see red circle in the graphic below).

CBJ does not allow most commercial entities to have back-out parking onto CBJ streets (the exception is child care homes). Additionally, the parking shown off of Whittier Street is on CBJ property, and cannot be used to meet parking requirements for the project. The applicant has been advised.

When the Traffic Impact Analysis is finished, this project will go to interested agencies for formal review. Are you the person this should go to? Or is there someone else?

Thank you for your interest,



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 X2

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Fostering excellence in development for this generation and the next.

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Friday, February 3, 2023 11:42 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Lily Hagerup <Lily.Hagerup@juneau.gov>
Subject: FW: USE2023 0003: Aak'w Landing, multi-use Waterfront development

Hi Irene,
The following email was sent to the PC Comments email.

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Note: my email has changed to ilsa.lund@juneau.GOV on 12/5/22

Fostering excellence in development for this generation and the next.

From: Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Sent: Friday, February 3, 2023 10:59 AM
To: PC_Comments <PC_Comments@juneau.org>
Subject: USE2023 0003: Aak'w Landing, multi-use Waterfront development

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

Good Day,

Request to know the city's setback requirements on a public road. For example Whittier Street has USCG Station Juneau and "Future Retail Store Front Parking with Bus traffic using the same road. A concern I have is, if parking is allowed on the side of Whittier Street will buses be able to move safely in the same area?

V/R,
LCDR Dave Stiles

Sector Juneau
CO MILPERS
Logistics Department Head
907-463-2473 (W)
907-957-0155 (C)

Irene Gallion

From: Ilsa Lund
Sent: Wednesday, February 8, 2023 10:47 AM
To: Irene Gallion;Lily Hagerup
Subject: RE: USE23-03: Agenda

I ran a report and it appears to have been removed.
Thanks,

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Note: my email has changed to ilsa.lund@juneau.GOV on 12/5/22*

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Fostering excellence in development for this generation and the next.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, February 8, 2023 10:14 AM
To: Lily Hagerup <Lily.Hagerup@juneau.gov>; Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: USE23-03: Agenda

Hi guys,

I THINK I removed USE23-03 from the agenda on the 14th. Let me know if this perception is incorrect.

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 X2

.

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Irene Gallion

From: Alexandra Pierce
Sent: Monday, February 13, 2023 11:55 AM
To: Irene Gallion
Subject: Agency Comments Form
Attachments: Agency Comments Form_AP_2.13.23.pdf

Attached! I'll call you later to clarify.

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

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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Docks & Harbors

STAFF PERSON/TITLE: Carl Uchytil/Port Director

DATE: June 22, 2023

APPLICANT: Huna-Totem Corporation (HTC)

TYPE OF APPLICATION: Conditional Use Permit (CUP)

PROJECT DESCRIPTION:
Mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

1. Docks & Harbors requests a navigability study be conducted to ensure the alignment of the proposed HTC dock does not impede access to the AS/CT Docks or to the USCG/NOAA Docks. The study should also evaluate any unreasonable impact to larger vessels (i.e. fuel/material barges) transiting Gastineau Channel under the bridge. The AJT Dock (former Standard Oil Dock) also should be addressed as the proposed HTC appears to block reasonable access to this derelict pier which is legally on patented private tidelands.
2. Docks & Harbors recommends that Wings and FAA be consulted to ensure access, landing and taxiing to the float plane docks are not unduly restricted.
3. Docks & Harbors, on behalf of CBJ requests as a condition of the permit, the ability to petition the State of Alaska (DNR) for state submerged tidelands to be conveyed to CBJ in accordance with AS 38.05.820 (Occupied Tide and Submerged Land) necessary for the HTC dock construction.
4. Docks & Harbors recommends the CUP address dock electrification and expected commitment from HTC to achieve shore power (conceptual planning document, by date certain, anticipated financial investment, etc.).
5. Docks & Harbors requests the applicant provide clarity to the finger floats shown in the renderings. What size of slips are proposed and how will these slips be utilized in the off-season.

AGENCY COMMENTS (CONTINUED):

6. Docks & Harbors requests to know if HTC will be providing navigation safety measures such as real time current monitoring and/or meteorological sensors.
7. Given a that very large cruise ships will be moored perpendicular to shore and in close proximity to the bride, request a hydraulic study be conducted to determine whether disruptions to the tidal flushing under the bridge or if siltation issues will be anticipated. Additionally, evaluate safety concerns to very large cruise ships mooring with current abeam in the proposed dock alignment.
8. An evaluation to view-shed impacts should be considered/addressed for both the dock (with vessel) as well as the proposed upland building.

Irene Gallion

From: Irene Gallion
Sent: Monday, February 13, 2023 12:05 PM
To: Jill Maclean
Subject: FW: Agency Comments Form
Attachments: Agency Comments Form_AP_2.13.23.pdf

FYI

From: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Sent: Monday, February 13, 2023 11:55 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Agency Comments Form

Attached! I'll call you later to clarify.

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COMMUNITY DEVELOPMENT

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155 S. Seward Street • Juneau, AK 99801

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DEPARTMENT: Docks & Harbors

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AGENCY COMMENTS (CONTINUED):

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8. An evaluation to view-shed impacts should be considered/addressed for both the dock (with vessel) as well as the proposed upland building.

Irene Gallion

From: Irene Gallion
Sent: Tuesday, February 14, 2023 2:53 PM
To: Jill Maclean
Subject: Accepted: Huna Totem CUP check-in

Irene Gallion

From: Alec Venechuk
Sent: Friday, February 17, 2023 3:44 PM
To: Irene Gallion
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit
Attachments: Agency Comments Form - GE.pdf

Irene, attached are my comments -

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, February 2, 2023 2:56 PM
To: Charlie Ford <Charlie.Ford@juneau.gov>; General Engineering <General_Engineering@juneau.gov>; Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Cc: Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; John Bohan <John.Bohan@juneau.gov>; Matthew Creswell <Matthew.Creswell@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Aak'w Landing Conditional Use Permit

Hello CBJ Team,

We have received an application from Huna Totem for the uplands development of the subport lot. As part of the review process, we are circulating the application amongst CBJ departments for input that will be provided to the Planning Commission for review.

Attached is the application, draft plans and concept drawings. You can also find information at the short term planning web site: https://juneau.org/community-development/short-term-projects

We do not have the case scheduled for the Planning Commission yet.

If you could provide feedback by **February 16th, 2023**, that would be very helpful. I've attached an Agency Comment Form for your use. If you need more time let me know and we will work something out.

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 X2

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155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

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STAFF PERSON/TITLE: Carl Uchytil/Port Director

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Irene Gallion

From: Carl Uchytil
Sent: Friday, February 17, 2023 12:33 PM
To: Irene Gallion
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit

Irene –
I brought this to the attention of the Docks & Harbors Operations-Planning Committee members on Monday. At this time, we have no agency comments. I suspect we will have comments when the HTC Dock CUP is submitted.
Thank you,
Carl

Carl J. Uchytil, P.E.
Port Director
City & Borough of Juneau
(907)586-0294
www.juneau.org/harbors
My email has changed to Carl.Uchytil@juneau.gov

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, February 2, 2023 2:56 PM
To: Charlie Ford <Charlie.Ford@juneau.gov>; General Engineering <General_Engineering@juneau.gov>; Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Cc: Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; John Bohan <John.Bohan@juneau.gov>; Matthew Creswell <Matthew.Creswell@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Aak'w Landing Conditional Use Permit

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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 X2

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Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, March 14, 2023 3:07 PM
To: Jill Maclean
Cc: Corey Wall;Irene Gallion;Scott Ciambor
Subject: Re: Aak'w Landing Tidelands CUP

Tied up 9-9:30, 11-11:30, and 4-5…

Sent from my iPhone

On Mar 14, 2023, at 12:10 PM, Jill Maclean <Jill.Maclean@juneau.gov> wrote:

Hi Corey,

I can give you a call tomorrow. Today's a crunch because of the commission meeting tonight. I've tried to provide as much info as I quickly could this morning…hopefully, this gets you rolling. Please note the highlighted piece…I'm not sure flood permits have come up much, since we were dealing with the uplands.

Best,
Jill

1. Zoning: tidelands take on the zoning of the adjacent land = MU2 (49.25.120 Districts adjoining water or tidelands)

2. Use: the dock falls under the TPU 49.25.300 10.510 Moorage Private
    1. In MU2, commercial moorage

3. 2 CUP applications
    1. 1 CUP application for the uplands; 1 CUP application for the tidelands / dock
    2. CBJ must sign the CUP / DPA for the tidelands / dock as the owner – Dan Bleidorn signs for CBJ
    3. Both applications should have a brief narrative

4. Both CUPs can be scheduled for the same commission meeting, each application will require a public hearing and public testimony
    1. Commission may prefer one presentation, which starts broad for items that relate to both applications, and then become specific to each application
        1. Public testimony must be taken
        2. Commission will need to take action on each application separately
    2. Alternatively, the Commission may prefer to separate completely and have a specific presentation for each – we can see if they'll provide direction
        1. Public testimony is taken twice in this option – once for each application

5. Floodplain development permit may also be triggered due to the dock location in a Zone V (velocity zone)

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Monday, March 13, 2023 3:38 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Cc: Fred Parady <fparady@hunatotem.com>
Subject: Aak'w Landing Tidelands CUP

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

Hi Jill-

Fred with Huna Totem Corp said he talked with you about a CUP for the tidelands lease portion of the project. We'd like to get that developed so it could go to the Planning Commission at the same time as the uplands CUP. Could we schedule a quick phone call with you to discuss how you see the zoning and use for this portion of the site? We didn't include this in our pre-application meeting, so we've got a few questions about how best to proceed.

Fred is leaving on Thursday for a quick trip, so if we could schedule time for the call either tomorrow or Wednesday, that would be great.

Thanks,
Corey

Corey Wall
Principal Architect

JENSEN YORBA WALL, INC.
522 West Tenth Street | Juneau, AK 99801
C 907-209-0366 | D 907-802-2351 | O 907-586-1070 | F 907-586-3959
www.jensenyorbawall.com
Click here to upload files

Irene Gallion

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Thursday, March 23, 2023 2:35 PM
To: Jill Maclean;Fred Parady
Cc: Irene Gallion;Scott Ciambor
Subject: Re: Aak'w Landing Tidelands CUP

Great, thanks.

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Thursday, March 23, 2023 2:32 PM
To: Corey Wall <corey@jensenyorbawall.com>; Fred Parady <FParady@hunatotem.com>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: RE: Aak'w Landing Tidelands CUP

Hi Corey,

Thanks for your patience this week. I'll be forwarding an email shortly in regards to our conversation last Friday.

Best,

Jill

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Thursday, March 16, 2023 9:08 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Fred Parady <FParady@hunatotem.com>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: Re: Aak'w Landing Tidelands CUP

Sure, that works fine. I'm open all day tomorrow.

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Thursday, March 16, 2023 4:27 PM
To: Corey Wall <corey@jensenyorbawall.com>; Fred Parady <FParady@hunatotem.com>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: RE: Aak'w Landing Tidelands CUP

Hi Corey,

I have a couple meetings first thing tomorrow, and can you give you a call after? Would that work for you? Probably closer to 11AM.

Jill

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Wednesday, March 15, 2023 9:15 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Fred Parady <FParady@hunatotem.com>

Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: Re: Aak'w Landing Tidelands CUP

Hi Jill-

I'm happy to call Teri. However, I still think a call with you would be helpful to ensure that we are not missing anything else. I confess that I was caught a bit flat-footed that we needed an additional CUP for the dock--I don't remember that coming up in our pre-application meeting for the uplands CUP or any of the other discussions we've had. We just want to make certain there are not additional permits or processes we are missing.

Even if Fred is unable to make a call, perhaps we could schedule a time to talk in the next couple of days? I don't have anything on my calendar for Thursday or Friday or before 2 on Monday.

Thanks,
C

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Wednesday, March 15, 2023 8:57 AM
To: Corey Wall <corey@jensenyorbawall.com>; Fred Parady <FParady@hunatotem.com>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: RE: Aak'w Landing Tidelands CUP

Hi Corey,

Since I can't make a call today or tomorrow, I suggest checking in with Teri Camery, the planner that typically reviews flood permits. She can assist on those questions to keep you moving.

Best,

Jill

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Wednesday, March 15, 2023 8:37 AM
To: Fred Parady <FParady@hunatotem.com>; Jill Maclean <Jill.Maclean@juneau.gov>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: Re: Aak'w Landing Tidelands CUP

Hi Jill-

I'm available all day, so please take note of when Fred is not available and then let me know when we can schedule a call.

The 2nd CUP for the tidelands seems pretty straightforward, except for the floodplain issue. I'll want to discuss that and then also just clarify that we are not missing any other permit applications from you.

Thanks,
C

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, March 14, 2023 3:07 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Cc: Corey Wall <corey@jensenyorbawall.com>; Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
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Alternatively, the Commission may prefer to separate completely and have a specific presentation for each – we can see if they'll provide direction
Public testimony is taken twice in this option – once for each application

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From: Corey Wall <corey@jensenyorbawall.com>
Sent: Monday, March 13, 2023 3:38 PM

To: Jill Maclean <Jill.Maclean@juneau.gov>
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Thanks,
Corey

Corey Wall
Principal Architect

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C 907-209-0366 | D 907-802-2351 | O 907-586-1070 | F 907-586-3959
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Sent: Thursday, March 23, 2023 12:38 PM
To: Jill Maclean
Subject: FW: USE23-03: Expanding the scope of the existing CUP

From: Irene Gallion
Sent: Monday, March 20, 2023 3:13 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Cc: Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: USE23-03: Expanding the scope of the existing CUP

Hi Jill,

If the Huna Totem uplands process has slowed enough to accommodate the analysis with a dock, a single CUP could be pursued.

When they first applied:

- They were hoping to break ground on uplands this season.
- My understanding is they were told they could not get a CUP unless they had a tidelands lease in hand. This would have delayed construction on the uplands.

So, with the time constraints and the unknowns, a two CUP approach seemed to work.

Since then, I understand there have been changes:

- The TIA has slowed the uplands development process.
- Conceptual design/engineering has been done on the dock.
- The Lands Department is agreeable to sign the Development Permit Application for the CUP.
- If state-managed tidelands are on the table, the state would need to sign a DPA as well.

As for flood plain permitting: FEMA mapping shows the flood plain area ending at the beach. Elements of the proposal closer to Egan Drive are below the 27 foot special flood hazard area elevation, but are outside of the mapped area. The Director has determined that flood proofing will not be required for
development outside of the mapped area (which would include the parking garage). The dock and certain seawalk structures might require flood plain permitting, depending on location. Below is an image of FEMA mapping:

Note that the flood plain permitting would be a condition of the CUP, rather than an element of analysis. The flood plain permitting requires analysis of design documents. It is unreasonable for the Applicant to invest in this level of design without a CUP issued.

I hope this helps,

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 X2

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Fostering excellence in development for this generation and the next.

Irene Gallion

From: Jill Maclean
Sent: Thursday, March 23, 2023 2:38 PM
To: Corey Wall
Cc: Irene Gallion;Scott Ciambor;Fred Parady
Subject: FW: USE23-03: Expanding the scope of the existing CUP

Hi Corey,

Please see Irene's responses below in regards to the conversation we had last Friday. As you'll see, a single conditional use permit application may make more sense than it did at the time of the pre-application conference. I'm happy to discuss further if you need, otherwise, feel free to proceed working with Irene, who is also versed in the floodplain permitting.

Best,

Jill

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Location: 230 S. Franklin Street | 4th Floor Marine View Building
Office: 907.586.0753 X2

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Fostering excellence in development for this generation and the next.

Irene Gallion

From: Irene Gallion
Sent: Friday, March 24, 2023 8:24 AM
To: Corey Wall
Subject: FW: USE23-03: Expanding the scope of the existing CUP

Hi Corey,

If you'd like to add the dock to the CUP, can you provide some concept drawings? Both plan and elevation. (I guess it is called an elevation with bridges).

Maybe have 30% design docs in the wings. Design drawings usually lead to dais engineering, but may come in handy if they feel they need to see them. Or, we can use 30% design in lieu of concept, if that is what your engineer is more comfortable providing.

IMG

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Thursday, March 23, 2023 2:38 PM
To: Corey Wall <corey@jensenyorbawall.com>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>; Fred Parady <FParady@hunatotem.com>
Subject: FW: USE23-03: Expanding the scope of the existing CUP

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Location: 230 S. Franklin Street | 4th Floor Marine View Building

Office: 907.586.0753 X2

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Fostering excellence in development for this generation and the next.

Irene Gallion

From: Ilsa Lund
Sent: Monday, April 3, 2023 9:00 AM
To: Irene Gallion
Subject: FW: USE2023 0003: Aak'w Landing, multi-use waterfront development

Hi Irene,
I believe you are assigned to this case.
Thanks,

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Note: my email has changed to ilsa.lund@juneau.GOV on 12/5/22

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Fostering excellence in development for this generation and the next.

From: Bill Kramer <907billk@gmail.com>
Sent: Sunday, April 2, 2023 12:09 PM
To: PC_Comments <PC_Comments@juneau.gov>
Subject: USE2023 0003: Aak'w Landing, multi-use waterfront development

Dear Juneau Community Development Department,

Comment regarding: USE2023 0003: Aak'w Landing, multi-use waterfront development

I am writing to express my concern about the proposed development of more retail infrastructure for the cruise ship industry in our city. As you are likely aware, Juneau is already suffering from overtourism caused by the cruise ship industry, and it is clear that something needs to be done to address this issue.

As a resident of Juneau, I have witnessed firsthand the negative impacts of overtourism, including overcrowding, environmental degradation, and strain on local resources and infrastructure. The cruise ship industry is contributing to these problems, and we need to take action to limit the number of cruise ship passengers and crew members in our city each day.

Rather than continuing to expand the retail infrastructure for the cruise ship industry, I urge you to prioritize the protection of our environment and the well-being of our community. This could include measures such as implementing a limit on the number of cruise ships allowed to dock in our port each day, or exploring alternative tourism models that prioritize sustainability and community well-being.

I believe that it is important for the City and Borough of Juneau to take a proactive approach to addressing the issue of overtourism and the negative impacts of the cruise ship industry. By working together and taking action now, we can ensure that our city remains a vibrant and sustainable place to live, work, and visit for generations to come.

Thank you for considering my concerns and taking action to address this important issue.

Sincerely,

Bill Kramer

Sent from Mail for Windows

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, April 10, 2023 2:31 PM
To: Hillgartner, Megan G (DNR);Colles, Christianna D (DNR)
Cc: Corey Wall
Subject: RE: Tidelands Lease in Juneau

Megan:

I left a message regarding our Conditional Use Permit application with CBJ for the dock, which requires a Development Permit Application with a signature for landowner/lessee consent.

In this case, that would include the state for the underlying tidelands.

Please call me at your earliest convenience so that we can discuss this.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

From: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Sent: Monday, February 27, 2023 1:22 PM
To: Colles, Christianna D (DNR) <christianna.colles@alaska.gov>; Fred Parady <FParady@hunatotem.com>
Subject: RE: Tidelands Lease in Juneau

Thanks Christy!

Fred, I will give you a ring around 2 pm – happy to address any questions you may have.

Thanks,

Megan G. Hillgartner
Southeast Regional Manager
Department of Natural Resources
Division of Mining, Land and Water
P: 907-465-3406

From: Colles, Christianna D (DNR) <christianna.colles@alaska.gov>
Sent: Monday, February 27, 2023 1:20 PM
To: Fred Parady <FParady@hunatotem.com>
Cc: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Subject: RE: Tidelands Lease in Juneau

Hi Fred,

I am going to ask Megan Hillgartner, Southeast Regional Manager to call you and answer any leasing questions you may have. She is the Regional Manager that will oversee the adjudication of the lease application and is best suited to answer any questions you may have. I have courtesy copied her on this email and her phone number is 907-465-3406.

Thank you,

Christy Colles
Director
Division of Mining, Land and Water
Office: (907)269-8625
Cell: (907) 744-4930
Email: christianna.colles@alaska.gov

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, February 27, 2023 1:01 PM
To: Colles, Christianna D (DNR) <christianna.colles@alaska.gov>
Subject: Tidelands Lease in Juneau

You don't often get email from fparady@hunatotem.com. Learn why this is important

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Christy:

As you will recall from our call in early January, we are pursuing a new cruise ship dock at Aak'w Landing here in Juneau. I have some additional tidelands lease questions if you have a minute to call – my cell is best.

Thanks!

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

ICY STRAIT POINT

Irene Gallion

From: Beth McEwen
Sent: Monday, April 17, 2023 12:53 PM
To: Irene Gallion;Clerks Office
Subject: RE: Not nagging, just asking

Hi Irene – Sorry, we are still playing catch-up (or should that be mustard). ☺ I've been working on the minutes in date order and we just put the October and November minutes to the Assembly packets for approval in tonight and next Wednesday's meetings. Do you have a deadline by which you are needing the 1/30/23 minutes and/or a target meeting date you are trying to include them in a packet?

Thanks!
Beth

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, April 17, 2023 12:01 PM
To: Clerks Office <Clerks.Office@juneau.gov>
Subject: Not nagging, just asking

Hi Clerks!

Do you have an estimated ETA for minutes from the January 30, 2023 meeting?

I'll be working on the Huna Totem Conditional Use Permit, and part of the history is to refer Commissioners to past actions.

Of note, I am still waiting for the applicant to provide a Traffic Impact Analysis and some draft documents for a proposed dock, so this is not pending.

Thanks!

IMG

Irene Gallion

From: Alexandra Pierce
Sent: Monday, April 17, 2023 1:21 PM
To: Irene Gallion
Subject: RE: Waterfront Plan amendment public record
Attachments: Minutes_2022_1_24_Meeting(2026).pdf; Minutes_2022_3_14_Meeting(2021).pdf

Ha!

They definitely happened but I clearly had suppressed the timeline. I don't think there are minutes from the public meeting, but there is a zoom recording HERE. It doesn't look like the COW talked about it on 3/7, but they did talk about it on 1/24. The Assembly passed the amending ordinance on 3/14.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, April 17, 2023 1:08 PM
To: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: Waterfront Plan amendment public record

Hi Alix,

I'm assembling the record for Huna Totem's project, and saw reference to two meetings I was not able to find details on.

1/11/2022 public meeting
3/7/2022 Assembly COW

I saw both referenced in other documents, but could not find minutes or materials.

Did I miss them? Did they even happen?

Thanks!

IMG

ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
Meeting Minutes – January 24, 2022

I. CALL TO ORDER

The Assembly Committee of the Whole Meeting, held virtually via Zoom, was called to order by Deputy Mayor Gladziszewski at 6:00p.m.

II. LAND ACKNOWLEDGMENT

Mayor Weldon acknowledged that the City and Borough of Juneau is on Tlingit land, and we wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. *Gunalchéesh*!

III. ROLL CALL

Assemblymembers Present: Maria Gladziszewski, Wade Bryson, Alicia Hughes-Skandijs, Greg Smith, Christine Woll, ‘Wáahlaal Gíidaak, Michelle Hale, Carole Triem, and Mayor Beth Weldon.

Assemblymembers Absent: None.

Staff Present: City Manager Rorie Watt, Deputy City Manager Robert Barr, City Attorney Robert Palmer, Municipal Clerk Beth McEwen, Deputy Clerk Diane Cathcart, Port Director Carl Uchytil, Tourism Manager Alix Pierce.

IV. APPROVAL OF AGENDA

The agenda was approved as presented.

V. AGENDA TOPICS

A. North Douglas Rezone – Ordinance 2021-26(am)

Chair Gladziszewski introduced Systemic Racism Review Committee Chair Lisa Worl and Vice Chair Grace Lee to the meeting. She acknowledged that this was the first time the committee had identified a piece of legislation as potentially perpetuating systemic racism. She thanked Ms. Worl, Ms. Lee, and the SRRC as a whole for their efforts in the review process. She asked Ms. Worl if she might be able to provide a recap of the process and discussion that had occurred at the SRRC meeting with respect to this ordinance.

Ms. Worl explained the process the SRRC used for this and other legislation and gave an overview of the timing for their review of this ordinance. They used their Legislative Review Tool to determine if this ordinance had the potential of perpetuating systemic racism, which the committee found to be true. The SRRC then considered the impacted neighborhoods, and the ordinance’s potential to benefit a specific group at the detriment of another group.

Ms. Worl noted key concerns amongst the committee included a potential loss of housing due to the rezone, and especially if it removes any housing. She said they also questioned if the public comment process included enough input and if it came as a detriment to any particular groups, especially those groups that may have been lower income groups.

Ms. Lee provided a summary of the discussion at the SRRC meeting during the review of Ordinance 2021-26(am). She clarified that some committee members argued in support of the ordinance while others argued against it. Ultimately, the committee reached the conclusion that systemic racism had been built into the proposal. She also explained that the information provided to the committee described the intent behind the developer's proposal was to build boat condos. With that information, the SRRC decided to request that Ordinance 2021-26(am) be receive additional public input and context regarding the proposal.

Chair Gladziszewski turned the virtual gavel over to Mayor Weldon due to technical difficulties.

Mr. Bryson mentioned the original ordinance proposed rezoning this property as General Commercial, which would have allowed for fifty housing units per acre, the maximum density for housing. He said that he was in favor of this decision, and saw it as an opportunity to allow for increased affordable housing. He asked Ms. Worl to explain the committee's concerns with this ordinance, as it appears to adhere to the SRRC goals of achieving higher density housing.

Ms. Lee clarified that the SRRC was told that this proposal would be used to build shelters for boats, and that the development of higher density housing would not be likely.

Ms. Worl agreed with Ms. Lee's comment, and added that a rezone ordinance is not conditional and does not have a specific use identified; this allows for any allowed uses within the zoning to be eligible, and does not ensure that housing will be built. She also recalled there being no members of the public at the SRRC meeting to testify on the ordinance.

'Wáahlaal Gíidaak mentioned that the SRRC at one point expressed their intention to have a discussion with the developer in a joint meeting, and asked if that joint meeting was ever held.

Ms. Worl said that SRRC members, the Clerk's Office, and Deputy City Manager Robert Barr were all present at the meeting, but the developer did not attend. She clarified that the meeting was given sufficient public notice, however committee did not receive any public comment at the meeting.

Mr. Watt shared that he did not attend that meeting and the developer was traveling at the time, but Mr. Barr was present. He explained that zone changes are always a little tricky, as the Assembly's role is to determine if zoning is appropriate for a particular area. He added it is sometimes hard to remove the zoning process from the applicant and what they might proposing. In this case, the applicant asked for a more expensive zoning district, which could include higher density housing – but this would not be guaranteed. Mr. Watt advised the Assembly to avoid

predicting the developer's intent, and instead identify the zoning district that would be best suited to that neighborhood and the Assembly's goals for that portion of the community.

Ms. Hale said she would like to see a completed SRRC Review criteria form in the future as it would provide additional context. She also addressed the public notice aspects, specifically when there is a particular individual or applicant being reviewed by the committee.

Ms. Hughes-Skandijs asked Mr. Palmer if Conditional Use Permits could be forwarded to the SRRC for review. Mr. Palmer explained that would not occur, as Conditional Use Permits are not legislation and only legislation is forwarded to the SRRC.

Ms. Hughes-Skandijs thanked Ms. Worl and Ms. Lee for their work on the SRRC. She noted that the SRRC recommendation provided examples of ways to fix the ordinance, rather than to "kill" the ordinance entirely. Ms. Hughes-Skandijs asked them to explain what led to the decision to recommend more public comment, considering that this particular ordinance has received an unusually significant amount of public process thus far.

Ms. Worl explained that the committee's concern about the public process was due to the abutters' notice, which they found to be limited in scope. She clarified that the intent of the recommendation was to receive a broader input, rather than on this ordinance in particular.

Ms. Lee added that this was the first instance of the SRRC forwarding a recommendation related to legislation. She felt that recommending the Assembly to "kill" the ordinance would be a step too far, especially considering the committee primarily wanted to know the input of the community.

Ms. Woll mentioned that she was the Assembly Liaison to the SRRC; though she was unable to attend the meeting, she did review the recording and Mr. Barr's summarization. She said that it would be unreasonable for the committee to fill out the entire form, as it is meant to be used as a tool to guide their discussion. Ms. Woll felt that Mr. Barr's summary had captured the discussion at the meeting fairly well.

Ms. Hale informed the Assembly that the Community Development Department provided the information about this ordinance to the SRRC at their meeting, and recommended against this rezone. She questioned if it would benefit the committee for the Assembly to consider how information is presented at their meetings, and who is responsible for providing presentations.

Ms. Gladziszewski said that ways to engage the public have been a constant point of discussion over the years and even with all the various methods used: publication, abutters notices, signs, social media posts etc…, there always seems to be a lack of public comment and participation or engagement. She commented that if the Manager is going to summarize an hour long meeting, the SRRC needs to verify that is an accurate summary of the meeting and maybe having a formal motion taken and voted upon, similar to what is done with the Planning Commission and a

Notice of Recommendation forwarded from the committee, they don't have to rely on just the staff's interpretation of what the SRRC's action was.

Mr. Smith asked if the extensive amount of public process that has already been conducted would be sufficient for this ordinance. Ms. Worl noted that some meetings did not allow for public comment, and others only received public comment from two individuals. Ms. Worl noted that in just speaking for herself, she would suggest they also look at the language that is being used to convey the information to the public regarding what is happening. She said that if she received a postcard stating it was an abutters notice and that there was something being rezoned, she may not understand that as much as something that said there is a public process that a person may want to be involved with that may affect the development and density of housing and development occurring within their neighborhood and the ways they may be able to participate in that process.

Mr. Bryson noted that Mr. Arndt was attending tonight's meeting, and suggested allowing him to speak to the ordinance.

Mayor Weldon noted that Mr. Arndt has already addressed this topic a number of times, and she did not want to show preferential treatment by bringing him in to speak another time.

Additional discussion took place and Mayor Weldon expressed her appreciation to the SRRC for holding a special meeting to consider this ordinance, and she understood that it was a difficult task to complete within a one hour timeframe. She asked when they are working on an issue, if they are identifying problems if they could also provide recommendations for possible cures for the problems.

Ms. Worl said that in speaking only for herself, given the time they have and the tools they have, they can only speak to the ordinance. She said that as an individual who works with equity and education – you cannot isolate policy from the practices. Who is involved and who oversees housing? There isn't currently a housing committee so it makes sense that the Assembly is struggling with that.

Ms. Lee said, in speaking for herself, said she was not aware that they were expected to come up potential solutions to the review and recommendations. She said that would need more time and very likely a need to expand the scope of the committee's charge.

Mayor Weldon said she was under the impression that Step 4 was making recommendations.

Ms. Worl agreed with the notion that the review tool could use some changes, and mentioned that the tool was still under development when this ordinance was introduced to the Assembly. It does end with Step Four – recommend additional public input and that is likely one that they would have checked. In speaking to the limited timeframe and the way this was brought forward, it called into question the processes and that is an important part in how the SRRC might be looking at things in the future.

The committee took a recess at 6:59p.m. The meeting resumed at 7:04p.m.

MOTION by Ms. Woll for the Committee of the Whole to forward Ordinance 2021-26(am) to the full Assembly for public hearing and for a vote.

Ms. Woll spoke to her motion, saying that setting this for public hearing would address the SRRC's request for additional public input. She clarified that her passage of this motion does not necessarily mean that she supports the ordinance itself. Ms. Woll also expressed interest in inviting the SRRC back for a discussion regarding public process for meetings going forward.

Ms. Triem asked if the ordinance being forwarded to the Assembly was the same one that was previously amended by Mr. Jones. The Assembly confirmed that was correct.

Hearing no objections, the motion passed by unanimous consent.

Mayor Weldon thanked the members of the SRRC for attending and for their work and she asked if the SRRC could provide written information (other than minutes) in the future on how the committee reached their recommendation for inclusion in the Assembly packets.

B. Waterfront Plan Update – Tourism Manager Alexandra Pierce Presentation
Tourism Manager Alix Pierce gave a presentation detailing the proposed amendments/updates to the Long Range Waterfront Plan.

The LRWP is an infrastructure plan and guidebook to manage and focus waterfront change along four overarching goals identified by the CBJ:

1. *Enhance community quality of life.*
2. *Strengthen tourism product offerings as well as downtown retail, entertainment, residential and service activities.*
3. *Improve Juneau's image and attractiveness for investment.*
4. *Recognize all current waterfront uses.*

She noted that the LRWP was developed in 2004, with a 25 year planning horizon. The focus of the current proposed amendments are to Area B of the LRWP, specifically the tidelands portion of Area B. This was the only portion of the waterfront with vacant land that would be subject to potential development in the future. The public input during the time the plan was developed was strongly not in favor of a new cruise ship dock.

The LRWP Amendment criteria requires a public process, states that the capacity of the port should not exceed five large ships (greater than 750 feet) at berth or at anchor, and should address a list of nine issues through design.

An amendment to the LRWP would be limited to the tidelands portion of the Subport property, uplands development would conform to current MU2 zoning and the LRWP.

Ms. Pierce highlighted the following recommendations from the Visitor Industry Task Force:

- *One larger ship per day using one side of the facility.*
- *Maximum of five larger ships in port per day.*
- *No hot berthing at new facility.*
- *No larger ships allowed to anchor as 6th ship in town.*
- *High quality uplands development for community and visitors.*
- *Year round development orientation.*
- *CBJ manages dock to some extent.*
- *The dock is electrified.*

She also noted that in the recent survey, 56% of survey respondents supported constructing a new cruise ship dock at the subport with 33% of respondents were opposed.

She said that the proposed Appendix B update to the LRWP was designed to inform the Conditional Use Permit evaluation. The VITF recommended removing the Planning Commission from the review process for the Long Range Waterfront Plan amendment to avoid creating a conflict with its upcoming Conditional Use Permit review and staff concurs with that recommendation. She said that proposals for subport development should be evaluated against the criteria stated by the VITF and the LRWP.

Ms. Pierce noted that there had been a LRWP public comment meeting held January 11 and staff is currently taking public comment via email to until January 31. She then went on to explain the proposed amendment text, appendices, and the next steps. Mr. Watt explained that the above recommendation from staff to not have the Planning Commission review this amendment is not done lightly and that this is a good approach and was weighed in by Mr. Palmer, Ms. Maclean, Ms. Pierce, and Mr. Barr.

Ms. Hughes-Skandijs asked if staff could talk about the process and if they do not send it to the Planning Commission, under what circumstances where & when would they might otherwise refer it to Planning Commission normally.

Mr. Palmer explained that there is a big difference between what the Assembly as COW or as the Assembly is doing vs. the role of the Planning Commission. When the Assembly sits in a legislative or planning capacity, it does so as a policy setting body. That is very different from the role the Planning Commission takes on when it is weighing in on a CUP, which they would take from a neutral stance.

He said the other alternative would be to send the text amendment through the Planning Commission and the Planning Commission would have to advise that they could not consider it with respect to a particular parcel or project.

Mr. Smith noted that in Ms. Pierce's memo and in the LRWP, amendments of the plan should go through a similar process used in the development of the plan. He said that initial plan component would have included public comment and Planning Commission review of the plan and he asked how that may have been incorporated into this process.

Ms. Pierce said that process was accurate and that the public process that they have gone through with this included the work of the VITF. She said that the with respect to the amendment to the LRWP, the Planning Commission would make a recommendation to the Assembly for approval or denial but the Planning Commission would not be the ultimate decision maker. She noted that modes of public engagement have changed a lot since 2004 and that this process is different for doing a rather surgical text amendment vs. how the full LRWP plan was developed in the first place. Coming up, there will be a lot of opportunity for public comment and public participation during the development of this amendment as well as any CUP that might go before the Planning Commission.

Additional discussion ensued with Mr. Smith stating that he thought the January 11 public meeting was very well done. He asked if there was any plan for capturing the summary of the questions and comments and for sending those out to the Assembly. Ms. Pierce said they could summarize the Q&A and the comments. She said that she will be providing copies of the public comments that are received when they submit the text amendment to the Assembly for consideration.

'Wáahlaal Gíidaak asked Ms. Pierce to clarify that she was strictly talking about amending the LRWP for this one component and not talking about changing the CUP process before the Planning Commission.

Ms. Pierce clarified that this is a very early, preliminary step and is just the proposal to amend the LRWP. That would create more opportunities for development on the subport site regardless of who the developer is. She said it doesn't exempt the Planning Commission from not hearing anything down the road ,rather, this allows for more tools being given to the Planning Commission when they do hear any CUP for development on the entire site. The next step is that the Assembly will evaluate and consider the tidelands lease. Amending the text of the LRWP does not guarantee any approval of a CUP.

Ms. Hughes-Skandijs said that while she doesn't have any questions at this time, she did want to comment that normally, she would never be one to remove the Planning Commission from considering a plan amendment but in this case, she thinks it is actually a good idea.

MOTION by Ms. Gladziszewski to remove the Planning Commission from the review of this particular amendment to the LRWP and it is her understanding that this will be introduced at the February 7 Assembly meeting.

Amendment #1 by Mr. Smith to refer the amendment to the COW before it goes to the Assembly for formal action.

Mayor asked Mr. Smith if his amendment was on the motion to remove the Planning Commission from the amendment process or was it an amendment having the COW review the text amendment before it went to the Assembly for action. Mr. Smith said it was the later. Mayor Weldon ruled Mr. Smith's amendment out of order at this time.

Hearing no objections, Ms. Gladziszewski's main motion passed by unanimous consent.

MOTION by Greg Smith that there be an opportunity for the public to testify at a COW meeting on the proposed amendment to the LRWP prior to the Assembly action.

Assemblymembers then discussed the public hearing process. Mr. Watt clarified that there has been a large amount of public comment, citing the ongoing written public comment period that lasts through January 31. He said that while there has been a lot of public process, this is a big deal and if the Assembly feel like there needs to be more public engagement, they can provide for that.

Amendment #1 by Mr. Smith to change his original motion to state "additional Public Comment at a COW or Assembly meeting prior to action being taken by the Assembly."

Objection by Mr. Bryson.

Additional discussion re: timing and whether to have additional public hearing and what the upcoming COW and Assembly meeting dates were that are currently on the calendar.

Mr. Bryson spoke to public process so far and especially all the comment received at the VITF.

Ms. Hughes-Skandijs spoke to this topic in particular vs. VITF broad scope review of tourism. Due to the major decision that this would affect the community, this is not a presumptive done deal. It would behoove them to allow for an extended public comment period.

Ms. Woll said that she felt more public input is important and what she isn't clear about now, they have discussed the public process but they have not discussed the LRWP amendment itself and what it means. She said she imagines the Assembly will have a lot of questions on this topic.

Mr. Watt said that the amendment was drafted and their packet. His thinking was to introduce it, have public hearing, and then the Assembly could decide on the text amendment, refer it back to committee if there were more questions, etc… Expressed concern that they are not providing the space for the Assembly to get their questions answered and to put in the work and have the important discussions regarding this.

Mr. Smith echoed Mr. Watt's comments and questioned if this has received enough public process. When does the Assembly get to discuss the many questions they have on this.

Mr. Watt said they could have this again at the COW on February 14, with our without oral testimony. There is public comment currently being taken via written comment period.

Ms. Gladziszewski said she thought that was the reason they were having this discussion now was to get their questions answered.

Ms. Triem said it would be helpful to have the discussion and questions after they have had the chance to read and hearing the public comment.

Roll call Vote on Motion for Additional Public Comment at the COW or Assembly meeting prior to action being taken by the Assembly:
Ayes: Smith, Triem, Woll, Waahlaal Giidaak, Hughes-Skandijs, Gladziszewski
Nays: Bryson, Weldon
Motion passed. Six (6) Ayes, Two (2) Nays.

The Committee of the Whole took a recess at 8:00p.m. The meeting resumed at 8:05p.m.

Assemblymembers then discussed tentative dates for this ordinance as follows:
2/7/22 Regular Assembly Meeting – Introduction
2/28/22 Regular Assembly Meeting - Public Comment
3/7/22 – COW Worksession – for Assembly discussion
3/14/22 – Regular Assembly Meeting – for additional Public Hearing and Assembly Action

Ms. Pierce then proceeded to answer a number of questions from Assemblymembers about the LRWP map amendment.

Ms. Hughes Skandijs asked if the conditions in Appendix B were required in order to build the dock.

Ms. Pierce said that the Planning Commission, through the CUP process, is required to review for conformity with adopted plans. The Adopted Plans would be evaluated when the Planning Commission is reviewing any proposed plans. She gave specifics such as Appendix B would be evaluated vs. what is in the CUP and the planner would make recommendations as to whether or not it meets the uses of an adopted plan.

Ms. Hughes-Skandijs noted that the United States Coast Guard has not made a formal recommendation yet. She asked if they had any idea as to when the USCG might make a formal determination.

Ms. Pierce confirmed that USCG has not made a formal determination and unfortunately, they will not make a determination until plans are submitted for approval. That being said, she does have some idea as to when USCG might make their determination.

Mr. Watt said that USCG Captain White gave a lot of time at the VITF and was very elusive as to when or how they would restrict maritime navigation. Shoreside interest is not the way the USCG looks at things. USCG will always be open to new information and new ideas. One of the threads from the VITF was how to achieve community goals through party negotiations.

Ms. Woll asked if the Assembly would be able to amend the appendix to allow for a sixth ship to be docked at anchor.

Ms. Pierce said that as Mr. Watt alluded to, there are a number of mechanisms that could be used. They may be able to do something via ordinance. The five ship limit has been made very clear in many of the various documents, it could be done via a Memorandum of Agreement or other mechanism.

Mr. Watt said that he doesn't think we can rely on the USCG for making that determination. He said that negotiating with industry is a piece of it. When thinking about the port of Juneau, the shoreside needs some support infrastructure and the Assembly may address it from a negotiation perspective. He noted that there are a lot of things CBJ should contemplate. He has maintained that CBJ's greatest strength lies in the tidelands lease process. The question to the Assembly – is it is in the community's interest to lease tidelands and that will make the final determination as to what happens in the end… if they ever get to that point.

Ms. Woll said that she appreciates Mr. Watt and Ms. Pierce's comments and would like to hear from Mr. Palmer as to whether there is a legislative option?

Mr. Palmer said that yes, there was a legislative option, it is up to the Assembly if that is something they want to wrap into the LRWP discussion.

Ms. Gladziszewski said that this is the question she was also wanting to hear about. The schedule is coming out for years in advance and the Assembly shouldn't be taking any longer in determining the five ship issue. This is one of the things to be moved up on the priority list of the Tourism Manager. The cruise ship companies are already working on the 2024 cruise season schedule.

Ms. Gladziszewski ready to make a motion to decree that there is a five ship limit through either the legislation or other method.

Mr. Watt said that it is no surprise and it would warrant a complete meeting of its own to have a lengthy discussion on this one. Mayor Weldon said that would need to be at a COW and not while Ms. Gladziszewski is on vacation.

Ms. Triem asked the status of the MOA as she thought Mr. Watt was already working on that. She thought they could not legislate and so would like to discuss with Mr. Palmer at another time.

Mr. Watt said they have worked on this MOA for many months. He said that he hopes they will see MOA #1 and that they will be able to begin MOA#2, MOA #3. He hopes to have more info to the Assembly really soon.

Mr. Smith asked Ms. Pierce regards to drawings/figures on the package pages 20 and 21 where do these drawing/figures get reviewed during the CUP process.

Ms. Pierce confirmed that will be part of the CUP evaluation where they look at all aspects including view sheds, etc… she also noted that the Assembly has received updates from Mr. Uchytil's plan for a small cruise ship dock at the Seadrome. She said that some of that language could also conform to the intent and language of the plan. That is an option there.

C. Proposed Regulation Change to 05 CBJAC 15.030 (Dock Charges)

Mr. Watt described this proposal as an unusual process for regulation. In Spring 2021, the City Manager recommended the Assembly postpone action on these regulations. He gave information related to the differences between transient vessels (such as yachts) vs. those of larger cruise ships. He said they are bringing this back to the Assembly and that Mr. Uchytil was available to answer questions.

Ms. Pierce said that this approach does not mean that larger cruise ships are not being charged fees but they need more info on the larger ships before making recommendations on those and they didn't want to hold up the rate changes to the smaller cruise ships and yachts.

Ms. Woll said that she appreciates the memo and the opportunity to use the rate study to make a determination on the larger cruise ships, would it make sense to wait for that study before implementing rate changes on the smaller ships.

Mr. Uchytil said that last year, they saw $175,000 that would have been subject to the fee increase. That was twice as much than what they saw the previous year. They know the Docks & Harbors fees are less than those imposed by the private docks and he thinks that now is the time to implement these increased fee regulations.

Mr. Smith asked how this would not be applied to cruise ships.

Mr. Uchytil explained that the way the dockage fees are calculated are based on size of the vessel – over 200ft vs. under 200ft. Those over 200ft would be exempt from taxes.

Mr. Watt said that what is in the packet is the proposed regulation language from last year. The new regulation language would be published and sent out for public comment in the next month or so.

Mr. Watt then answered a number of questions from Assemblymembers regarding the different rates for the different facilities. He also explained that under the settlement agreement with CLIAA, they agreed not to increase the MPF for a certain period of time. Right now, there is a

$5/per person Marine Passenger Fees (MPF), $4/per person Port Development Fees, plus the State MPFs and noted that Ms. Hughes-Skandijs is correct that that agreement will end in March 2022.

Ms. Hughes-Skandijs asked for clarification of head tax vs. dockage fees and said that she is looking forward to the results of the rate study. She approves of CBJ working collaboratively with the industry but she feels the rates that are ultimately decide upon by the Assembly.

'Wáahlaal Gíidaak said that she would like to have seen a map as to where these docks are located. She said that she was also confused as to what is referred to as fishing vessels vs. yachts.

Mr. Uchytil listed the various city docks they are referring to in respect to these fees. He spoke to the fee that commercial vessels use at the IVF (intermediate vessel float).

Ms. Pierce then shared her screen showing the docks as they appeared in Google Earth. They pointed out the IVF the Seadrome Dock.

Mr. Smith expressed concern regarding the increase of rates for independent tourists vs. the cruise ship industry.

Mr. Watt explained the differences between MPF that are paid for by cruise ships vs. no fees from other smaller vessels.

D. Legislative Priorities List

The renumbered list in the packet that now includes those priorities from members who had not previously scored their priorities. Ms. Gladziszewski suggested that they look at the top five list as well as the full list.

MOTION by Ms. Gladziszewski use this as a priority list for all things at the state and federal legislative levels. *Hearing no objection, motion passed by unanimous consent.*

VI. Staff Reports

A. Indemnification (Information Only)

Mr. Watt said this was a very frustrating legal issue that they will be working with the legislative delegation and that it is a challenging situation that is hampering any development, in particular any housing development.

Mayor Weldon said they did meet with the new DOT Commissioner when he first began and discussed this issue.

Ms. Gladziszewski mentioned she has heard that the DOT Commissioner has said they have not had any problems in Anchorage and Fairbanks. So she was wondered what other communities are experiencing.

THE CITY AND BOROUGH OF JUNEAU, ALASKA
REGULAR ASSEMBLY MEETING
Meeting Minutes – March 14, 2022

MEETING NO. 2022-07: The Regular Assembly Meeting of the City and Borough of Juneau Assembly was held at City Hall and virtually via Zoom webinar and called to order by Deputy Mayor Maria Gladziszewski at 7:00p.m.

I. FLAG SALUTE

II. LAND ACKNOLWEDGMENT

Alicia Hughes-Skandijs provided the following land acknowledgment: We would like to acknowledge that the City and Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. *Gunalchéesh*!

III. ROLL CALL

Assemblymembers Present:, Deputy Mayor Maria Gladziszewski, Greg Smith, Christine Woll, Michelle Hale, ‘Wáahlaal Gíidaak, Carole Triem, Alicia Hughes-Skandijs, and Wade Bryson

Assemblymembers Absent: Mayor Beth Weldon

Staff Present: City Manager Rorie Watt, City Attorney Robert Palmer, Municipal Clerk Beth McEwen, Deputy Clerk Diane Cathcart, Finance Director Jeff Rogers, Assistant Municipal Attorney Sherri Layne, Engineering/Public Works Director Katie Koester, Lands Manager Dan Bleidorn

IV. SPECIAL ORDER OF BUSINESS

A. Instruction for Public Participation

Ms. McEwen provided instruction to the listening public on how to participate in the meeting via the Zoom platform.

V. APPROVAL OF MINUTES

None.

VI. MANAGER’S REQUEST FOR AGENDA CHANGES

Mr. Watt amended his Manager’s Request for Ordinance 2021-08(b)(am)(AD) to recommend the ordinance be introduced and referred to the Joint Assembly/Bartlett Regional Hospital Committee.
He also requested that Resolution 2981 be removed from the Consent Agenda, as it is still being worked on in the Assembly Human Resources Committee.

VII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

VIII. CONSENT AGENDA

A. Public Requests for Consent Agenda Changes, other than Ordinances for Introduction
Karla Hart requested that Resolution 2979 be removed from the Consent Agenda.

B. Assembly Requests for Agenda Changes
None.

C. Assembly Action
MOTION by Ms. Triem to adopt the Consent Agenda as amended. *Hearing no objection, the Consent Agenda was adopted as amended.*

1. Ordinances for Introduction
a. Ordinance 2021-08(b)(am)(AD) An Ordinance Appropriating $2,400,000 to the Manager for the Purchase of the Family Practice Building at 10301 Glacier Highway; Funding Provided by Hospital Funds.

Bartlett Regional Hospital desires to acquire the Family Practice property near Industrial Boulevard to ensure the hospital has space to expand into as the demand for medical care increases. This property currently houses multiple established medical practices, and it would provide convenient access to medical care for people that live in the Mendenhall Valley. The hospital would like to eventually provide easy access to specialty care practitioners closer to patients' homes.

This request was reviewed by the Hospital Board at the February 22, 2022 meeting. This request was reviewed by the Lands, Housing, and Economic Development Committee at the March 7, 2022 meeting.

Amended Manager's Recommendation: ***The City Manager recommends this ordinance be introduced and referred to the Joint Assembly/Bartlett Regional Hospital Committee.***

2. Resolutions
a. Resolution 2978 A Resolution Authorizing the Manager to Convey an Access Easement across City Property to Secon Inc., the Owner of Hidden Valley Subdivision, Tract A, Near Lemon Creek.

In August, City staff received a request for an easement through City property located behind the North Lemon Creek Material Source in Lemon Creek from the adjacent property owner, Secon Inc. This property is located north of the Lemon Creek Correctional Center. Secon has an existing easement though the City property that has been in use since the 1980s. The access being requested would allow Secon to improve the water quality of Lemon Creek by bypassing an area of their existing easement that has recently been prone to slope failure and has been contributing to increased turbidity in the waters of Lemon Creek. Fair Market Value of this easement has been determined to be $9,500. The Lands Housing and Economic Development Committee reviewed this request at the November 29, 2021, meeting and forwarded a motion of support for granting this easement to the Assembly.

The City Manager recommends the Assembly adopt this resolution.
b. Resolution 2979 A Resolution Authorizing the Manager to Amend the CLIAA Settlement Agreement.

Resolution 2852 (adopted Mar. 22, 2019) authorized the Manager to execute a settlement agreement to resolve the litigation related to the legality of the collection and expenditure of fees imposed upon a vessel related to the provision of municipal services and the construction of capital improvements. The settlement agreement encourages the parties to annually consult to discuss any new proposed projects and services for which CBJ passenger fees are sought to be expended. The amendments authorized by this resolution would update information and clarify that CLIA is waiving objection to the expenditure of up to $10 million in passenger fees for support to the Capital Civic Center project. The amendments are reflected in the following lines 1, 8-9, 77-79, 160-164, 175-181, 202-205, and 329-330.

The Assembly Lands, Housing, and Economic Development Committee reviewed the settlement agreement amendments at its meeting on March 7, 2022, and recommended the Assembly adopt this resolution.

The City Manager recommends the Assembly adopt this resolution.

[Resolution 2979 was removed from the Consent Agenda at the request of Karla Hart. See item below under Public Hearing section.]

c. Resolution 2980 A Resolution Providing For Interest Rates For The Hospital Revenue Bond Being Issued Through The Alaska Municipal Bond Bank.

On March 30, 2022, CBJ is scheduled to sell, via the Alaska Municipal Bond Bank, approximately $20.0 million in Hospital Revenue Bonds. The issuance of the bonds was authorized by Ordinance 2021-43. The proceeds will be used to fund a portion of the emergency department renovation and new behavioral health facility.

The final Assembly action, per CBJ Charter, related to these bonds is to prescribe, by resolution, the interest rates and annual principal maturity dollar amounts. Schedule A of the resolution lists the years and amounts when the bonds will mature and sets the maximum interest rates authorized. The coupon rate for all the bonds cannot exceed 5.5% and the total aggregate interest cost for all bonds is estimated to be 2.0% - 3.75%.

The Assembly Finance Committee referred this to the full Assembly for adoption at its meeting on March 2, 2022.

The City Manager recommends the Assembly adopt this resolution.

d. Resolution 2981 A Resolution Supporting the People of Ukraine and Suspending the Juneau Sister City Relationship with Vladivostok, Russia.

Russian President Vladimir Putin has engaged in an unprovoked and unjustified attack on the sovereign nation of Ukraine. The CBJ stands firmly with Ukraine and its people. This resolution would join the CBJ into the international community in strongly condemning the egregious actions of President Vladimir Putin for ordering the invasion of Ukraine and would suspend the CBJ's Sister City

relationship with Vladivostok, Russia. The CBJ shall continue to support the people of Vladivostok and looks forward to a time when true people to people cooperation can be restored.

The Assembly Human Resources Committee reviewed this matter earlier on March 14, 2022.

The City Manager recommends the Assembly adopt this resolution.

[Resolution 2981 was removed from the Consent Agenda as it was not referred back to the Assembly from the Human Resources Committee.]

3. Bid Award

a. BE22-163 - Dzantik'i Heeni Middle School Roofing Replacement
This project consists of replacement of the exterior asphalt roofing for the Dzantik'i Heeni Middle School, originally constructed in 1993.

Bids were opened on this project on February 8, 2022. The bid protest period expired at 4:30 p.m. on February 9, 2022. Results of the bid opening are as follows:

BIDDERS	TOTAL BID
Earhart Roofing Co., Inc.	$1,650,000
Coogan Construction Co.	$2,065,000
Island Contractors, Inc.	$2,137,100
Architect's Estimate	$1,740,000

The Manager recommends award of this project to Earhart Roofing Co., Inc., for the total amount bid of $1,650,000.

b. RFB 22-006 Term Contract for Roadway Painting
Bids were opened on this project on February 28, 2022. The protest period ended March 3, 2022. The following bids were received:

BIDDER	TOTAL BID
Pacific Asphalt	$120,220.15
Specialized Pavement Markings, LLC	$197,944.21
Anchorage Striping	$219,613.895
Jolt Construction and Traffic Maintenance	$244,382.75

The City Manager recommends award to Pacific Asphalt on the basis of having the lowest responsive and responsible bid price in the amount of $120,220.15.

4. Liquor License
a. Liquor License Renewals for Licenses: #851 & #3695
These liquor license actions are before the Assembly to either protest or waive its right to protest the license actions.

Liquor License Renewal

License Type: Restaurant/Eating Place-Seasonal, License #851
Licensee: Alaska Travel Adventures Inc. d/b/a Gold Creek Salmon Bake
Location: No premises, Juneau

License Type: Beverage Dispensary, License #3695
Licensee: South of the Bridge LLC d/b/a Louie's Douglas Inn
Location: 915 3rd Street, Douglas

Staff from Police, Finance, Fire, Public Works (Utilities) and Community Development Departments have reviewed the above licenses and recommended the Assembly waive its right to protest the renewal applications. Copies of the documents associated with these licenses are available in hardcopy upon request to the Clerk's office.
The City Manager recommends the Assembly waive its right to protest the above-listed liquor license renewals.

5. Other Items for consent
a. CSP 2021-0007 Harris Street Reconstruction
On February 8, 2022, the Planning Commission heard CSP2021 0007, which addresses the reconstruction of Harris Street between Fourth and Seventh Streets, reconstruction of Seventh Street between Gold and Harris Streets, and the accompanying required roadway construction waiver. Harris Street was originally platted in 1892, prior to the automobile and current road construction standards. Harris Street was last upgraded approximately fifty years ago.

The Commission recommended approval for CSP2021 0007. The project's primary goal is to replace combined sewer systems with separated sanitary and storm sewer systems in accordance with Alaska Department of Environmental Conservation and U.S. Environmental Protection Agency standards. In addition, aged terra cotta water mains, asphalt road surfaces, sewers, gutters, and sidewalks will be replaced for the first time in approximately 50 years. The Commission found this project to be in compliance with the 2013 Comprehensive Plan and the Juneau Climate Action and Implementation Plan.

Initially, a waiver to roadway construction standards was anticipated for this project, which was brought to the Planning Commission. After the Planning Commission hearing in which the waiver was noticed for reconsideration, staff conducted further analysis of AASHTO, and determined the proposed project will comply with AASHTO guidelines without a waiver to roadway construction standards. Thus, the Planning Commission recommends the Assembly adopt CSP2021-0007.

The Manager recommends the Assembly approve CSP2021-0007--without a waiver--as recommended by the Planning Commission.

IX. PUBLIC HEARING
A. Resolution 2979 A Resolution Authorizing the Manager to Amend the CLIAA Settlement Agreement.

Resolution 2852 (adopted March 22, 2019) authorized the Manager to execute a settlement agreement to resolve the litigation related to the legality of the collection and expenditure of fees imposed upon a vessel related to the provision of municipal services and the construction of capital improvements. The settlement agreement encourages the parties to annually consult to discuss any new proposed projects and services for which CBJ passenger fees are sought to be expended. The amendments authorized by this resolution would update information and clarify that CLIAA is waiving objection to the expenditure of up to $10 million in passenger fees for support to the Capital Civic Center project. The amendments are reflected in the following lines 1, 8-9, 77-79, 160-164, 175-181, 202-205, and 329-330.

The Assembly Lands, Housing, and Economic Development Committee reviewed the settlement agreement amendments at its meeting on March 7, 2022, and recommended the Assembly adopt this resolution.

The City Manager recommends the Assembly adopt this resolution.

Public Comment:
Karla Hart, a valley resident, asked the Assembly to vote against this resolution. She believed that the $10 million expenditure essentially implies that excess passenger fees are funding community resources. She spoke to Juneau's community wastewater treatment needs, mentioning that the Department of Environmental Conservation identified a connection between the influx of cruise ship passengers and fecal coliform levels in Juneau. She suggested the Assembly use the excess funds towards supporting the community wastewater treatment plant.

Assembly Action:
MOTION by Mr. Bryson for the Assembly to adopt Resolution 2979 and asked for unanimous consent.

Objection by Ms. Woll for purposes of a question. Ms. Woll asked Mr. Watt to confirm that the Assembly was not obligated to spend the entire $10 million on the Capital Civic Center, rather this resolution allowed that as an option. Mr. Watt confirmed that the resolution did not obligate the Assembly to spend $10 million on the Capital Civic Center, and further clarified that any other appropriations of passenger fees must be approved by the Assembly.
Ms. Woll removed her objection.

Objection by Ms. Hughes-Skandijs for purposes of a question. Ms. Hughes-Skandijs asked Mr. Watt to confirm if the Alaska Ocean Rangers Program had already been discontinued by the State. Mr. Watt said he was not aware if the Alaska Ocean Rangers program had been officially discontinued, but was aware that the administration had not proposed funding or support towards the program. He added that the administration has recently proposed providing grant funding to local municipalities for shoreside wastewater treatment systems.

Mr. Watt also explained that some smaller communities have struggled with incoming shoreside visitors in the summer months. The Department of Environmental Conservation believes it would be most effective to direct funding towards upgrading local wastewater treatment plants. He clarified that this is not an issue for Juneau, as this community has a large capacity for visitors. In regards to cruise ship issues, he noted that Juneau has accepted "gray water" from cruise ships in the past, and added that

infrastructure improvements may be appropriate. Mr. Watt clarified that providing grant funding to municipality wastewater plants could be a good idea, but they are not in a position to comment on the efficacy of the Alaska Ocean Ranger program.

Ms. Hughes-Skandijs mentioned that the Capital Civic Center is not the first project she would choose to fund through passenger fees. She asked if she would be correct in stating that passing this resolution would not prevent the Assembly for amending it in the future. Mr. Watt confirmed that was correct, this resolution does not put the Assembly under obligation. He explained that when the settlement was reached, advocates for the Capital Civic Center project lobbied the cruise ship industry for this expenditure. The cruise ship industry preferred to amend the legal settlement as a way to memorialize the industry's non-objection if the Assembly choose to appropriate those funds in the future.

Hearing no further objections, Resolution 2979 was adopted by unanimous consent.

B. Ordinance 2022-12 An Ordinance Amending the Comprehensive Plan Related to the Long Range Waterfront Plan.

This Long Range Waterfront Plan (LRWP) amendment would allow for a large cruise ship dock and moorage for government vessels near the Subport in downtown Juneau. Page 5 of the ordinance identifies criteria for the development of a fifth cruise ship dock. Assemblymember Woll has also proposed whereas amendments to clarify the Assembly's intent upon adopting this ordinance.

In addition to the Visitor Industry Task Force meetings, this topic was discussed by the Assembly Committee of the Whole on April 12, 2021. Staff held a public meeting on January 11, 2022. This ordinance was forwarded to the full Assembly by the Committee of the Whole on January 24, 2022. The Assembly held a special public testimony opportunity on February 28, 2022. The Systemic Racism Review Committee reviewed this request at the February 8, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance with the amendments proposed by Assemblymember Woll.

Public Comment:
Karla Hart, a valley resident, urged the Assembly to refrain from acting upon this ordinance tonight. She noticed there are citizens in Key West, Florida and Bar Harbor, Maine that wish to limit the number of cruise ship passengers visiting their respective communities. She said that the citizens' ability to do so have been hampered by private cruise ship docks. Ms. Hart does not believe that there should be another private cruise ship dock in Juneau until the issue regarding cruise ship capacity has been resolved. Ms. Hart added that Ms. Woll's amendments allows for a private dock to be built. She believes if the Assembly were to pass this ordinance, they would be allowing the cruise ship industry to have control over the community for the foreseeable future. She said that the results of the public survey did not provide context, nor did it ask respondents if they were looking for limits on cruise ship tourism. She suggested the Assembly direct the Tourism Manager to gain an understanding of the tourism industry on a larger scale.

Laura Stats, a downtown resident, spoke in opposition of amending the LRWP. She said that, prior to amending the LRWP, there should be a discussion on how the Assembly intends to prioritize Resolution

2808, re: the Assembly Goals related to climate change. Ms. Stats agreed with much of Ms. Hart's testimony, and felt that amending the LRWP would allow for a private Norwegian Cruise Line dock. She said that the passage of this amendment would be contradictory of Resolution 2808, the Assembly goals, and the climate change crisis as a whole.

Susan Schrader, a West Juneau resident, echoed the testimony provided by Ms. Hart and Ms. Stats. She said that allowing a fifth cruise ship dock would violate the goals set by the Comprehensive Plan. She spoke to the negative impacts that additional cruise ship passengers could have on quality of life for Juneau's residents. Ms. Schrader expressed concern regarding the 2021 public survey, saying that the responses of survey participants who lived in Downtown Juneau and Thane was not included in tonight's Assembly packet. She said that the results amongst those residents were evenly split between those who supported and those who opposed the LRWP. She said that those residents are the ones who would be most impacted, and hoped that the Assembly would take their concerns under consideration.

Kim Metcalfe, a downtown resident, spoke in opposition of this ordinance. She listed her concerns with the ordinance: including traffic congestion, increased cruise ship passengers visiting Juneau, and the 2021 public survey results. She wished that the public survey had asked participants if they would support a new cruise ship dock being built in Auke Bay or Douglas.

Public testimony was closed at 7:30p.m.

Assembly Action:
Ms. Hughes-Skandijs asked if Ms. Woll's amendment would be included with the ordinance.
Ms. Gladziszewski clarified that the amendment would be separate from the ordinance.

MOTION by Ms. Hughes-Skandijs for the Assembly to adopt Ordinance 2022-12 and asked for unanimous consent.

Amendment #1 by Ms. Woll as found in the meeting packet. Ms. Woll noted that the purpose of her amendment is that a dock at the subport is not a forgone conclusion. She clarified the intent of her amendment was to acknowledge the community discussion surrounding the visitor industry, and to consider all of the criteria that must be part of the management plan under which a new cruise ship dock could be built, **not** that it would be built.

Amendment A to Amendment #1 by Ms. Hale.
Ms. Hale proposed striking the word "regulate" in Line 3 and replacing it with "*manage*".
She also proposed striking "clarifies that" at the end of Line 8 where it states, "This ordinance clarifies that…" and replacing it with "This ordinance *changes…*".
She also proposed striking "does" at the end of Line 9 where it states, "…the Long Range Waterfront Plan does…" and replacing it with "…the Long Range Waterfront Plan *to…*"

Lines 8 & 9, as amended, would state: "*This ordinance changes the Long Range Waterfront Plan to allow a fifth cruise ship dock in the subport area*."

Ms. Hale also proposed adding language in Line 11, where it states "Whereas, the Assembly's intent of this ordinance is to allow…" to state, "Whereas, the Assembly's intent of this ordinance is to *change the Long Range Waterfront Plan* to allow a fifth cruise ship dock."

Ms. Woll asked Ms. Hale to clarify the intent behind her amendment.
Ms. Hale explained that her intent with these changes was to further clarify Ms. Woll's intention, to assure the public that this ordinance allows for a cruise ship dock to potentially be built.

Hearing no objections, Amendment A to Amendment #1 was adopted by unanimous consent.

Hearing no objections, Amendment #1, as amended, was adopted by unanimous consent.

Objection by Ms. Hughes-Skandijs for purposes of a question. Ms. Hughes-Skandijs asked Mr. Palmer to explain the third Whereas clause that addresses the VITF recommendations. She said that some of them give her pause, especially those that pertain to hot berthing. Said she that currently, and asked if the LRWP amendment passes, CBJ still would not have any control of a positioning system and that would still be up to the US Coast Guard.

Mr. Palmer explained that there is a question that we do not a definitive answer to that question. He said that if there is a problem they need to solve and the Assembly wants to take that risk on, that is the Assembly's prerogative.

Mr. Watt clarified that getting back to the logic that they proposed some time ago that for handling this project request, which takes layers of approval and consent, the recommendation to the Assembly was to amend the LRWP to allow a dock so that the Planning Commission could do the work of vetting a proposal through the filter of Title 49 and the adopted plans. IF a proposal project was permitted by the Planning Commission, it would come back to the Assembly as the underlying land owner of the tidelands for the question of sufficiency. The Assembly could then determine if there were other needs of the community or requirements that needed to be cared for prior to contemplating the lease of the tidelands. He said that something like a global change on how ships are managed would likely come later on in the process. He said that as the underlying landowner, the Assembly could request something similar to what Ms. Hughes-Skandijs is asking about before the Assembly would agree to lease CBJ tidelands.

Additional discussion took place regarding the question of scheduling, hot berthing, etc… that could be discussed at the Assembly level separate from the discussion related to the Norwegian Cruise Lines dock. Mr. Palmer said that the Assembly is not limited by time or project to take up some of those topics. He provided further clarification of the effect of the ordinance language.

Ms. Hughes-Skandijs noted that rather than asking for unanimous consent, she is actually going to oppose the ordinance as amended. Mr. Hughes-Skandijs spoke to the reasons for her objection. She said that while she appreciated the amendments and the work that has been done, she feels this is putting the cart before the horse. She said that if one were to read the Tourism Manager's memo, they may get a false sense of the pulse of the community and that it is overlooking the global pandemic. She said that the members of the community she has spoken to on both sides of the issue have a sense of inevitability that another cruise ship will be built. She said that from an Assembly perspective, there should not be a rush in the timing on this. She commended the work of the VITF but noted that there is more work to be done and the Assembly is there to represent the community and not the cruise agencies. She said that as they approach the first 'normal' summer since the beginning of the pandemic, they may want to wait to see how it goes and then look at the impacts those numbers have to Juneau and then take future action. She said that for all those reasons, she objects to the ordinance.

Mr. Smith, Ms. Woll, ‘Wáahlaal Gíidaak, and Ms. Gladziszewski spoke in favor of the ordinance as amended and spoke to the reasons they support it. They said that they appreciated Ms. Hughes-Skandijs’ concerns but that this ordinance, as amended, provides for an opportunity for dialogue about what tourism should look like in the future and that this is not the end of the conversation. This allows for additional time to build on the conversations that the community has begun.

Roll Call Vote on Ordinance 2022-12 as amended
Yeas: Bryson, Hale, Smith, Triem, Woll, ‘Wáahlaal Gíidaak, Gladziszewski
Nays: Hughes-Skandijs
Motion passed 7 yeas: 1 nay

C. Ordinance 2022-14 An Ordinance Authorizing the Manager to Convey Lot 9, Block 13, Juneau Townsite, Located at 139 South Franklin Street in Downtown Juneau, to Franklin Foods LLC.
Franklin Foods LLC submitted an application to purchase City property located at 139 South Franklin Street in June of 2021. The Parks and Recreation Advisory Committee recommended the Assembly dispose of this property at its meeting on September 7, 2021. On October 25, 2021, the Assembly passed a motion of support for the Manager to negotiate with the original proposer towards the disposal of CBJ property. Fair market value was determined by appraisal to be $171,000.

The Planning Commission (CSP 2021-0006) reviewed this proposed disposal at its meeting on January 11, 2022, and recommended the Assembly dispose of this property. The Lands, Housing and Economic Development Committee reviewed the draft ordinance at the February 14, 2022 meeting and passed a motion of support for disposal. The Systemic Racism Review Committee reviewed this request at the March 1, 2022, meeting and forwarded it to the full Assembly for public hearing.

Public Comment:
None.

Assembly Action:
MOTION by Ms. Triem to adopt Ordinance 2022-14 and asked for unanimous consent. *Hearing no objection the motion passed.*

D. Ordinance 2021-09(B) An Ordinance Appropriating and Deappropriating Funds from the Treasury for FY22 School District Operations.

The Juneau School District’s (JSD) projected student enrollment has decreased by 146 students in FY22. The decrease in students constitutes a reduction in the City and Borough of Juneau’s funding for general school operations by $35,750. JSD requests that this funding instead be used for purposes outside the local funding cap. Possible areas that the funding could be moved to would be Transportation, Rally, Food Service, Student Activities, Community Schools, or other areas.

This request was reviewed by the JSD Board on January 11 and February 8, 2022. This request was reviewed by the Assembly Finance Committee at the March 2, 2022 meeting. The Systemic Racism Review Committee reviewed this request at the March 1, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:
None.

Assembly Action:
MOTION by ‘Wáahlaal Gíidaak to adopt Ordinance 2021-09(B) and asked for unanimous consent.

Objection by Mr. Bryson. In speaking to his objection, Mr. Bryson said that whenever they consider funding for the school district, no amount of money is ever going to be enough.

Roll Call Vote on Ordinance 2021-09(B)
Yeas: Hale, Smith, Triem, Woll, ‘Wáahlaal Gíidaak, Hughes-Skandijs, Gladziszewski
Nays: Bryson
Motion passed 7 yeas: 1 nay

E. Ordinance 2021-09(A) An Ordinance Appropriating $10,000 from the Treasury for FY22 School District Operations.

The CBJ Parks and Recreation Department provides the Juneau School District (JSD) $20,000 annually in facility rentals at Treadwell Arena at no cost. JSD is requesting an additional $10,000 of ice time to support the Juneau Douglas High School hockey team. This ordinance would appropriate $10,000 to the School District, not subject to the local funding cap, to purchase additional ice time at the rink from Parks and Recreation.

This request was reviewed by the JSD Board on January 11 and February 8, 2022. This request was reviewed by the Assembly Finance Committee at the March 2, 2022 meeting. The Systemic Racism Review Committee reviewed this request at the March 1, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:
None.

Assembly Action:
MOTION by ‘Wáahlaal Gíidaak to adopt Ordinance 2021-09(B) and asked for unanimous consent.

Objection by Mr. Bryson. In speaking to his objection, Mr. Bryson suggested that the $10,000 in this ordinance may be best coming from the $35,000 in the previous ordinance.

Roll Call Vote on Ordinance 2021-09(A)
Yeas: Hale, Smith, Triem, Woll, ‘Wáahlaal Gíidaak, Hughes-Skandijs, Gladziszewski
Nays: Bryson
Motion passed 7 yeas: 1 nay

F. Ordinance 2021-08(b)(am)(AB) An Ordinance Appropriating $5,500,000 to the Manager as Funding for City and Borough of Juneau and Juneau School District Deferred Maintenance Capital Improvement Projects; Funding Provided by General Funds.

This ordinance would appropriate $5,500,000 of general funds for City and Borough of Juneau (CBJ) and Juneau School District (JSD) deferred maintenance capital improvement projects, to be appropriated as follows:

School Roof Replacements (S02-104)	$ 1,124,000
JSD Deferred Maintenance and Imprv. (S02-105)	$ 876,000
CBJ Deferred Building Maintenance (P44-090)	$ 1,600,000
Downtown/Glacier Fire Station Mechanical/Electrical Upgrades (F21-041)	$ 800,000
CBJ Deferred Building Maintenance (P44-089)	$ 600,000
Parks & Playground Maint. And Repairs (P41-093)	$ 500,000

This appropriation provides for deferred maintenance of HVAC systems at the Downtown, Douglas, and Glacier Fire Stations, Treadwell Arena, and Douglas Library, as well as moisture control at Riverbend Elementary School, the replacement of the Dzantik'i Heeni Middle School roof, and city-wide park maintenance.

This appropriation brings CBJ and JSD's deferred maintenance spending closer to the minimum recommended industry standards and supplements major deferred maintenance projects that are coming in higher than originally estimated due to current market escalation.

The Public Works and Facilities Committee reviewed this request at the February 14, 2022 meeting. This request was reviewed by the Assembly Finance Committee at the March 2, 2022 meeting. The Systemic Racism Review Committee reviewed this request at the March 1, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:
None.

Assembly Action:
MOTION by Ms. Woll to adopt Ordinance 2021-08(b)(am)(AB) and asked for unanimous consent.
Hearing no objection the motion passed.

G. Ordinance 2021-08(b)(am)(AA) An Ordinance Transferring $120,000 from CIP U76-121 Collection System Pump Station Upgrades and CIP W75-061 Douglas Highway Water - David to I St. to CIP R72-157 Spruce Lane Reconstruction.

This request would provide $120,000 in funding for the Spruce Lane Reconstruction CIP to repair additional water and wastewater issues undiscovered until the completion of detailed design. Additionally, the project estimate has increased as a result of inflation, supply chain issues, and other economic factors. The proposed transfers are reallocating funds from one completed project and one ongoing project, which will retain sufficient funding to cover remaining project work.

The Public Works and Facilities Committee reviewed this request on February 14, 2022. The Systemic Racism Review Committee reviewed this request at the March 1, 2022 meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:
None.

Assembly Action:
MOTION by Mr. Smith to adopt Ordinance 2021-08(b)(am)(AA) and asked for unanimous consent.
Hearing no objection the motion passed.

G. Ordinance 2021-08(b)(am)(AC) An Ordinance Appropriating $75,000 to the Manager as Funding for Eaglecrest's Fiscal Year 2022 Pay Plan Adjustment; Funding Provided by Eaglecrest Revenue.

This ordinance would appropriate $75,000 for Eaglecrest's FY22 pay plan adjustment. The pay plan adjustment increased all actively used pay ranges and longevity steps to an hourly rate greater than the Alaska minimum wage of $10.34/hour. Changes to the pay plan increased individual employee wages from 4% to 17%, with lower wage employees receiving the greatest percentage increases. Individual employee wages increased on average by 11%.

Funding for this ordinance is provided by Eaglecrest revenue.

The Assembly Finance Committee discussed the pay plan adjustment at the January 5, 2022, meeting. The Eaglecrest Board approved the pay plan adjustment at the January 7, 2022, meeting. The Systemic Racism Review Committee reviewed this request at the March 1, 2022, meeting and forwarded it to the full Assembly for public hearing.

The Manager recommends the Assembly adopt this ordinance.

Public Comment:
None.

Assembly Action:
MOTION by Mr. Bryson to adopt Ordinance 2021-08(b)(am)(AC) and asked for unanimous consent.
Hearing no objection the motion passed.

X. UNFINISHED BUSINESS
None.

XI. NEW BUSINESS
None.

XIII. STAFF REPORTS
None.

XIV. ASSEMBLY REPORTS

A. Mayor's Report - *None.*

B. Committee Reports, Liaison Reports, Assembly Comments and Questions

Ms. Gladziszewski noted that the Committee of the Whole met last Monday and held joint meetings with the School Board and the Airport Board.

Ms. Triem reported that at this meeting, they passed three ordinances that were discussed in the Assembly Finance Committee on March 2 and the AFC also met on Saturday, March 12 and staff will be drafting the ordinances discussed at that meeting to be brought back to the Assembly for consideration. She thanked everyone for giving up their Saturday morning for that meeting.

Mr. Bryson reported that the Assembly Public Works and Facilities Committee met and discussed the costs associated with the two sites selected for the New City Hall project. They had an introduction to the CIP resolution/projects and that has been forwarded to the AFC. They also received a report on the ground source heat pumps for the Glacier Fire Station which are too expensive to install. They also received an update on the landfill and the methane concerns. He noted that they are only capturing 30% of the methane gases and unless/until it gets up to the 50% mark, they cannot turn it into energy so until the landfill gets a lot stinkier, they cannot harness those gases for energy consumption.

Ms. Hale reported that the Lands, Housing and Economic Development Committee met on March 7 and discussed the Family Practice Building purchase, the amendment to the CLIA settlement agreement, and had a VITF implementation update. They also looked at their goals and Mr. Bleidorn reminded the committee that they only have two staff members supporting the work of the committee so the work on those goals may be limited by staffing resources. The next meeting is April 11.

Ms. Hughes-Skandijs reported that the Assembly Human Resources Committee met and forwarded the following names for appointments to boards:

Douglas Advisory Board
Joanna Wulffenstein and Kayla Mount to terms beginning immediately and expiring September 30, 2024
Historic Resources Advisory Committee
Donald Harris to a term beginning immediately and expiring June 30, 2024
Local Emergency Planning Committee
Nominations to the LEPC Corey Padron to the primary Alaska Native Tribal Representative seat and Sabrina Boone to the alternate Alaska Native Tribal Representative seat for terms beginning immediately and expiring December 31, 2024 as well as the nomination of Jonathan Suk to the primary Haz/Mat Transporter seat to a term beginning immediately and expiring December 31, 2023.

Hearing no objection, those appointments and nominations were approved by unanimous consent.

Ms. Hughes-Skandijs noted that the HRC had received a request from the Aquatics Board to modify its rules with respect to membership since they are having difficulty in obtaining quorum. The HRC

directed staff to bring back an ordinance reflecting those changes to the Assembly. She also noted that they discussed Resolution 2981 regarding the status of the sister cities relationship with Vladivostock and held it over in HRC for additional information/discussion.

Ms. Gladziszewski reported that the Housing Development Task Force has one, possibly two, more meetings before they complete their charge.

Mr. Bryson reported his attendance at the LEPC meeting at which Corey Padron was introduced as was USCG Captain Jensen. He also reported on attending the recent Airport Board meeting at which they were dealing with issues of flooding in some of the hangars. He noted that the first Delta flight of the summer is scheduled to arrive on June 9, 2022 and that Alaska Airlines announced they will be starting a flight that departs JNU at 2:30a.m.

Ms. Hughes-Skandijs reported that the Juneau Commission Aging was meeting the next day. She also noted that she attended the most recent Planning Commission meeting that was only 1 hour long, which must be a record short meeting for them. She stated that she had attended some of the rededication ceremony for the Wooshkeetaan Kootéeyaa (Totem Pole) raising at the State Office Building.

Ms. Triem reported that the Aquatics Board met on February 22 and that the Eaglecrest Summer Operations Task Force also met. She reported on the meetings of Juneau Commission on Sustainability and that she had given a presentation on the Fund Balance at a meeting of the Glacier Valley Rotary Club.

‘Wáahlaal Gíidaak reported that the Juneau School Board met and is currently meeting again. She said that as of April 4, the schools will be implementing a mask “optional” policy. She noted that the Sister Cities Committee is needing people and cannot meet due to lack of quorum. ‘Wáahlaal Gíidaak shared that Gastineau Channel Little League is currently signing up players.

Ms. Hale reported that she missed the most recent BRH Board meeting. She reported that the HDTF meetings have been productive. Ms. Hale said that due to work conflicts, she has had to miss Juneau Chamber of Commerce meetings and she may request the Mayor to appoint an alternate in her place.

Ms. Woll reported that the Docks & Harbors Board has not met as a full board since the last Assembly meeting. She said that the SRRC met and just had two new members appointed who are getting oriented to the SRRC process.

Mr. Smith reported that his attendance at the UAS Campus Council meeting was usurped by the PWFC. He said the Eaglecrest Board met and that they are currently struggling with staffing issues. He noted that he too attended portions of the Wooshkeetaan Kootéeyaa (Totem Pole) raising at the State Office Building and also attended the UAS reception.

Mr. Smith noted that the next meeting of the Eaglecrest Summer Operations Task Force is scheduled for March 17 at 5:30p.m.

D. Presiding Officer Reports

None.

XIV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS –

XV. EXECUTIVE SESSION

A. Collective Bargaining Update

Ms. Woll shared that she met with the City Attorney prior to tonight's meeting, and said that she had a conflict of interest as it pertains to contract negotiations with the Juneau Career Firefighters Association. Ms. Woll recused herself from any discussion regarding that specific contract.

MOTION by Ms. Triem for the Assembly to go into Executive Session to discuss matters, the immediate knowledge of which may have a detrimental effect on the finances of the city, namely an update on Collective Bargaining. *There being no public comment on recessing into Executive Session and hearing no objections, the Assembly went into Executive Session at 8:24p.m. They returned from Executive Session at 10:35p.m.*

XVI. ADJOURNMENT

There being no further business to come before the Assembly, the Regular Assembly meeting was adjourned at 10:35 p.m.

Signed: _____
Elizabeth J. McEwen
Municipal Clerk

Signed: _____
Beth A. Weldon
Mayor

Mr. Palmer explained that there are other communities in Alaska also struggling with this and trying to work on these together.

Ms. Gladziszewski if the Alaska Municipal League (AML) has been involved at all.

Mr. Watt said that AML has not yet been involved but it would be a good topic for discussion at AML and for communities to work together on collaboratively.

‘Wáahlaal Gíidaak asked if this was just something recently changed during the last DOT Commissioner. Mr. Watt explained this as something that has been going on for quite some time, remembering Judge Mead identified it when she was CBJ City Attorney. This is another example of the state trying to shift costs from the state to municipalities.

‘Wáahlaal Gíidaak asked if this was regulatory shift or legislative shift.

Mr. Palmer clarified this was a regulatory shift and there is a simple solution that could be achieved via regulations.

VII. ADJOURNMENT

There being no further business to come before the Assembly, the Committee of the Whole meeting was adjourned at 9:01p.m.

Irene Gallion

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Friday, April 21, 2023 3:57 PM
To: Irene Gallion
Subject: Re: USE23-03: Huna Totem

Yes, it sounded like CBJ did not have a strong opinion about whether we should submit one CUP for the whole project or one for the Uplands and one for the Dock, so we have been debating the best approach. I think in the end it just seems like they are different types of projects on different parcels, so we decided to submit for two CUPs. If you think that is the wrong approach, we certainly welcome your advice!

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, April 21, 2023 3:27 PM
To: Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: Huna Totem

Just chatted with Fred. He thinks the TIA will be ready next week.

Next week he plans to submit a second USE for the docks. The intent is that the USE for the upland and the USE for the dock go through the process together.

Have a good weekend,

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 x4130

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Irene Gallion

From: Jill Maclean
Sent: Saturday, April 22, 2023 3:15 PM
To: Irene Gallion;Scott Ciambor
Subject: RE: CUP23-03: Huna Totem

Thanks, Irene

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, April 21, 2023 3:37 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>
Subject: RE: CUP23-03: Huna Totem

I am not sure there was a lucid strategy going into it, but Fred feels better about it if one or the other gets more scrutiny. He feels like the current submission (sans the TIA) is pretty tight (I think he is right). He feels a little wobbly on the second because of all the players. DNR declined to sign a DPA, but did provide an e mail basically saying that they were unable to at this time, but have been provided the materials and appraised of the project.

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Friday, April 21, 2023 3:28 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>
Subject: RE: CUP23-03: Huna Totem

Thanks Irene – Why did they decide to bring them in separately?

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, April 21, 2023 3:27 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: CUP23-03: Huna Totem

They think they will have their TIA in next week. With 4 weeks for DOT review (plus our own folks) we could be on the June 27 meeting.

They will be submitting a second CUP for the dock rather than combining with the exiting one.

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 x4130

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Irene Gallion

From: Alexandra Pierce
Sent: Friday, April 28, 2023 12:18 PM
To: Irene Gallion
Subject: RE: Waterfront Plan amendment public record

Dare I ask how this application is going?

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, April 28, 2023 12:14 PM
To: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: RE: Waterfront Plan amendment public record

Perf, all I need. Have a good weekend!

From: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Sent: Friday, April 28, 2023 11:56 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Waterfront Plan amendment public record

Here you go! The ppt itself is too big to email, but let me know if you want it and I'll throw it on the F drive.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, April 27, 2023 9:24 AM
To: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: RE: Waterfront Plan amendment public record

Do you have the powerpoint from the public meeting?

From: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Sent: Monday, April 17, 2023 1:21 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Waterfront Plan amendment public record

Ha!

They definitely happened but I clearly had suppressed the timeline. I don't think there are minutes from the public meeting, but there is a zoom recording HERE. It doesn't look like the COW talked about it on 3/7, but they did talk about it on 1/24. The Assembly passed the amending ordinance on 3/14.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, April 17, 2023 1:08 PM
To: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: Waterfront Plan amendment public record

Hi Alix,

I'm assembling the record for Huna Totem's project, and saw reference to two meetings I was not able to find details on.

1/11/2022 public meeting
3/7/2022 Assembly COW

I saw both referenced in other documents, but could not find minutes or materials.

Did I miss them? Did they even happen?

Thanks!

IMG

Long Range Waterfront Plan Amendment Public Meeting January 10, 2022

"Great waterfronts are not developed over days or months; they emerge through dedicated action by residents, waterfront users, and community leaders over a number of years. Each successful project, no matter how small, should bring new strength to the waterfront, creating a greater economic and social sum of its constituent parts."
LRWP

Agenda

- Purpose
- Long Range Waterfront Plan Overview
- Visitor Industry Task Force Process
- Public Survey
- Proposed Amendment
- Next Steps
- Questions

Purpose

- Discuss a proposed amendment to the Long Range Waterfront Plan
- Present draft for public comments to be forwarded to Assembly

What is the LRWP?

An infrastructure plan and guidebook to manage and focus waterfront change along four overarching goals identified by the CBJ:

- Enhance community quality of life
- Strengthen tourism product offerings as well as downtown retail, entertainment, residential and service activities
- Improve Juneau's image and attractiveness for investment
- Recognize all current waterfront uses.

LRWP Land Use and Design Recommendations

Photo credits: KTOO

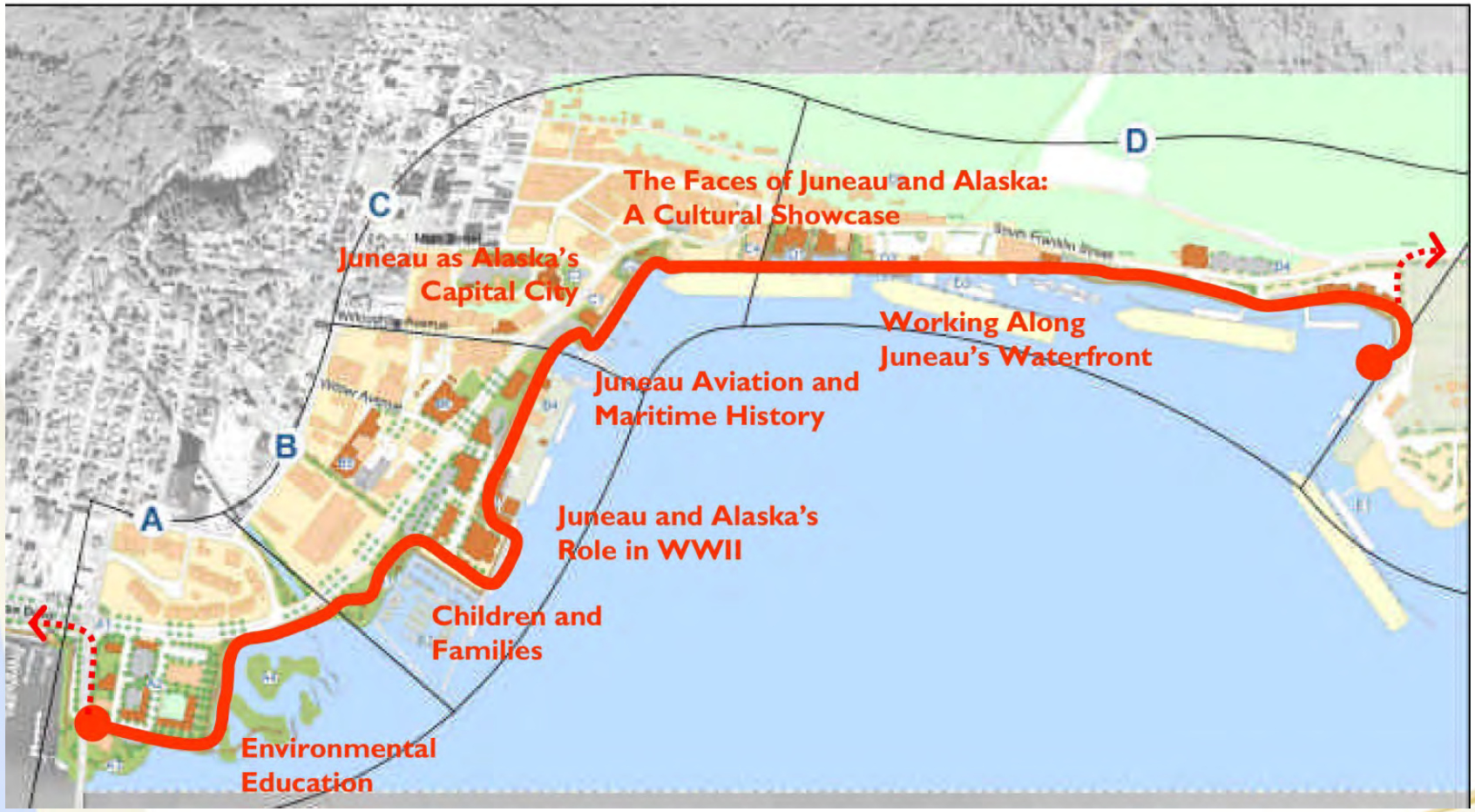
Land Use – CBJ purchase Merchant's Wharf, pursue State Capitol on Telephone Hill, redevelop Marine Park by unifying spaces, wrap Library ground floor with commercial/cultural uses, wayfinding program

Massing and Scaling – 2-3 story building height, mixed use development

Design Focus - Attention to Character, Street Orientation, Transparency and Views

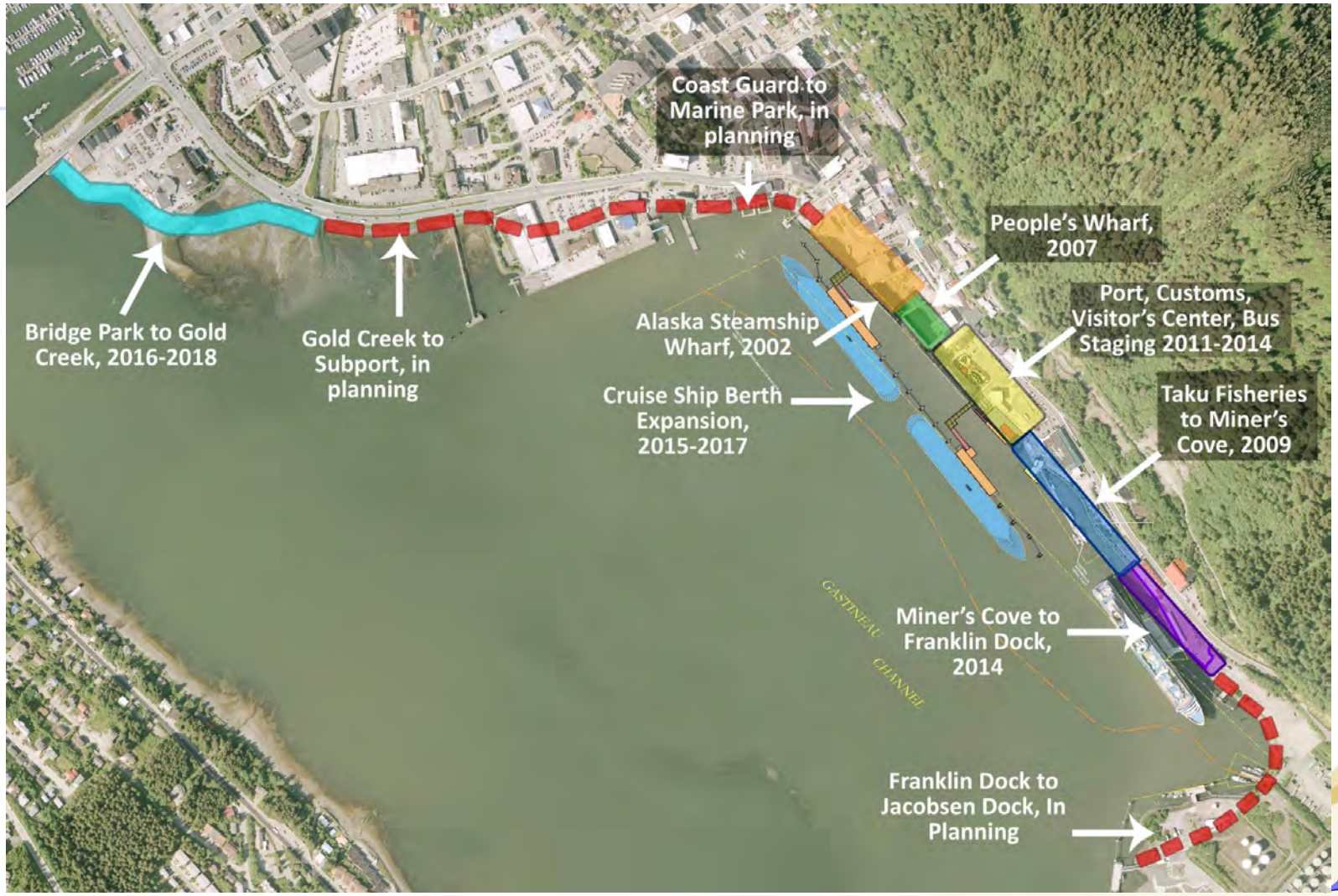
CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Seawalk as a Unifying Element



Proposed Themes for Seawalk in LRWP

Seawalk Construction Timeline



Area B: Subport

- In 2004, Subport was owned by Alaska Mental Health Trust
- Future use options presented included a cruise ship terminal and a marina
- 2004 Recommendations
  - Mixed Use 2 zoning (rezoned to MU2 in 2011)
  - Marina development
  - Seawalk connection

Visitor Industry Task Force (VITF) Process

Mayor charged committee with making recommendations on tourism management, updating the LRWP, restricting the number of visitors and collecting public opinion on tourism issues.

- Met 12 times between October 2019 and April 2020
- Public testimony meetings on January 11 and February 1, 2020
  - Received 43 spoken comments and 156 written comments
- Delivered final report to Assembly in April 2020

VITF Recommendations – LRWP

- Do not do a full update/rewrite of the LRWP
- Complete development of the Seawalk
- Proposed construction of the 5th cruise ship dock with criteria based on community goals

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

VITF Recommendations – Restriction on Number of Visitors

- Numerical Caps
  - Found to be logistically impractical and legally questionable
- Limit by Infrastructure
  - Five ships per day
  - Limit anchoring and lightering
- Limit by Scheduling
  - Take a more active role in dock scheduling
  - Stagger arrival times
  - Limit hot berthing
- Limit by Negotiation
  - Continue working with CLIA on MOAs based on community goals

VITF Recommendations – Subport Development and NCL dock proposal

VITF supports a Subport dock if the following criteria are met:

1. One larger ship per day using one side of the facility
2. Maximum of five larger ships in port per day
3. No hot berthing at the new facility
4. No larger ships allowed to anchor as 6th ship in town
5. High quality uplands development for community and visitors
6. Year round development orientation
7. CBJ manages dock to some extent
8. Dock is electrified

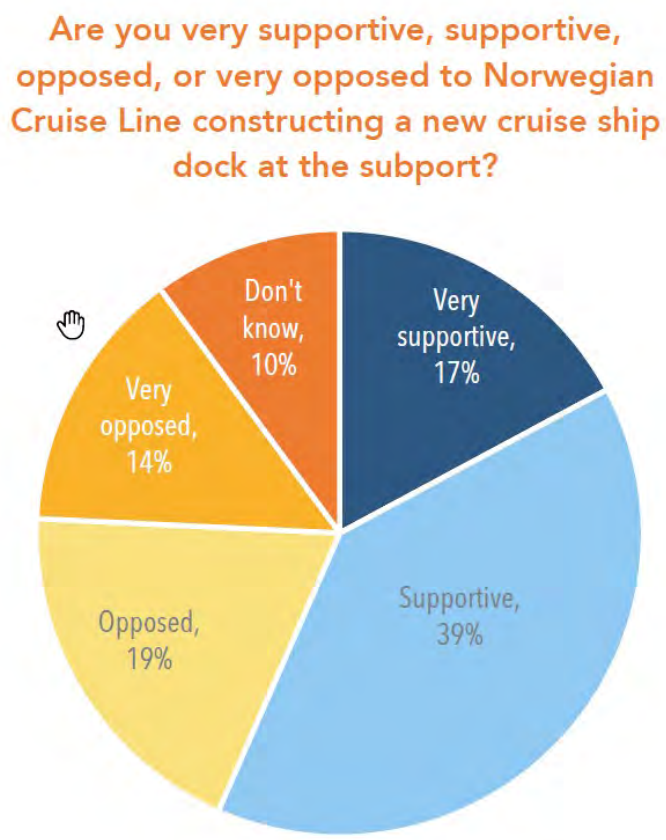
VITF Recommendations – Collect Public Opinion

VITF recommended hiring a contractor to complete a public opinion survey. This data could be compared to similar surveys completed in 1995, 1998, 2002 and 2006.

- Random sample, statistically valid survey of 500 Juneau households
- Conducted by McKinley Research
- Asked residents about a range of tourism-related issues

- 2003 LRWP process also included a survey
- Self-selected, mail-in format
- Presented development alternatives for each planning area

2021 Tourism Survey - Subport



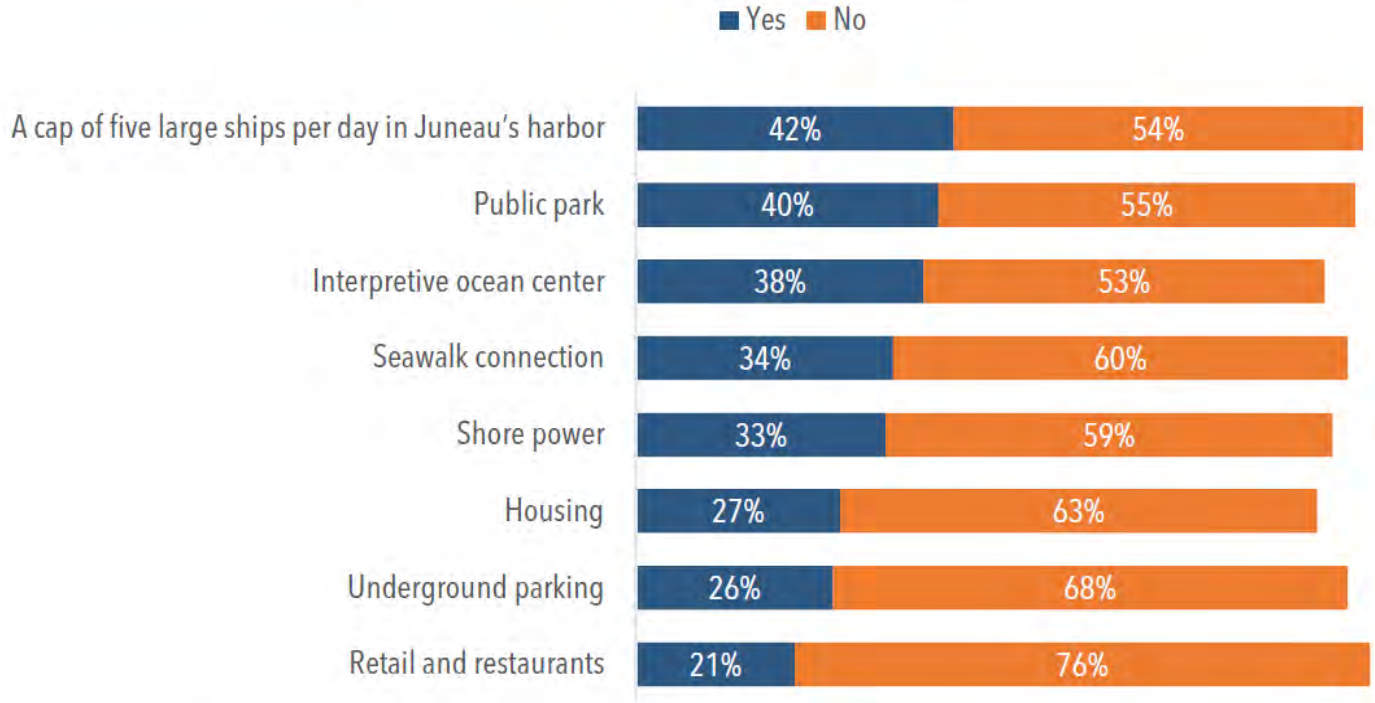
56% of random sample survey respondents supported constructing a new cruise ship dock at the Subport

33% of respondents were opposed

Survey results from random sample phone survey and self-selected online survey are available at https://juneau.org/assembly/visitor-industry-task-force

2021 Tourism Survey - Subport

(If Opposed or Very Opposed) Would your level of support increase if the dock project incorporated any of the following elements?



Note: Rows do not add to 100% due to don't know responses.

Long Range Waterfront Plan Amendment Process

- Amendment criteria from the LRWP
  - Requires a public process
  - States that capacity of the port should not exceed five large ships (greater than 750 feet) at berth or at anchor
  - Should address a list of nine issues through design
    - Many of these issues would be evaluated through the Conditional Use Permit process for the uplands
- An amendment to the LRWP would be limited to the tidelands portion of the Subport property, uplands development would conform to current MU2 zoning and the LRWP

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Long Range Waterfront Plan Proposed Amendment

Page 47 will be revised to read as follows, with other minor supporting text edits throughout the document:

"On DATE, the CBJ Assembly voted to amend the tidelands portion of Area B (Figure 33, B2 and the tidelands area of B3) to allow for creation of a dock facility capable of accommodating one large cruise ship as well as docking facilities for U.S. Coast Guard and NOAA vessels. Criteria for this development are described in Appendix B. All other Area B recommendations and design criteria are retained under this amendment, including uplands development and park facilities."

Long Range Waterfront Plan Proposed Amendment – Appendix B Criteria

- Proposals for subport development should be evaluated against the criteria stated by the VITF and the LRWP
  - Impacts to navigation, view planes, environment
  - Recommendations for uplands development
  - Advancing community goals including dock electrification and mitigating congestion

Next Steps

- LRWP Amendment
  - Online at https://juneau.org/manager/tourism
  - Public comment period - January 11 - 31
  - January 24 – Assembly Committee of the Whole
  - February 7 – Proposed Assembly Introduction
  - February 28 – Proposed Assembly Public Hearing

- NCL Dock Permitting
  - Conditional Use Permit: Planning Commission Hearing
  - Assembly negotiation and decision on tidelands lease

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Questions?

Provide comments by January 31 to alexandra.pierce@juneau.org

Irene Gallion

From: Irene Gallion
Sent: Friday, May 5, 2023 8:37 AM
To: Jill Maclean
Subject: RE: Huna Totem app?

HT has submitted an application for the uplands, which is waiting on a TIA.

They plan to submit an application for the dock any minute.

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Friday, May 5, 2023 7:49 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Huna Totem app?

Hi Irene,

Has HT submitted an application or are they waiting on the TIA? Maria is asking…

Jill Maclean, AICP
Director Community Development
City & Borough of Juneau, Alaska

Irene Gallion

From: Maria Gladziszewski
Sent: Friday, May 5, 2023 11:12 AM
To: Jill Maclean
Subject: Re: Huna Totem

Great, thanks for the additional info. That's helpful.

Maria

Sent from a mobile device. Please pardon the typos

> On May 5, 2023, at 11:05 AM, Jill Maclean <Jill.Maclean@juneau.gov> wrote:
>
> Good morning,
>
> HT has submitted a conditional use application for the uplands, which is waiting on the TIA. We're expecting a separate conditional use application for the dock, which we haven't received yet.
>
> Best,
>
> Jill
>
> -----Original Message-----
> From: Maria Gladziszewski <Maria.Gladziszewski@juneau.gov>
> Sent: Thursday, May 4, 2023 3:43 PM
> To: Jill Maclean <Jill.Maclean@juneau.gov>
> Subject: Re: Huna Totem
>
> Ok great thanks. So you don't have any written submission from them yet, is that correct? You're just generally talking to them but they haven't sent anything in yet?
>
>
>
> Sent from a mobile device. Please pardon the typos
>
>> On May 4, 2023, at 3:19 PM, Jill Maclean <Jill.Maclean@juneau.gov> wrote:
>>
>> Hi Maria,
>>
>> My understanding is that HT is wrapping up a traffic impact analysis, and will then be applying for a conditional use permit. I don't have good date to give you though, possibly a June / July commission meeting.
>>
>> Jill
>>
>> -----Original Message-----
>> From: Maria Gladziszewski <Maria.Gladziszewski@juneau.gov>

>> Sent: Thursday, May 4, 2023 3:13 PM
>> To: Jill Maclean <Jill.Maclean@juneau.gov>
>> Subject: Huna Totem
>>
>> Hi Jill,
>>
>> I'm checking in to see where Huna totem is regarding their CUP for a dock. Have they submitted paperwork for that? Where are they in the process? Thanks for sharing whatever info you have.
>>
>> Maria
>>
>>
>>
>> Sent from a mobile device. Please pardon the typos

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, May 8, 2023 8:40 AM
To: Irene Gallion
Subject: RE: USE23-03: TIA?

It's imminent…Corey?

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, May 8, 2023 8:39 AM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: TIA?

Hi guys,

Not nagging, just checking. I have in my notes that we were expecting a TIA by the end of April. Any update?

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Jill Maclean
Sent: Wednesday, May 10, 2023 10:07 AM
To: Beth Weldon
Cc: Rorie Watt
Subject: RE: Huna Totem...CUP for dock

One more clarification, it was the planner speaking with HT. We asked for either a clear rendering or 30% design, which is a minimal amount of design work on HT's end.

From: Jill Maclean
Sent: Wednesday, May 10, 2023 8:21 AM
To: Beth Weldon <Beth.Weldon@juneau.gov>
Cc: Rorie Watt <Rorie.Watt@juneau.gov>
Subject: RE: Huna Totem...CUP for dock

Good morning,

I'm not aware the PC asked for anything. HT hasn't submitted a complete application. I'm not sure where that info is coming from.

Yes, the application has to show where the dock is, how it aligns with the upland development, and ultimately the impacts of the traffic. I don't view it any differently than an applicant submitting architectural drawings for a building—we don't have design control, but we do look at how the building interfaces with the surrounding uses.

Jill

From: Beth Weldon <Beth.Weldon@juneau.gov>
Sent: Wednesday, May 10, 2023 6:39 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Cc: Rorie Watt <Rorie.Watt@juneau.gov>
Subject: Re: Huna Totem...CUP for dock

I understand that but why did the PC ask for their dock plans for CUP? Not finding fault just asking.
Beth

Get Outlook for iOS

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Tuesday, May 9, 2023 10:41:00 AM
To: Beth Weldon <Beth.Weldon@juneau.gov>
Cc: Rorie Watt <Rorie.Watt@juneau.gov>
Subject: Huna Totem...CUP for dock

Hi Mayor,

Just a heads up...the uplands and the dock (as a "use") require conditional use permits. The tidelands lease is the authority of the assembly—the commission doesn't hear leases.

Best,

Jill Maclean, AICP | Director
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4118

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Irene Gallion
Sent: Wednesday, May 17, 2023 4:36 PM
To: Fred Parady
Cc: Scott Ciambor
Subject: USE23-03: Contact

Hi Fred, if you have continuing questions on your application please contact Scott Ciambor in my absence. He is cc'ed on this e mail and his number is (907) 586-0753 x4127.

I'll be back May 25, 2023.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Thursday, May 18, 2023 5:20 PM
To: Irene Gallion;Scott Ciambor;Permits
Cc: Russell Dick;Garth Schlemlien;Mickey Richardson;Bruce Walter
Subject: Updated Materials for CUP Case Number USE23-003
Attachments: TIA Aak'w Landing Study 05.19.23 (002).pdf; 2023 05 18 HTC CBJ CUP Updated Materials w o TIA.PDF

Irene:

Attached please find the updated materials for our CUP application for the Aak'w Landing project, which reflect both the uplands and the tidelands. Also attached is the completed Traffic Impact Analysis for transmittal to DOTPF.

Thank you for your work with us on this process and its details. Please contact me if you have any questions.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Huna Totem Corporation
WOOSH-JEE-EEN • PULLING TOGETHER

May 18, 2023

Ms. Irene Gallion
Senior Planner
Community Development Division
City and Borough of Juneau
4th Floor – Marine View Center
230 South Franklin Street
Juneau, Alaska 99801

Dear Ms. Gallion:

As we discussed yesterday, enclosed please find the updated materials we are submitting for our Conditional Use Permit Application USE23-003 for our project Aak'w Landing project. The updated materials combine reflect the original submittal for the uplands portion of the project with the requested inclusion of the tidelands portion. Included are the following:

1. The original Development Permit Application
2. An email attachment from the additional landowner for the relevant tidelands of the State of Alaska.
3. The original Conditional Use Permit Application showing the case number.
4. An updated project summary description.
5. Two drawings of the planned dock alignment.
6. An updated Architectural Narrative dated 5.17.23.
7. An updated Zoning and Parking Study also dated 5.17.23, which updates the Site and Building Specifics numbers to reflect
8. The completed Traffic Impact Analysis.

All other attachments in the original remain as submitted. We hope to complete review in a timely manner in order to make the agenda for the Planning Commission shown on the calendar for Tuesday, July 11, 2023.

Thank you for your time in reviewing these materials and your insight into the process. We look forward to moving into the next steps necessary to advance the Aak'w Landing project.

Cordially,

Fred Parady
Chief Operating Officer

9301 Glacier Hwy Suite 200 Juneau, AK 99801 Phone (907) 789-8500 Fax (907) 789-1896

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications. This form and all documents associated with it are public record once submitted.

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation
Contact Person: Fred Parady
Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801
Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)
E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ Landowner/Lessee (Signature) — 1/24/23 Date

_____ Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ Landowner/Lessee (Signature) — _____ Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same
Contact Person: Same
Mailing Address: Same
Phone Number(s): Same
E-mail Address: Same

X _____ Applicant's Signature — 01.24.2023 Date of Application

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

Intake Initials: 1/25/23

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number: USE23-003
Date Received: 1-25-23

I:\FORMS\PLANFORM\DPA_Final Draft.docx

Updated 6/2022 - Page 1 of 1

Fred Parady

From: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Sent: Friday, April 21, 2023 3:14 PM
To: Fred Parady
Subject: RE: Aak'w Landing Tidelands
Attachments: Aak'w Landing Concept Plans 2022.11.22.pdf; 2023 04 17 HTC CBJ Tidelands DEVELOPMENT PERMIT APPLICATION.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Fred,

Just gave you a call back but appears I've missed you, so figured I'd follow up via email.

As we discussed on the phone last week, it seems premature for DNR to sign the CBJ Development Permit Application (attached) as we have not seen or reviewed any application requesting use of state land for this proposal. The preliminary drawings you sent on April 17th were helpful in determining the location of the proposed tideland lease we discussed over the phone, however, I cannot sign any document granting "complete understanding and permission" for an activity until we've received, reviewed, adjudicated, and approved a complete tideland lease application from the entity requesting the use of state tidelands (whether that be CBJ or Huna Totem Corporation – as it is still unclear who is requesting this use).

The CBJ Development Permit Application does, however, note that alternative written approval may be accepted. I would like to offer this email as a proof that we have received the tentative drawings ("Aak'w Landing Concept Plans 2022.11.22") and have confirmed that this proposal, as indicated on PDF page 6, involves use of state-owned, DMLW-managed submerged lands. Placement of permanent infrastructure and long-term, commercial use of state-managed lands requires written authorization from DNR -DMLW. We look forward to receiving and reviewing your tideland lease application for this requested activity.

I hope this email will sufficiently address your needs to move forward with the City in obtaining your preliminary approvals for this project. Please feel free to give me a call if you have any questions.

Thank you,

Megan G. Hillgartner
Southeast Regional Manager
Department of Natural Resources
Division of Mining, Land and Water
P: (907) 465-3406

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, April 17, 2023 11:27 AM
To: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Subject: Aak'w Landing Tidelands

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,600 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase buildi square feet 1ST PHASE 34,000 sf, per narrative

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	$ 4,000.00	ph I class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$			

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
USE23-003	1-25-23

Project Summary

Aak'W Landing Conditional Use Permit Application

The project proposes a phased development of mixed use, including retail, food and beverage, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail and food and beverage operations, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.

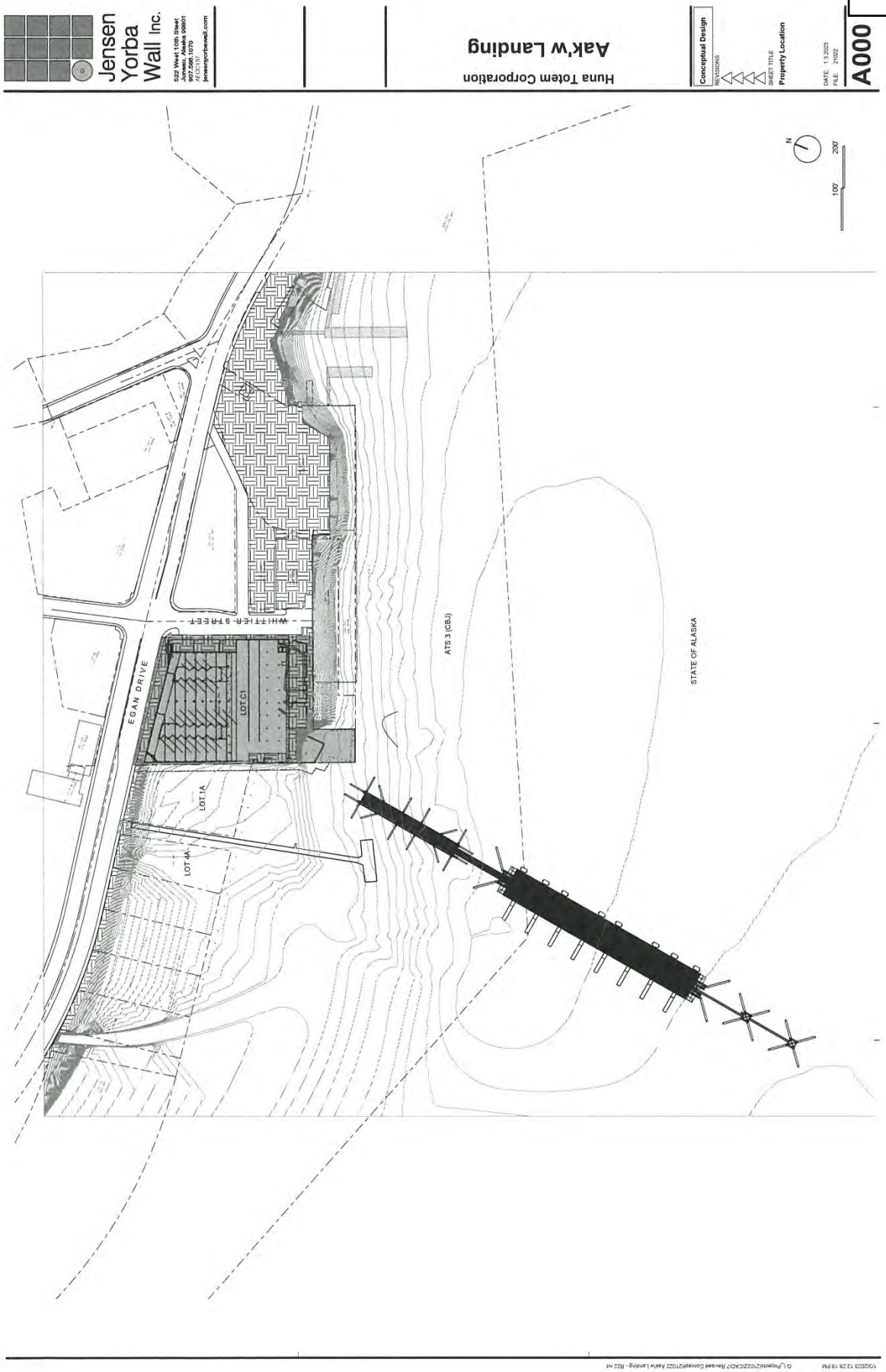
External lighting is to be developed.

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined.

Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

The pier portion of the project will utilize a proven steel float solution that will be built with a deck up to 70-feet wide and 500 feetlong, allowing for the best facility layout and passenger handling solution.

Drawings for the above project are attached.


Jensen Yorba Wall Inc.
522 West 10th Street
Juneau, Alaska 99801
(907) 586-1070
AECKLIST
jensenyorbawall.com
Huna Totem Corporation
Aak'w Landing
Conceptual Design
REVISIONS
SHEET TITLE
Property Location
DATE 1.3.2023
FILE 21022
A000
N
100'
200'
WHITTIER STREET
EGAN DRIVE
LOT C1
LOT 1A
LOT 4A
ATS 3 (CBJ)
STATE OF ALASKA

Overhead View

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com
Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Conditional Use Application

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.

- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the CBJ Tideland Lots to the west if this is desired in the future.
- The entire Bus Staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the Bus Staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

- The Park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the Park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in

graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.

- Shop and Cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.
- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Cruise Ship Dock.

- 500' x 70' steel floating dock of similar construction to that utilized at Icy Strait Point Berth II and Ward Cove Cruise Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design vessel during cruise season weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for the cruise fleet.
- The opposite side of the dock from the cruise ship berth will not be constructed to take the structural loads of large ships, but could be configured for tour day boat, tenders and other small watercraft such as canoes or kayaks.
- The floating berth shall be accessed with a 140-foot-long gangway rated for port of call standard equipment.
- Mooring locations to be equipped with electric capstans for line handling and will be accessible by catwalks.
- The dock includes basic facility lighting, electrical service, and wash down water from the abutment seaward.
- The proposed design includes the cable trays and structure for integrating future shore power connections once the municipal feed is available.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com
Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Total Project Area
475,377 sf. *Discussion: area of Uplands and Dock are combined for the Conditional Use Permit and to show the total size of the project. The two portions of the project are considered individually below.*

Uplands Portion of Project
Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Retail

- 103,100 sf footprint
- 150,000 sf total developed area, including:
  - One-story bus parking and loading garage
  - Two-story car parking garage
  - 34,000 sf Retail, including:
    - 4,400 sf Whittier Street-facing (Seawalk Level)
    - 19,600 sf Seawalk-facing (Seawalk Level)
    - 10,000 sf Welcome Center (Upper Plaza Level)
- 1+ acre of Park and Plaza over bus and vehicle garage

Proposed Future Phase Development: Additional Retail and Use TBD facilities at Park level

- 9,000 sf additional Retail (43,000 sf total, including Phase 1)
- 40,000 sf Future Phase, Use TBD

Parking

Parking Provided. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 117 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 172 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

Phase 1 Parking Required:	34,000 sf Retail (1 stall per 750 sf):	**46 stalls required**
Future Total Parking Required:	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use TBD	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	43 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		70-100 stalls required total

CBJ Parking Requirement:

• Commercial/Retail	1 per 750 sf
• Restaurants	1 per 750 sf
• Museum	1 per 1,500
• Recreational Space	1 per 10 seats
• Housing, 400 sf Eff.	.3 spaces per
• Housing, 1-bedroom	.4 spaces per
• Housing 2-bedroom	.6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

Dock Portion of Project
Parcel: 1C100-K83-0032 (CBJ Tidelands) and unlabeled adjacent Alaska State Tidelands
Project Area: 350,000 sf (125,000 sf on CBJ Tidelands, 225,000 sf on State Tidelands).

Discussion: Project Area is only a portion of the much larger CBJ- and State-owned parcels. Project Area includes area physically occupied by the Dock structures, the "shadow" of the 360-meter long cruise ship floating above, and approximately 20% additional space around the dock and ship to ensure compliance.

Property Zoning: MU2 (taken from adjacent C-1 Lot Zoning)
Maximum Lot Coverage: 80% (280,000 sf)
Minimum Vegetative Cover: 5% (17,500 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)

Discussion: Dimensional standards and requirements listed are for MU2 zoning. Not clear how all standards—particularly vegetative cover—apply to tideland lots which are entirely over water. However, the project will comply with a strict reading of all requirements:

- *The constructed Dock takes up an area much smaller than the allowable Maximum Lot Coverage (143,960 sf vs the allowable 280,000 sf)*
- *The Park on the Uplands is large enough to fulfill Minimum Vegetative Cover requirements (50,000 sf vs. the required 23,769 sf for the Uplands and Dock together)*
- *The Dock height will be lower than the 45' Maximum Height as determined from the datum on the Uplands.*

Allowable Uses:

- Private Moorage: 1,3 (49.25.300, 10.520)

(1, 3. Department approval required if minor dev., conditional use permit required if major development.)

Proposed Development: Floating Dock with access ramps to the adjacent C-1 parcel. No occupiable buildings are proposed in this portion of the development.

Parking: As noted above, all parking is being provided on the Uplands portion of the project.

Discussion: Parking requirements for regular passenger vehicles have been determined by the Uplands development areas without modifiers—i.e., the parking calculations assume that all visitors to the Uplands facilities arrive via personal vehicle and not on the cruise ship.

Parking requirements for the vehicles serving the cruise ship itself are not defined by code. The project includes more parking areas for buses, vans, and coaches than are currently provided at the other cruise ship docks. (For example, the AJ Dock facility provides 21 dedicated coach and bus stalls, the proposed Aak'w Landing project proposes 24 dedicated coaches and bus stalls).

DOWL

MEMORANDUM

TO: Corey Wall (Jensen Yorba Wall, Inc.)

FROM: LaQuita Chmielowski, P.E. (DOWL)
Cynthia Roe (DOWL)

DATE: May 12, 2023

SUBJECT: Traffic Impact Analysis for Aak'w Landing Development

BACKGROUND

This memorandum evaluates potential traffic impacts associated with the proposed Aak'w Landing multi-use development. The proposed development is located at the southwest corner of Egan Drive and Whittier Street on Lots C1, Juneau Subport, in Downtown Juneau, Alaska. The first two phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space and 11,000 square feet of high-turnover restaurant space. Land use for the third phase of development has not been finalized at this time, though for analysis purposes 20,000 square feet of retail space is assumed. Access to the development will be provided via a new driveway at the base level of the parking garage on Whittier Street. Opening year for the development is expected to be 2025. The proposed development site plan is included in the Appendix.

This study examines existing intersection operations in the study area, along with future operation in 2035 with and without the Aak'w Landing multi-use development.

EXISTING CONDITIONS

Existing conditions were analyzed in the study area including existing roadway characteristics, traffic volumes, intersection operations, and crash history.

Roadway Characteristics & Study Intersections

The proposed development is located on Lot C1; the majority of development traffic is expected to travel via Egan Drive. Figure 1 shows the study area and intersections of interest. Table 1 shows the existing traffic control at each study intersection, while Table 2 provides the functional classification, posted speed limit, and cross section for the roadways in the study area. The Egan Drive / 10th Street, Egan Drive / Whittier Street, and Egan Drive / Main Street intersections are signalized with protected permitted left-turn phasing, along with pedestrian-only phases for the east and west legs.

Table 1: Traffic Control at Study Intersections

Intersection	Traffic Control
Egan Drive & W 10th Street	Traffic Signal
Egan Drive & Glacier Avenue	None - Free Movement from Side Street onto Egan Drive
Egan Drive & Whittier Street	Traffic Signal
Egan Drive & Willoughby Avenue	None - Free Movement from Side Street onto Egan Drive
Willoughby Avenue & Whittier Street	Stop Controlled on Whittier Street and Warrior Street
Egan Drive & Main Street	Traffic Signal

Figure 1: Study Area Intersections Map

Table 2: Study Area Roadway Characteristics

Roadway	Functional Classification	Posted Speed (mph)	Number of Lanes	Pedestrian Facilities	Bike Facilities
Egan Drive	Principal Arterial	40 mph	4	Yes	No
W 10th Street	Major Collector	20 mph	2	Yes	Yes
Whittier Street	Major Collector	None Posted	2	Partial[1]	No
Willoughby Street	Major Collector	None Posted	2	Yes	No
Main Street	Major Collector	20 mph	2	Yes	No
Glacier Avenue	Minor Collector	20 mph	2	Yes	No

[1]Non-continuous sidewalks on the west side of Whittier Street

Existing Traffic Volumes

Existing traffic volumes were collected on Tuesday, March 21, 2023. Data was collected at the six existing study intersections using 16-hour turning movement counts (6:00 AM to 10:00 PM). In addition, a 24-hour CountCAM station on Egan Drive collected traffic speed data. The AM peak hour of traffic was identified as 7:30 – 8:30 AM, while the PM peak hour was identified as 4:00 – 5:00 PM.

A seasonal adjustment factor (SAF) of 1.12 was applied to the traffic count data to represent typical traffic conditions. The SAF was calculated using data from the nearby Alaska Department of Transportation & Public Facilities (DOT&PF) permanent count station located on Egan Drive, northwest of Glacier Highway Access Road.[1] Figure 2 shows the seasonally adjusted existing AM and PM peak hour turning movement volumes at the study intersections.

[1] Data from https://alaskatrafficdata.drakewell.com

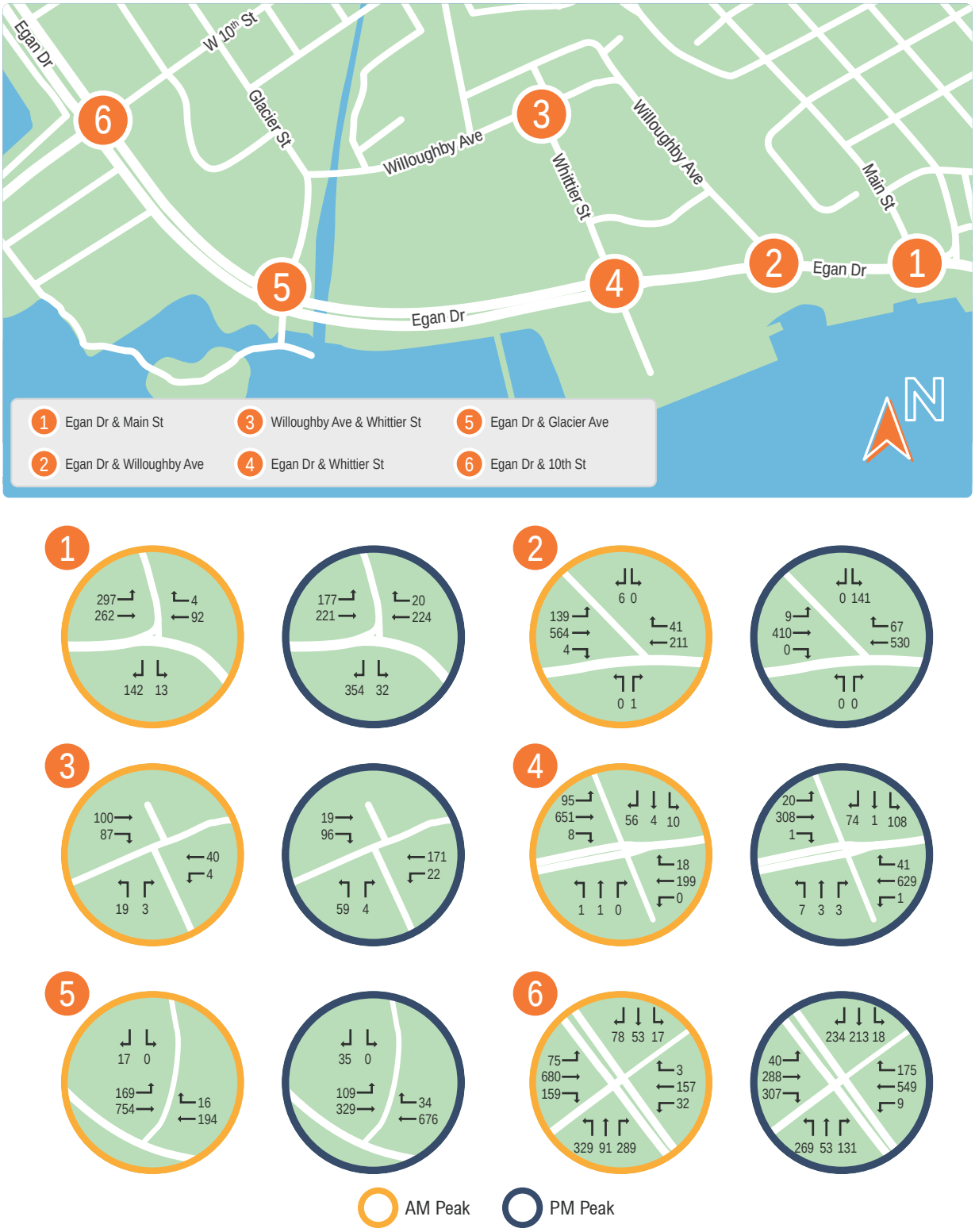


Figure 2: Existing AM and PM Peak Hour Traffic Volumes

Mobility Standards

Traffic operations were modeled in Synchro/SimTraffic version 11. Synchro reports are provided in the Appendix. This study uses the Highway Capacity Manual 6th edition (HCM)[2] methodology to calculate intersection level of service (LOS). The Alaska Administrative Code (AAC)[3] establishes a minimum LOS for the development's construction and design years. These code and policy documents state the following minimum acceptable LOS for the construction and design years:

- LOS C is acceptable if the existing conditions are LOS C or better
- LOS D is acceptable if the existing conditions are LOS D
- If the existing conditions are poorer than LOS D, a lower LOS is acceptable if the operation does not deteriorate more than ten percent (10%) in terms of delay time or any other appropriate measure of effectiveness compared with the background condition (i.e., without the development).

Existing Intersection Traffic Operations

Table 4 shows the existing delay and LOS at study intersections (reported using the 6th Edition HCM delay methodology). Overall intersection delay is reported at the signalized intersections, while delay is only reported for the critical movements (or highest delay approach) at stop-controlled intersections.

The only intersection operating at LOS C or worse is the Egan Drive / Whittier Street intersection which operates at LOS E with existing signal timing and turn movement configuration during the PM peak hour.

Table 3: Existing Conditions Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	25	—	B	17	—
Egan Drive & Glacier Avenue	A/A	9	SBR	A/B	12	SBR
Egan Drive & Whittier Street	A	7	—	**E**	**56**	**—**
Egan Drive & Willoughby Avenue	A/B	14	NBR	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	10	NBL	A/B	12	NBL
Egan Drive & Main Street	A	5	—	A	6	—

[2] HCM 6th Edition: Highway Capacity Manual, Transportation Research Board, 2016.

[3] Section 17 Alaska Administrative Code 10.070, https://www.akleg.gov/basis/aac.asp#17.10.070

Crash History

Tables 5 and 6 show crash history for the study intersections for the seven most recent years of available crash data (January 1, 2015, to December 31, 2021). The Egan Drive and Whittier Street intersection had six crashes occur over this period. Table 5 shows the crash rate at each study intersection, along with the statewide crash rate (based on intersection traffic control and number of approaches). The statewide averages are based on data from 2008 to 2012 and represent the most recent data available.[4] All of the intersections have crash rates that are below the statewide average for intersection types. Table 6 shows the breakdown of crashes by crash type at the intersections.

Table 4: Total Crashes and Crash Rate by Intersection (2015 – 2021)

Intersection	Crash Rate [a]		Crash Severity			Total Crashes
	Intersection	Statewide Average	Fatal	Injury	PDO	
Egan Drive & W 10th Street	0.63	1.57	0	7	21	28
Egan Drive & Glacier Avenue	0.06	—	0	1	1	2
Egan Drive & Whittier Street	0.15	1.57	0	2	4	6
Egan Drive & Willoughby Street	0	—	0	0	0	0
Willoughby Avenue & Whittier Street	0	0.52	0	0	0	0

[a] Crash rate for intersections = Crashes per million entering vehicles (MEV).

Table 5: Crash Type by Intersection (2015 – 2021)

Intersection	Angle	Single Vehicle Run-off	Rear End	Sideswipe	Bicycle	Motorcycle
Egan Drive & W 10th Street	12	1	12	2	0	1
Egan Drive & Glacier Avenue	0	0	1	0	1	0
Egan Drive & Whittier Street	2	0	4	0	0	0
Egan Drive & Willoughby Avenue	0	0	0	0	0	0
Willoughby Avenue & Whittier Street	0	0	0	0	0	0

FUTURE CONDITIONS

2035 No-Build Traffic Operations

Figure 3 shows the expected AM and PM peak hour turning movement counts in 2035, without the proposed Aak'w Landing development. Future traffic volumes were generated using an annual growth rate of 2.0% per year. This growth rate was assumed based on prior experience then concurred by DOT&PF staff.[5] Table 7 shows the expected delay and LOS at study

[4] Alaska Highway Safety Improvement Program Handbook, Alaska DOT&PF, January 2017.

[5] Email from DOT&PF staff on March 28, 2023.

intersections in 2035, without the Aak'w Landing development. The Egan Drive / Whittier Street intersection continues to degrade and operates at LOS F with existing signal timing and turn movement configuration during the PM peak hour. All other intersections operate within an acceptable level for mobility standards.

Table 6: 2035 No-Build Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	26	—	C	22	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/B	14	SBR
Egan Drive & Whittier Street	B	17	—	**F**	**84**	**—**
Egan Drive & Willoughby Avenue	A/C	18	NBR	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	11	NBL	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

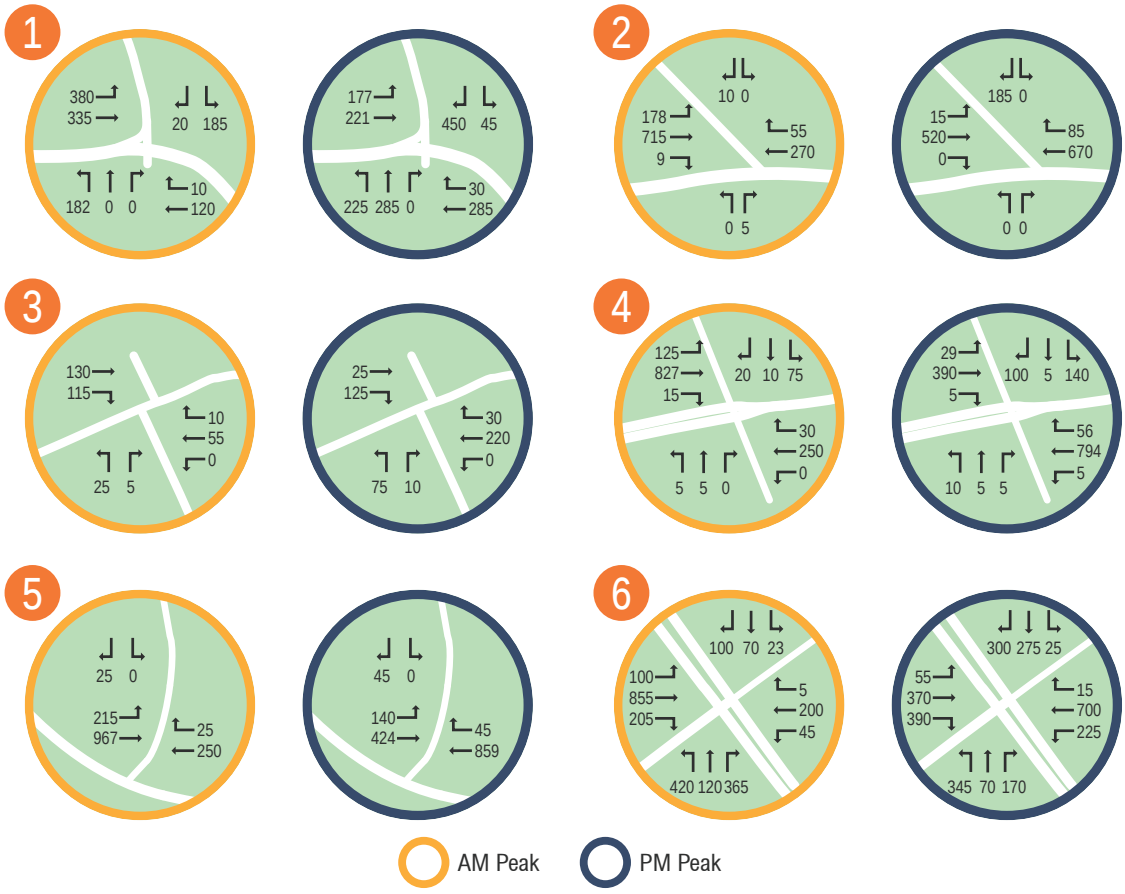


Figure 3: Future 2035 No-Build Traffic Volumes

Trip Generation

Trip generation rates for the proposed development are based on the data published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual (Trip Generation Manual), 11th Edition* [6] and data provided by Jensen Yorba Wall (Client) related to expected cruise ship behavior. [7] Table 8 shows the size and type of unit expected at the development by land use code and development phase.[8] This information was used to calculate the expected number of vehicle trips during a typical weekday and the entering and exiting vehicle trips during the AM peak and PM peak hours as shown in Table 9.

Table 7: Development Land Use Types and Units

Development Phase	Description	ITE Code	Quantity	Units
1	Cruise Ship	-	1	Berth
1	Shopping Plaza (40-150k)	821	32	KSF
1	High-Turnover (Sit-Down Restaurant)	932	11	KSF
2	Shopping Plaza (40-150k)	821	20	KSF
3	Shopping Plaza (40-150k)	821	20	KSF

Table 9: Development Vehicle Trips

Development Phase	Description	Qty.	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Total	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
1	Cruise Ship	1	-	188	-	45	45	90	-	45	45	90
1	Shopping Plaza (40-150k)	32	94.49	3024	3.53	57	56	113	9.03	139	150	289
1	High-Turnover (Sit-Down Restaurant)	11	107.2	1179	9.57	53	52	105	9.05	61	39	100
2	Shopping Plaza (40-150k)	20	94.49	1890	3.53	36	35	71	9.03	87	94	181
3	Shopping Plaza (40-150k)	20	94.49	1890	3.53	36	35	71	9.03	87	94	181

Due to the high number of passengers associated with cruise ships in addition to the planned volume of scheduled vehicle trips, all development trips were converted to their person trip equivalent before conducting an internal trip capture analysis using the *ITE Trip Generation Handbook*. [9] For land uses similar to the development site the *Trip Generation Handbook* provides vehicle occupancy rates ranging from 1.13 to 1.69. Given the multiple land uses associated with the development site and cruise ship passengers' dependency on ride-share options to leave the site a conservative vehicle occupancy rate of 1.2 was used to estimate the

[6] *ITE Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021.

[7] Due to a lack of data related to recreational port land use in the *ITE Trip Generation Manual* data provided by the Client was used. Email from Jensen Yorba Wall, April 25, 2023.

[8] Estimated from concept drawing provided by Jensen Yorba Wall, Concept Drawings Email January 6,2023

[9] *ITE Trip Generation Handbook*, 3rd Edition, Institute of Transportation Engineers, September 2017.

number of people per vehicle trip. With guidance from the National Cooperative Highway Research Program (NCHRP) Report 684[10] and Client provided data[11] for known development trips being added to the system (e.g., busses for tours) the total number of person trips, internal person trips, and external person trips were estimated. Table 9 shows the total person trips less the number of internal trips and walking trips associated with cruise ship passengers resulting in the total external trips generated by the development.

Table 8: Peak Hour Development Trips

Vehicle Trip Inventory	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
All Person Trips – All Phases	413	408	821	846	851	1,697
Less Internal Trip Capture	-50	-50	-100	-202	-202	-404
Person Trips Subtotal - All Phases	363	358	721	644	649	1,293
Less Cruise Ship Passengers	-189	-180	-369	-284	-350	-634
Off-Site Person Trips (W/O Cruise Ship Passengers)	174	178	352	360	299	659
Off-Site Vehicle Trips (W/O Cruise Ship)	145	149	294	300	250	550
Off-Site Cruise Ship Trips	45	45	90	45	45	90
Total External Vehicle Trips	**190**	**194**	**384**	**345**	**295**	**640**

The development is expected to add 384 AM peak hour and 640 PM peak hour trips to the transportation network.

Trip Distribution

Trip distribution involves estimating where traffic is coming from and going to when accessing the development. The trip distribution was established based on PM peak hour volumes on Egan Drive and adjusted based on Client provided data and concurrence with DOT&PF staff. [12] Development traffic was distributed using the following assumptions for trip origins and destinations:

- 60% to/from Egan Drive from the West
- 30% to/from Egan Drive from the East
- 10% to/from Egan Drive from the North

Figure 4 shows the expected development-related traffic expected at study intersections during the AM and PM peak hours.

[10] *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board, 2011.

[11] Email from Jensen Yorba Wall, April 25, 2023. A follow up call with Jensen Yorba Wall confirmed 15% of daily person trips occur in the AM and PM peak hours.

[12] Email from DOT&PF staff on May 5, 2023.

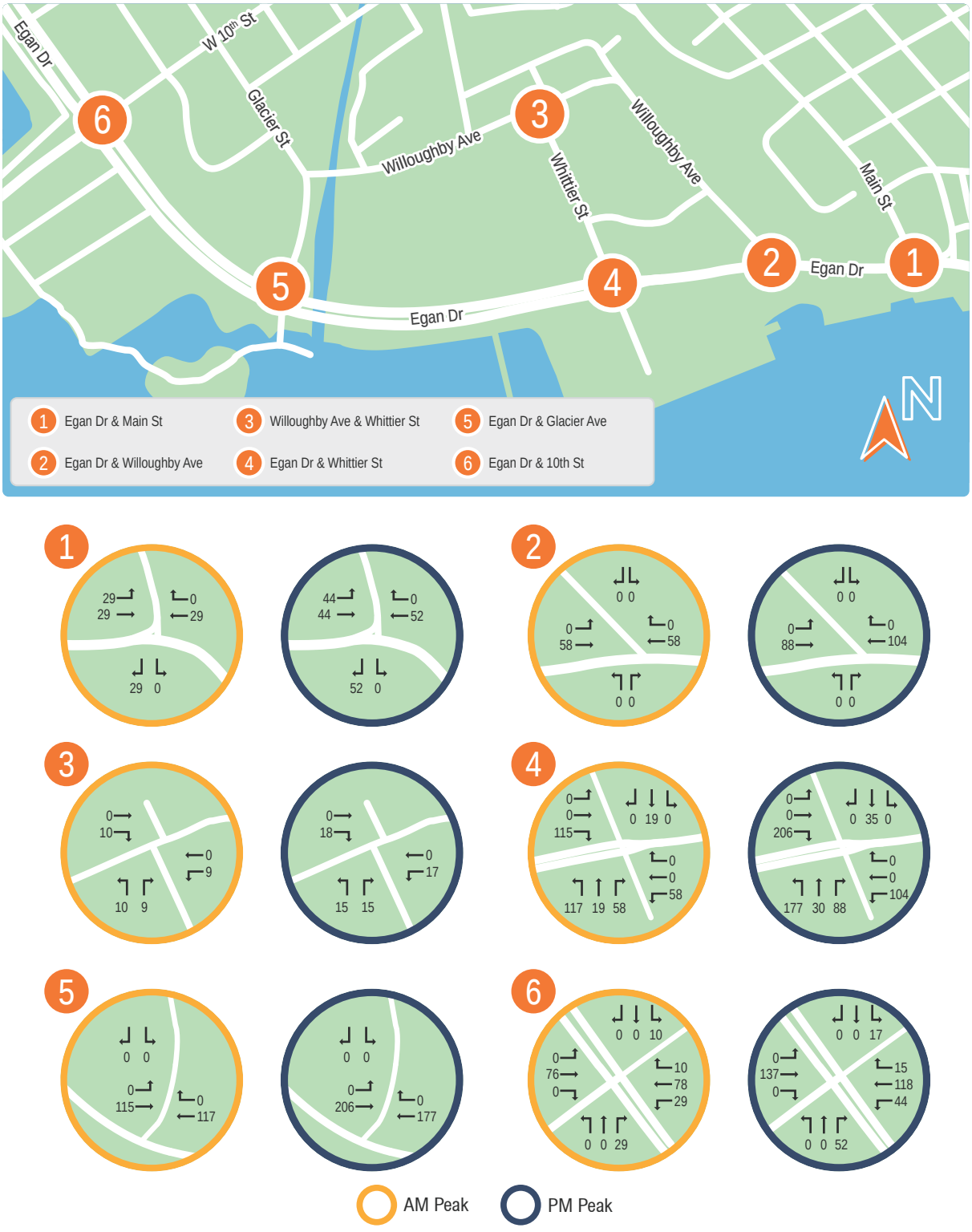


Figure 4: Added Development Traffic Volumes

2035 Traffic Operations with Development

2035 Future Baseline

Figure 5 shows the total traffic expected at study intersections in 2035, with the development. Table 10 shows the expected traffic operations at each study intersection under existing signal timing and turn movement configuration conditions. These conditions result in LOS F at the Egan Drive / Whittier Street intersection during the PM peak hour and LOS D at the Egan Drive / 10th Street intersection during the AM peak hour. All other intersections operate within an acceptable level for mobility standards.

Table 10: 2035 Traffic Operations with Development

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	**D**	**40**	**—**	C	25	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/C	16	SBR
Egan Drive & Whittier Street	**F**	**95**	**—**	**F**	**239**	**—**
Egan Drive & Willoughby Avenue	A/C	18	NB	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	11	NB	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

As required by AAC, mitigation is required due to unacceptable levels of operation (LOS D or worse) at the Egan Drive / Whittier Street and Egan Drive / W 10th Street intersections under baseline operation conditions. Although the Egan Drive / Whittier Street intersection experienced LOS F before adding development traffic, the left-turn traffic volumes for the north and southbound legs of the intersection significantly increase delay at the intersection during the AM and PM peak hours. Similarly, left-turn traffic volume from Egan Drive onto W 10th Street increases delay at the intersection during the AM peak hour.

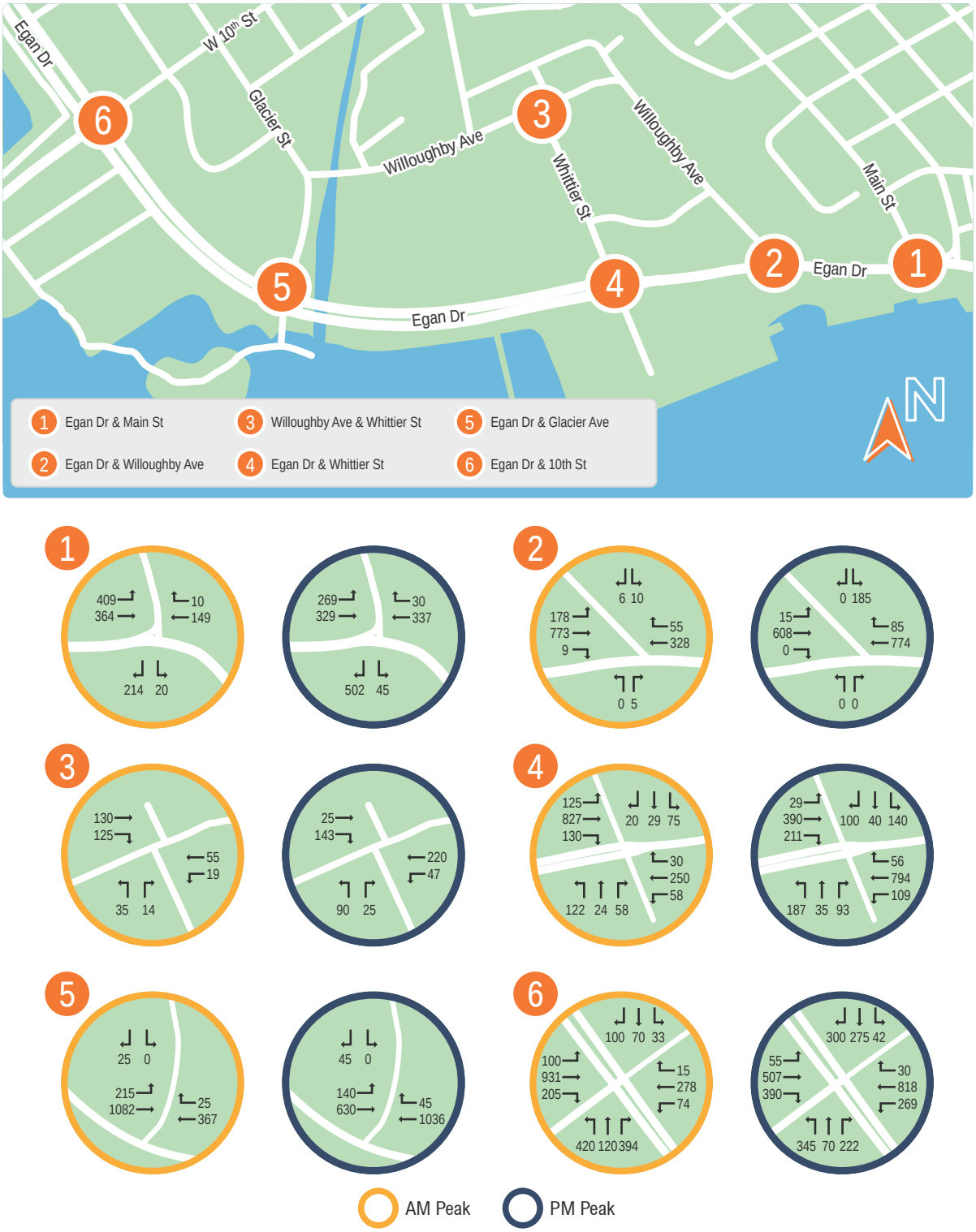


Figure 5: Future 2035 Build Volumes

2035 Future Alternative
Based upon the needs shown in the 2035 Future Baseline scenario, the following improvements to Egan Drive intersections were included in the 2035 Future Alternative:

- Re-striping of the north and south legs of the Egan Drive / Whittier Street intersection to include a single left-turn lane and a single shared through-right-turn lane
- Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

With these changes, as shown in Table 11, all intersections now operating within an acceptable LOS.

Table 11: 2035 Traffic Operations with Development (With Mitigation)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	26	—	C	30	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/C	16	SBR
Egan Drive & Whittier Street	B	17	—	C	30	—
Egan Drive & Willoughby Avenue	A/C	18	NBR	A/B	11	EBL
Willoughby Avenue & Whittier Street	A/B	11	NBL	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

CONCLUSIONS

The proposed Aak'w Landing development is a three-phase multi-use development opening in Downtown Juneau during the year 2025. The first two phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space and 11,000 square feet of high-turnover restaurant space. Land use for the third phase of development has not been finalized at this time, though is assumed 20,000 square feet of retail space will be constructed. Access to the development will be provided via a new driveway at the base level of the parking garage on Whittier Street. The proposed development as currently planned will add approximately 83,000 square feet of multi-use space off Egan Drive, generating 384 trips in the AM and 640 trips in the PM peak hours. During the evaluation of the development, operational concerns led to the following mitigation requirements:

- **Egan Drive / W 10th Street Intersection**
  - Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.
- **Egan Drive / Whittier Street Intersection**
  - Re-striping of the north and south legs of the Egan Drive / Whittier Street intersection to include a single left-turn lane and a single shared through-right-turn lane
  - Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

DOWL

Appendix

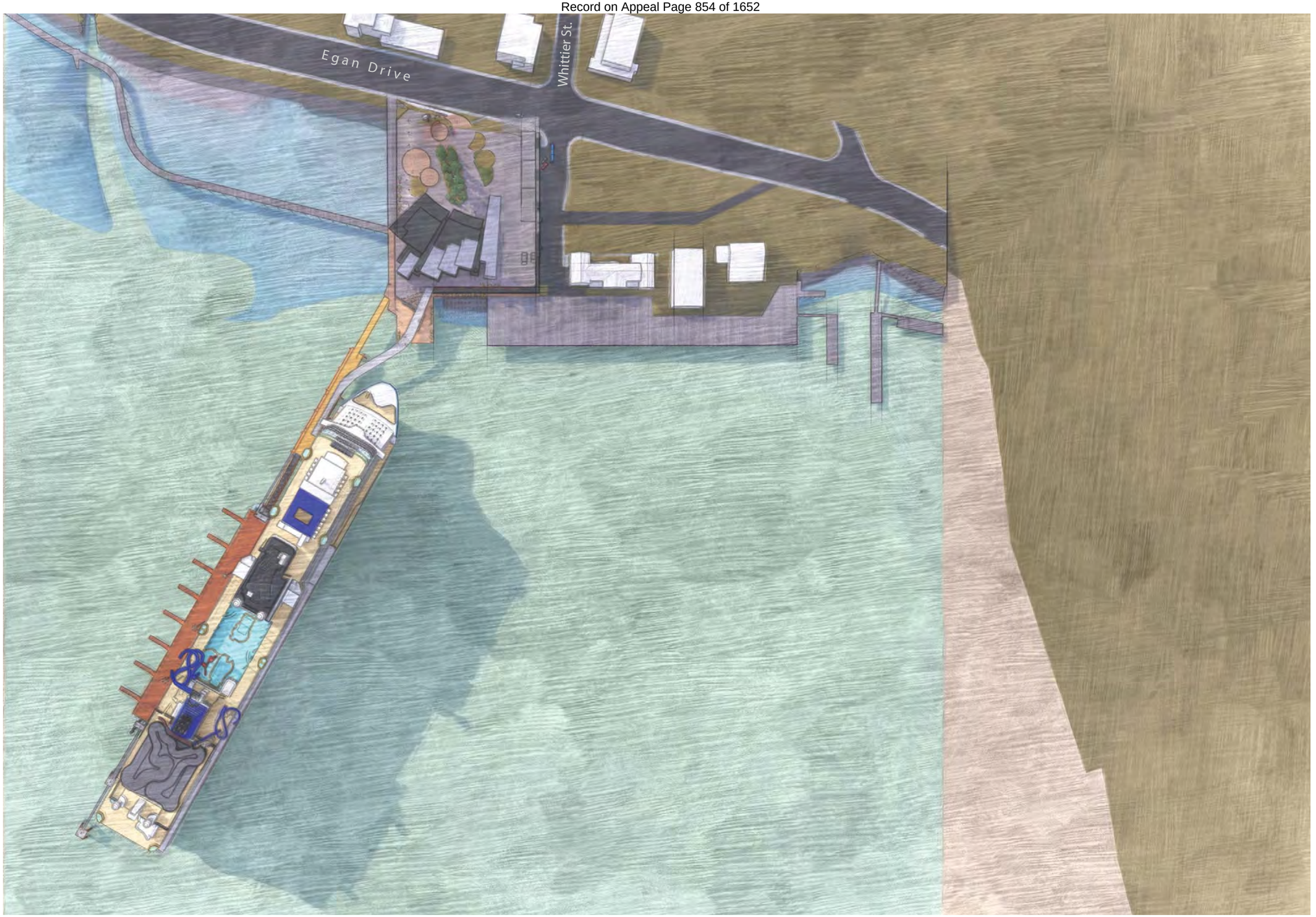
Site Information

HCM Analysis – Existing

HCM Analysis –No-Build

HCM Analysis – Build

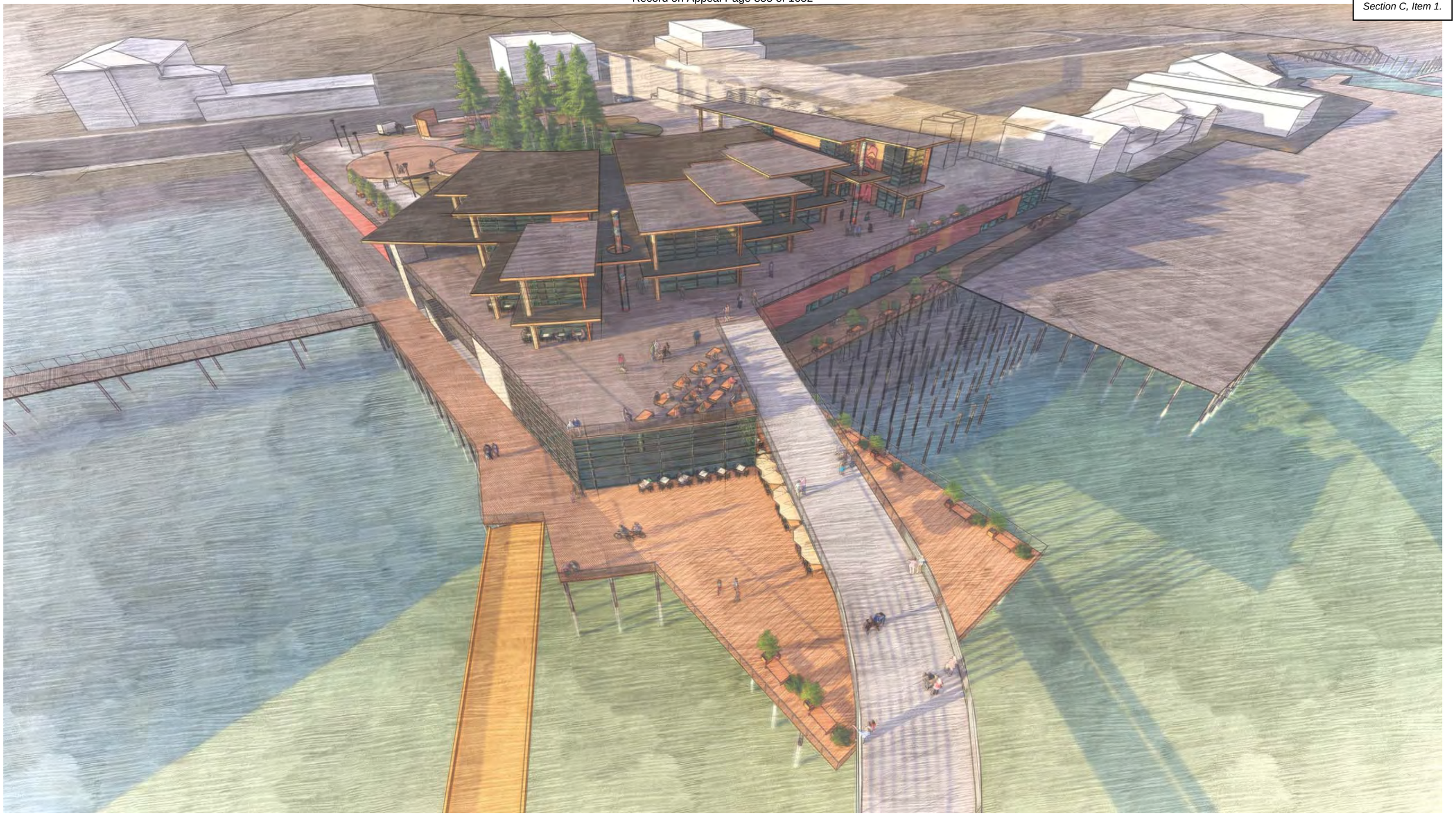
Site Information



Aak'w Landing
Huna Totem Corporation

Overhead View

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Skybridge

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

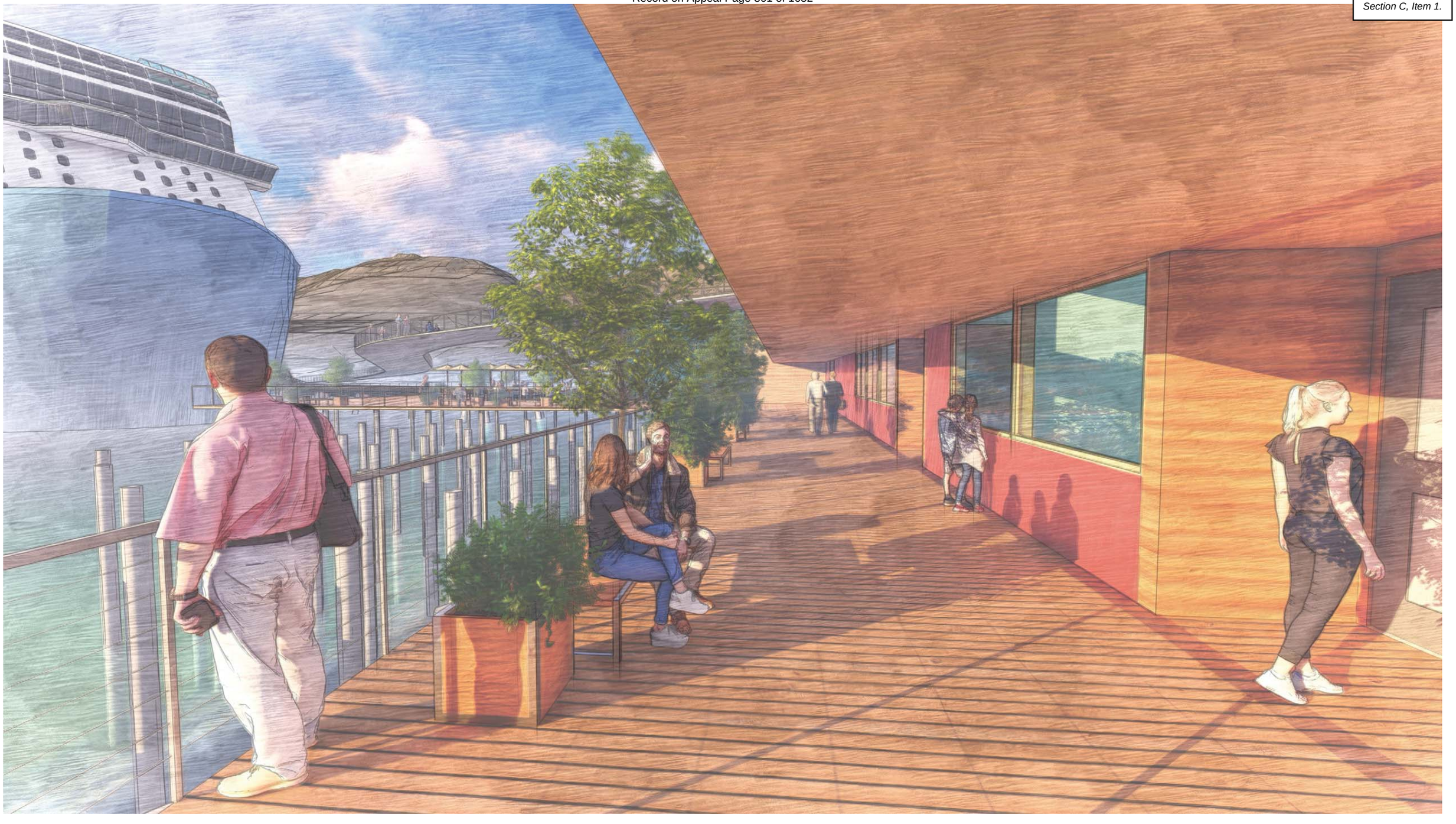
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above



Aak'w Landing
Huna Totem Corporation

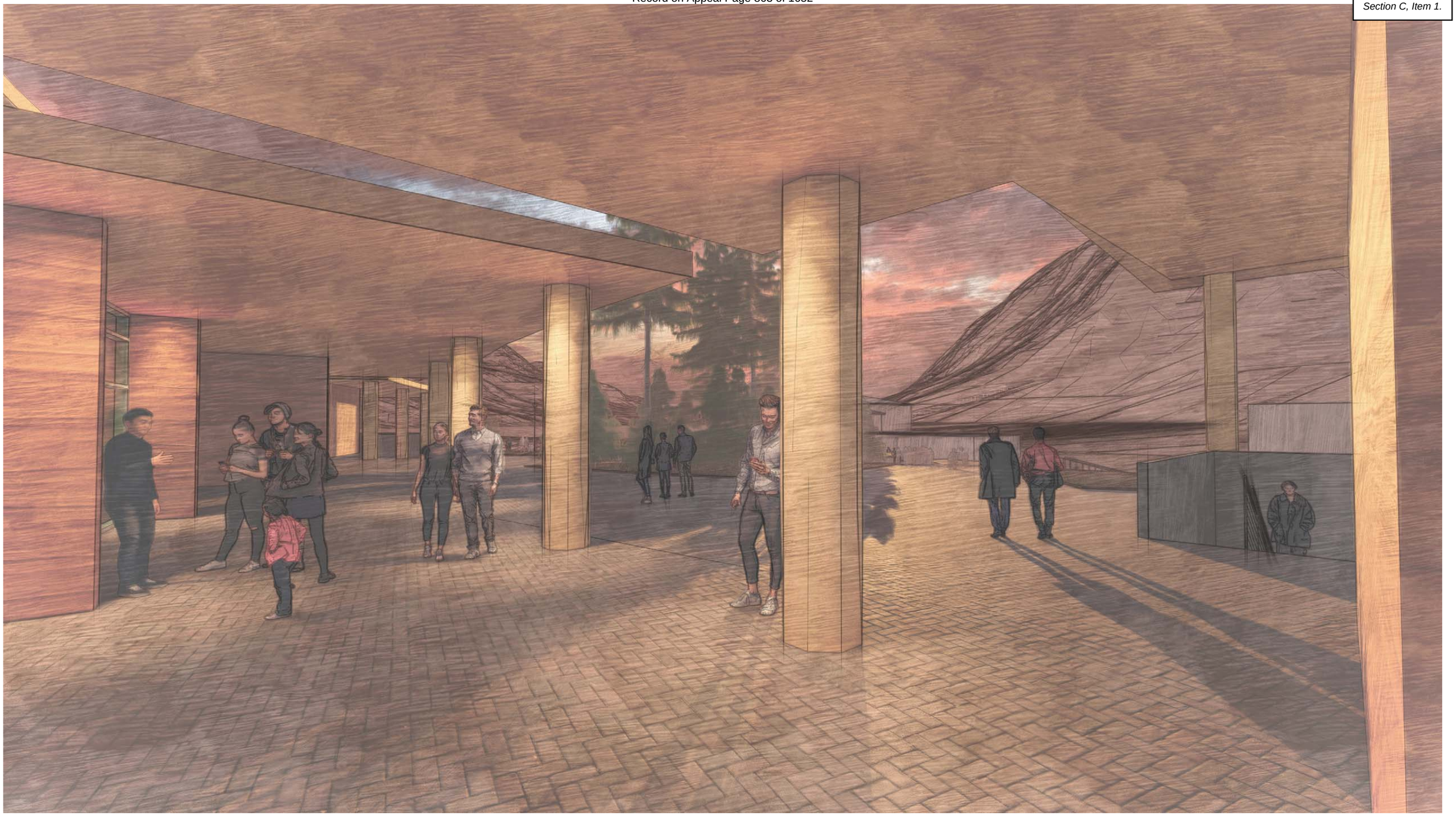
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Tour Arrival / Departure Area

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Lower Park

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation

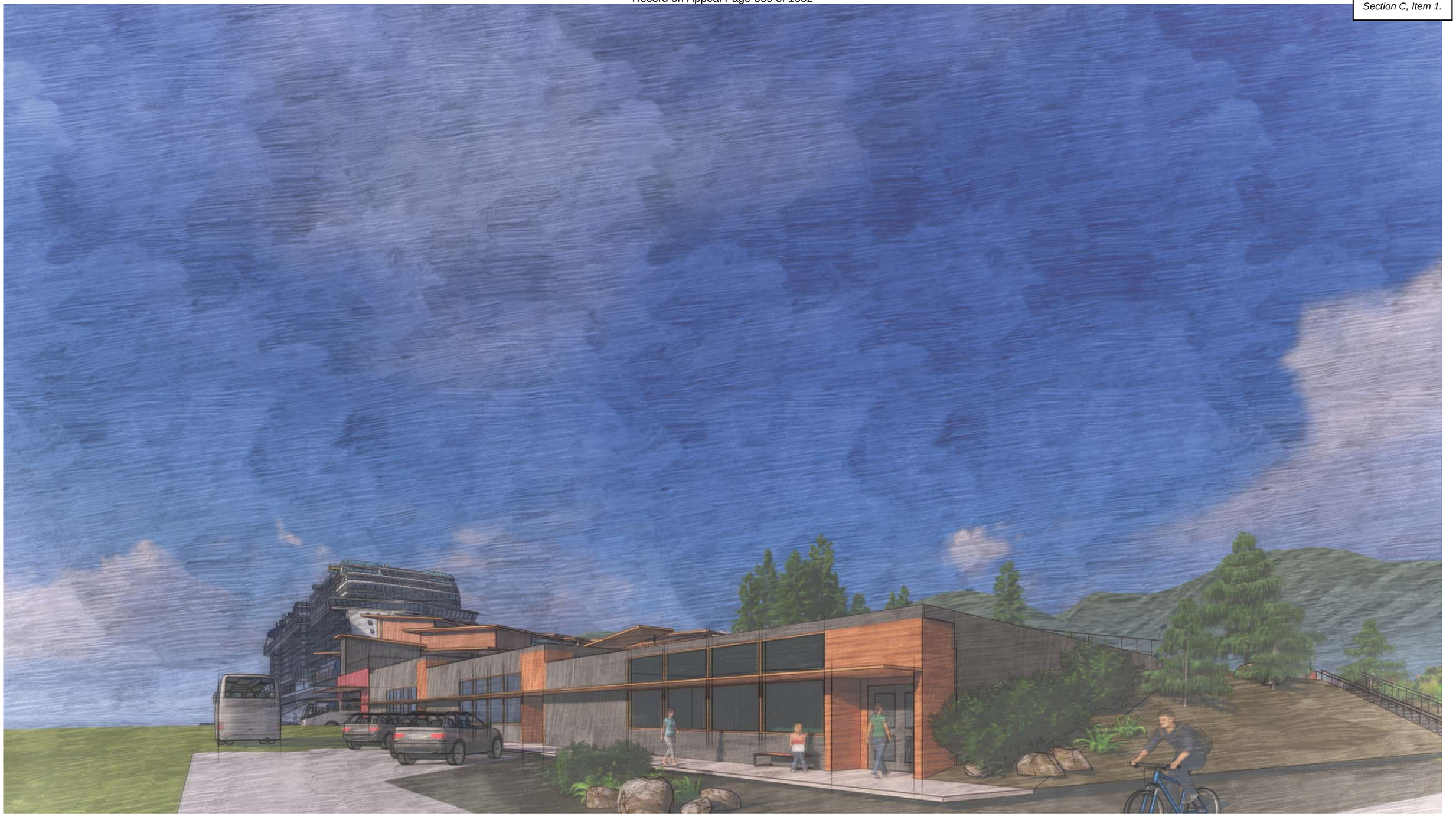
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left



Aak'w Landing
Huna Totem Corporation

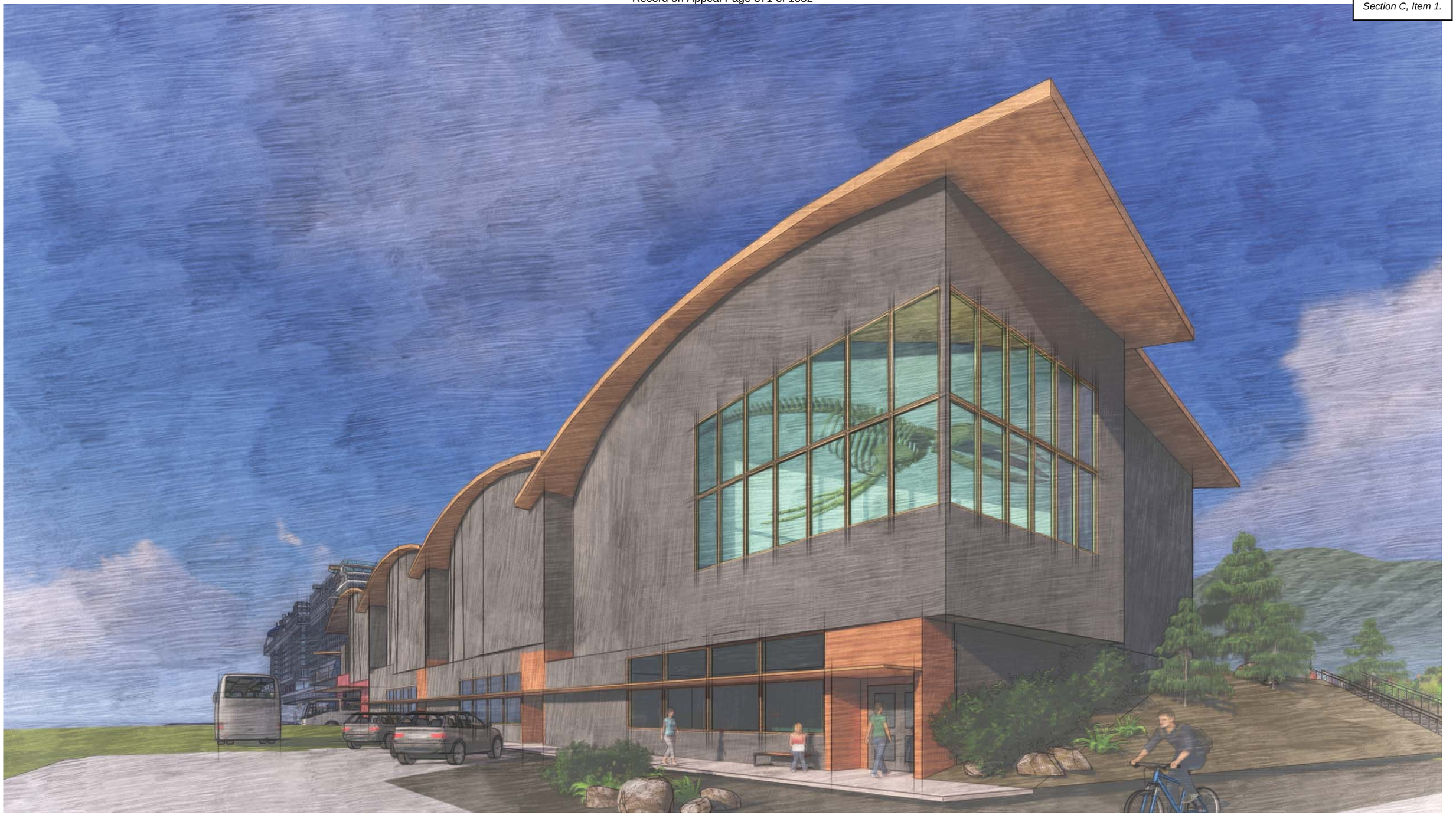
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Whittier-Level Retail

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Housing



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Existing Site Plan

C2 Parcel

USCG

Whittier Street

355.75'

USCG Dock

N

20' 40'

Jensen Yorba Wall Inc.

Egan Drive

311.12'

C1 Parcel
125,337 sf
2.88 Acres

220.00'

Lot 2C USS 3566

Lot 7 USS 3566

ATS 3

99.73'

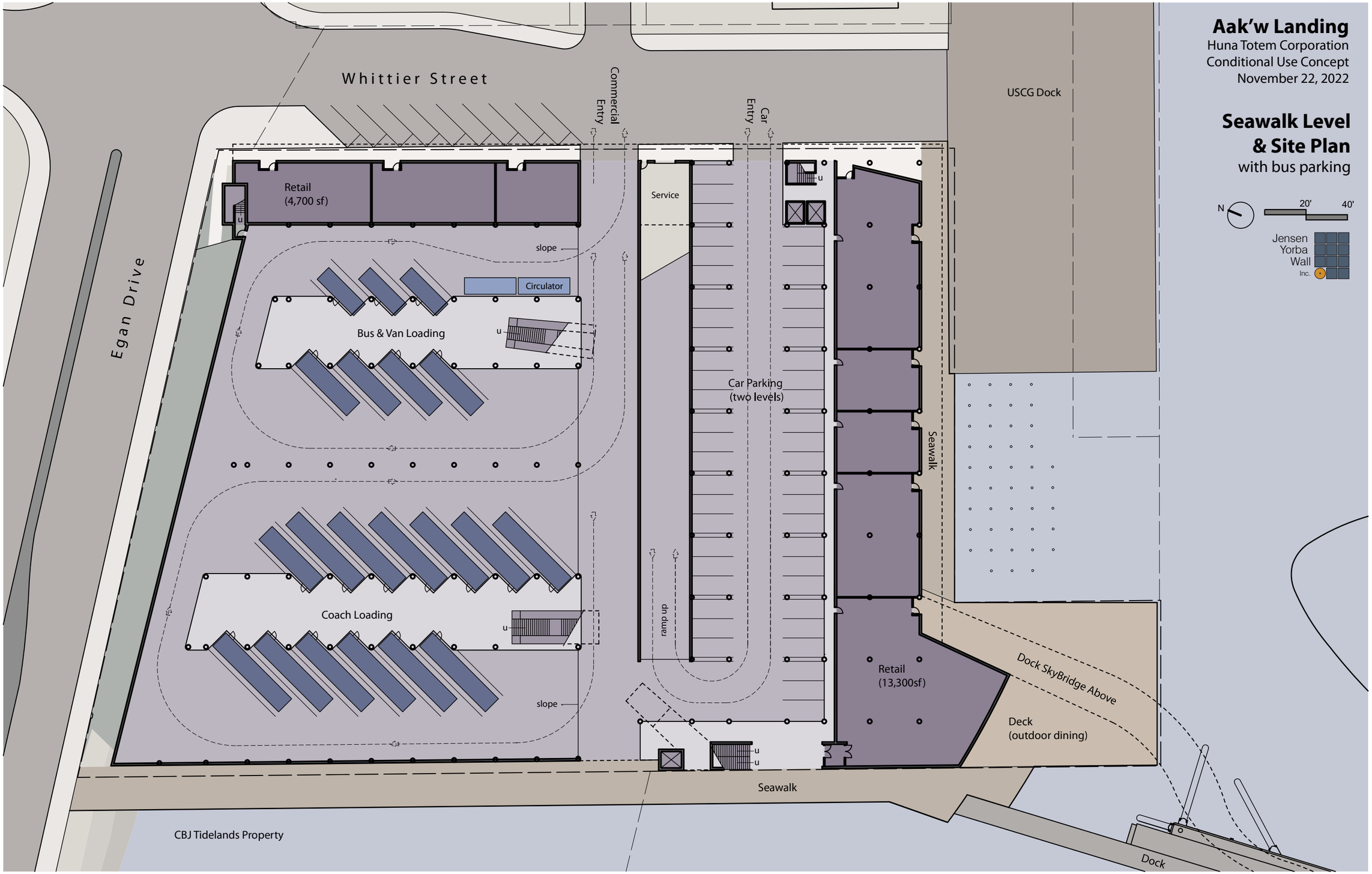
79.99'

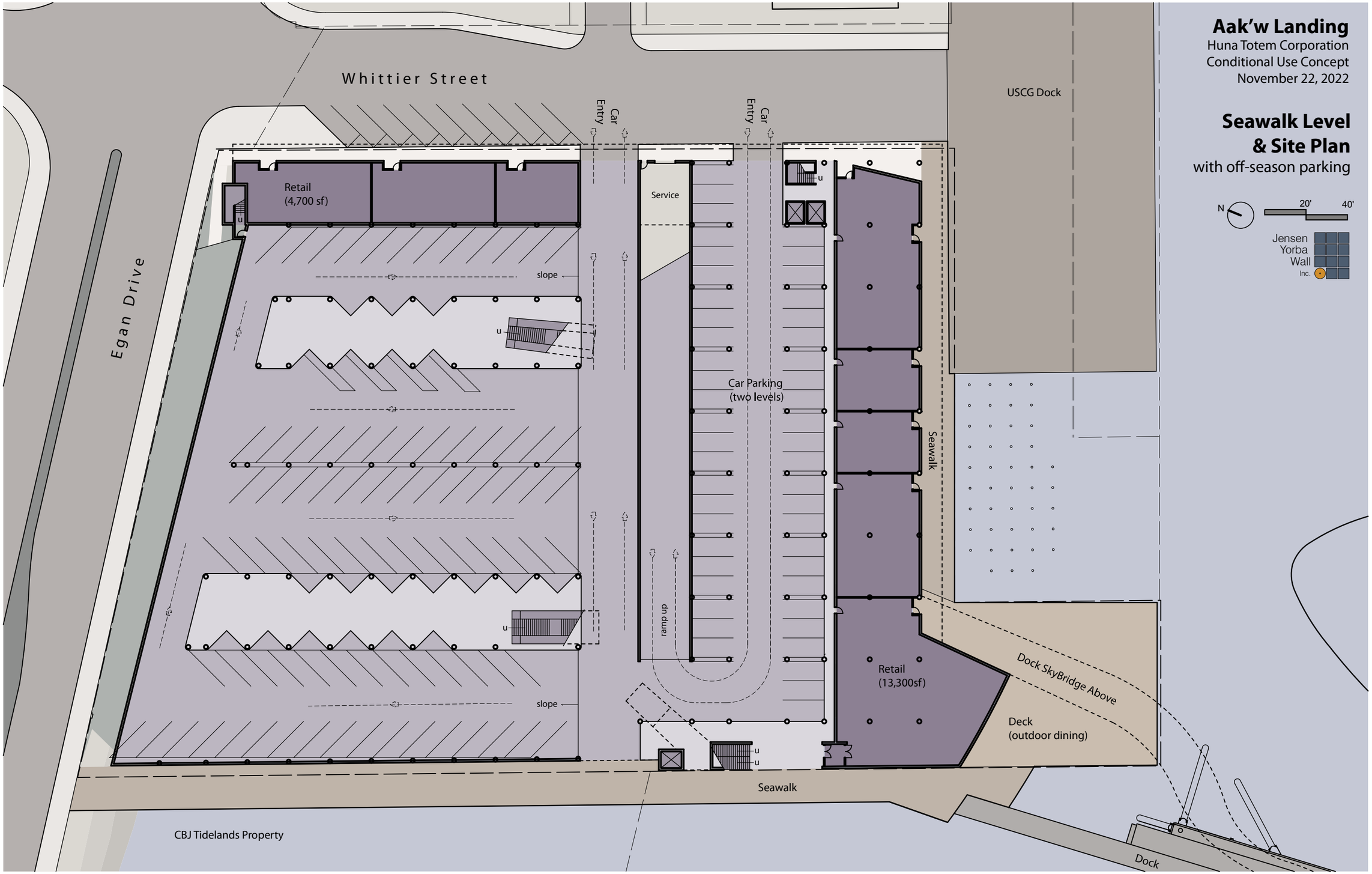
Floating Dock

523.84'

CBJ Tidelands Property
Lot 1A

25' 20' 15' 10'


Whittier Street
Egan Drive
Commercial Entry
Car Entry
USCG Dock
Retail
(4,700 sf)
Service
slope
Circulator
Bus & Van Loading
Car Parking
(two levels)
Seawalk
Coach Loading
ramp up
Retail
(13,300sf)
Dock SkyBridge Above
Deck
(outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Dock
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
November 22, 2022
Seawalk Level
& Site Plan
with bus parking
N
20'
40'
Jensen
Yorba
Wall
Inc.


Whittier Street
Egan Drive
Car Entry
Car Entry
Retail
(4,700 sf)
slope
Service
Car Parking
(two levels)
USCG Dock
Seawalk
ramp up
Retail
(13,300sf)
Dock SkyBridge Above
Deck
(outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Dock
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
November 22, 2022
Seaslk Level
& Site Plan
with off-season parking
N
20'
40'
Jensen
Yorba
Wall
Inc.

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Upper Plaza Level

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

USCG Dock

Phase 3
Use To Be Determined
(20,000 sf @ this level
20,000 sf @ level above)

Plaza

Phase 2
Add'l Retail

Phase 1
Retail - Welcome Center
(7,500sf @ this level)

Seawalk Below

Perform

Perform

Phase 2
Additional Retail
(14,000sf total @ this level
10,000 sf @ level above)

Park

Plaza

Skywalk Bridge

Deck
Below

slope

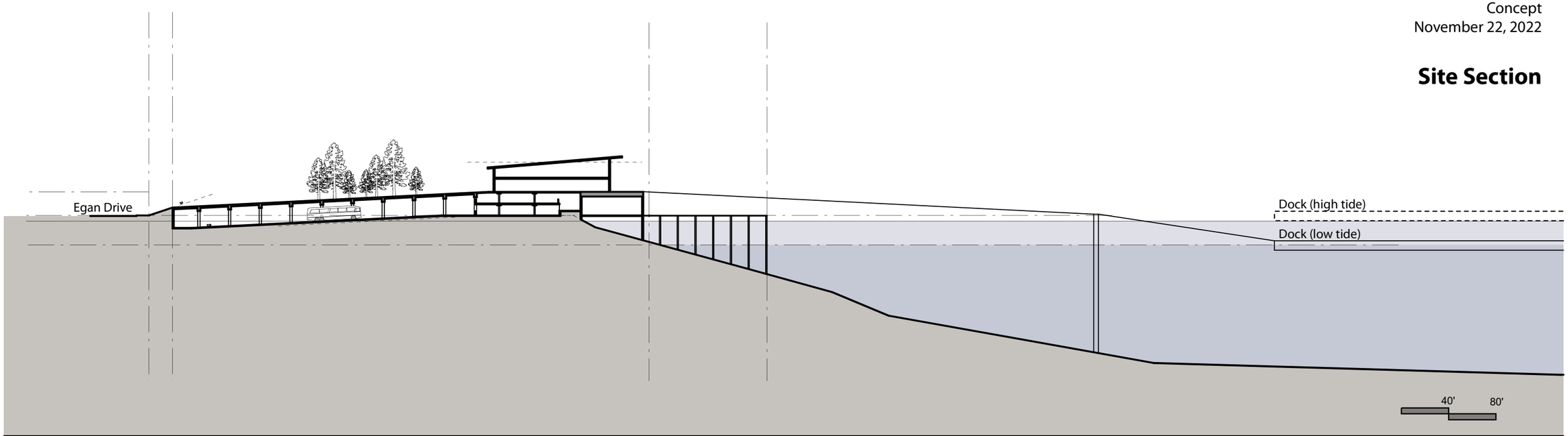
Seawalk Below

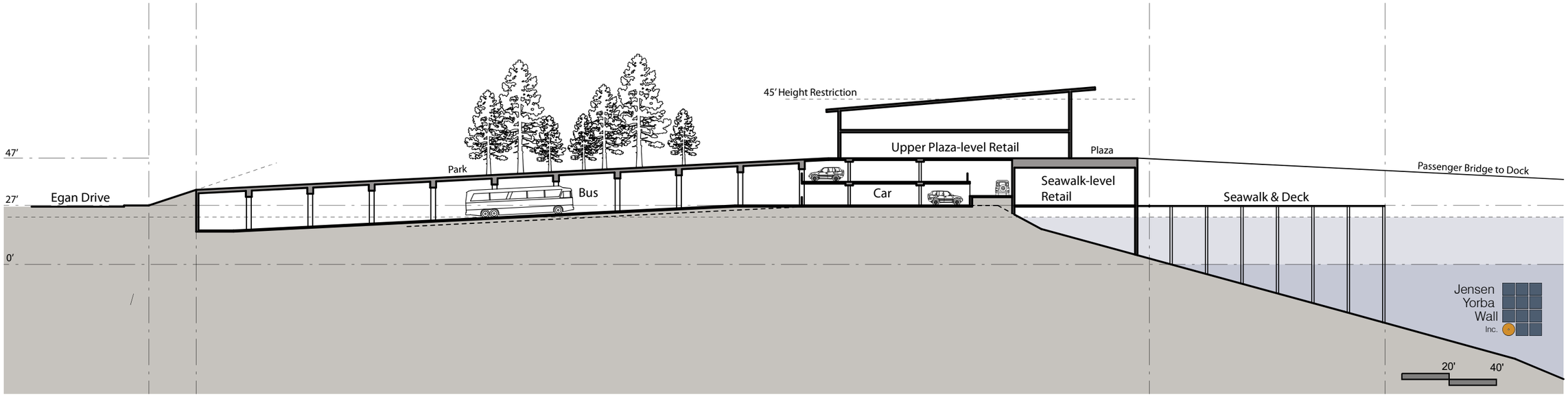
CBJ Tidelands Property

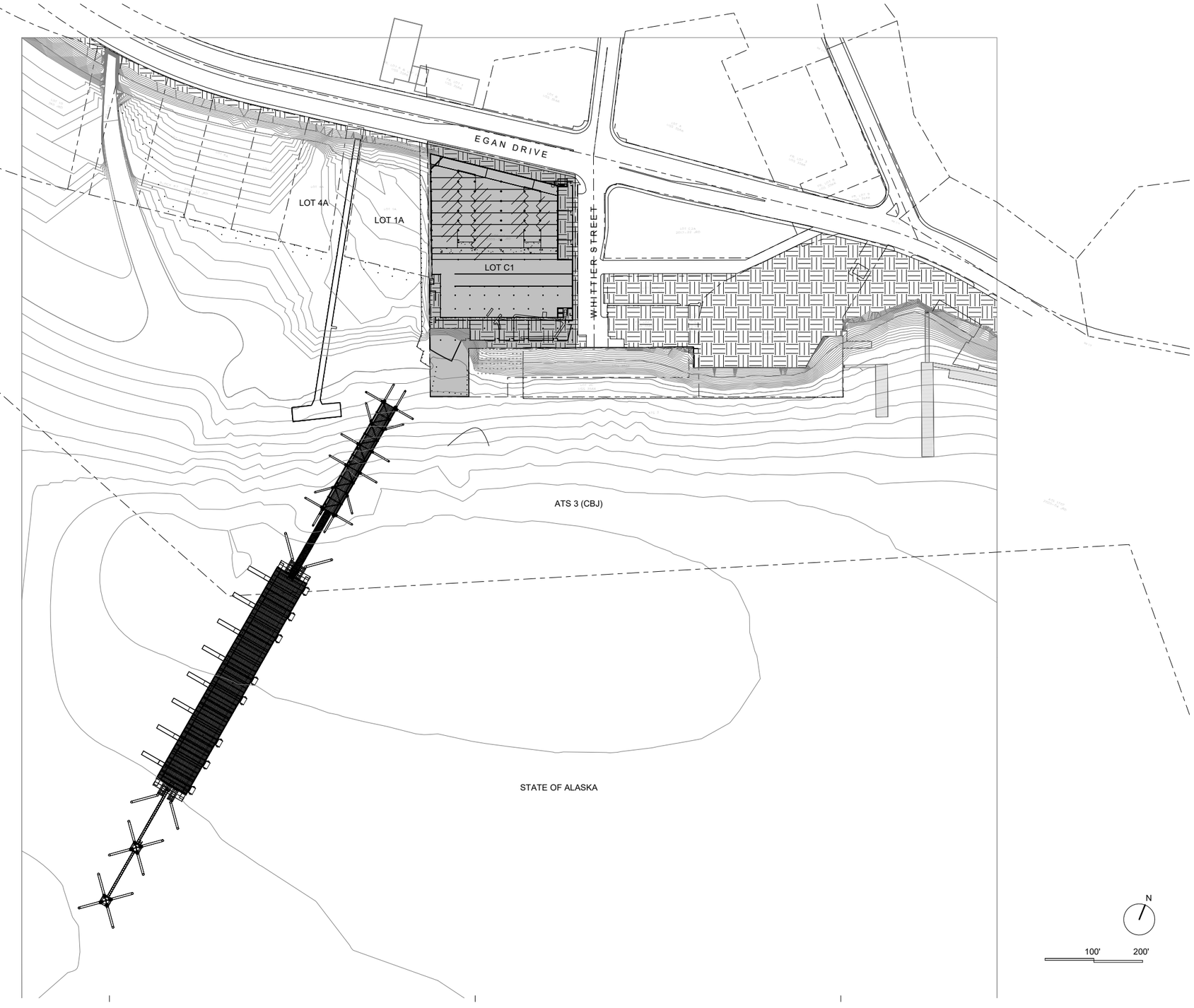
Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
November 22, 2022

Site Section







Jensen Yorba Wall Inc.
522 West 10th Steet
Juneau, Alaska 99801
907.586.1070
AEC137
jensenyorbawall.com

Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

SHEET TITLE

Property Location

DATE: 1.3.2023
FILE: 21022

A000

1/3/2023 12:28:18 PM G:_Projects\21022\CAD\7 Revised Concept\21022 Aak'w Landing - R22.rvt

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Aak'w Landing Estimates for Traffic Impact Analysis
4.19.2023

TRAFFIC
Busses (Coaches):

- 30 arrivals and departures daily.
- Staggered, with 10-15 coaches leaving per hour in the morning and then 10-15 arriving per hour in the afternoon.
- A maximum of 3 busses leaving at the same time.
- An average of 60 people per coach, for a total of 1800 people per day.
- All of this traffic would turn left onto Egan to go to/from the glacier and Auke Bay.

Private Operators

- 30 arrivals and departures daily
- A mix of smaller school busses and vans. 20 school busses and 10 vans.
- Staggered, with 5-10 busses and 4-6 vans per hour departing in the morning and then returning in the afternoon.
- A maximum of 2 busses and two vans leaving at the same time.
- An average of 30 people per school bus and 15 per van for a total of 750 people per day.
- 75% of this traffic would go left on Egan and 25% would go right towards downtown/Thane.

Taxis

- 30 arrivals and departures daily.
- Spread throughout the day, so 10 departures per hour in the morning, 10 arrivals per hour in the afternoon.
- An average of 5 people per taxi for a total of 150 people per day.
- Half of this traffic would go left on Egan and half would go right towards downtown/Thane.

Downtown Circulator

- 4 arrivals/departures per hour throughout the day.
- An average of 15 people per trip, so 60 per hour or around 300 per day.
- All of this traffic would turn right on Egan towards downtown.

Pedestrian Traffic

- The above vehicle totals accommodate 2,700 people per day. The remaining passengers, along with significant number (50%) of those that do a coach or bus tour will also walk off the site.
- 3,000 pedestrians walk off and back to the site each day.
- Staggered throughout the day, so an average of 600 pedestrians trips to or from the site per hour.
- 70% of the pedestrians walk right down Egan or the Seawalk towards downtown, 20% walk straight down Whittier to the State Museum, and 10% walk left along Egan towards Whale Park.

SITE USE

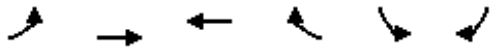
The site will primarily be used by cruise ship passengers when ships are docked, not by locals visiting the site in personal vehicles. The Welcome Center will be entirely used by cruise ship passengers with no private vehicles except those used by staff. Other shops and restaurants will be a mix—50% locals and 50% cruise ship passengers.

- 10,000 sf Welcome Center
- 11,000 sf Restaurants and Coffee Shops
- 22,000 sf Retail
- 20,000 sf future Retail
- 20,000 sf Museum / Cultural Center space

HCM Analysis – Existing

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	297	262	92	4	13	142
Future Volume (veh/h)	297	262	92	4	13	142
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	362	320	112	5	16	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	940	1230	544	24	38	
Arrive On Green	0.18	0.67	0.34	0.34	0.02	0.00
Sat Flow, veh/h	1810	1841	1622	72	1810	1610
Grp Volume(v), veh/h	362	320	0	117	16	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1694	1810	1610
Q Serve(g_s), s	3.6	2.1	0.0	1.5	0.3	0.0
Cycle Q Clear(g_c), s	3.6	2.1	0.0	1.5	0.3	0.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	940	1230	0	569	38	
V/C Ratio(X)	0.38	0.26	0.00	0.21	0.42	
Avail Cap(c_a), veh/h	1247	1570	0	1995	1090	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.4	2.0	0.0	7.1	14.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	2.0	0.0	7.2	17.3	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		682	117		16	
Approach Delay, s/veh		3.3	7.2		17.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.9	14.8		5.1		24.8
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	5.6	3.5		2.3		4.1
Green Ext Time (p_c), s	0.1	0.1		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	564	4	0	211	41	0	0	1	0	0	6
Future Vol, veh/h	139	564	4	0	211	41	0	0	1	0	0	6
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	174	705	5	0	264	51	0	0	1	0	0	7

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	325	0	0	729	0	0	1365	1400	730
Stage 1	-	-	-	-	-	-	1075	1075	-
Stage 2	-	-	-	-	-	-	290	325	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1246	-	-	884	-	-	162	134	426
Stage 1	-	-	-	-	-	-	328	284	-
Stage 2	-	-	-	-	-	-	759	632	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1246	-	-	868	-	-	137	0	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	0	-
Stage 1	-	-	-	-	-	-	277	0	-
Stage 2	-	-	-	-	-	-	759	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	417	1246	-	-	868	-	-
HCM Lane V/C Ratio	0.003	0.139	-	-	-	-	-
HCM Control Delay (s)	13.7	8.4	-	-	0	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0.5	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	87	4	40	19	3
Future Vol, veh/h	100	87	4	40	19	3
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	137	119	5	55	26	4

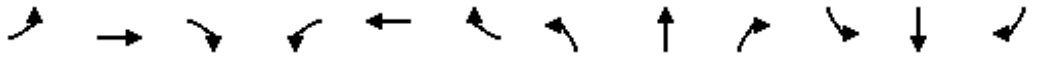
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	258	0	264	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1318	-	729	847
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1315	-	725	845
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	1315	-
HCM Lane V/C Ratio	0.041	-	-	0.004	-
HCM Control Delay (s)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	651	8	0	199	18	1	1	0	56	4	10
Future Volume (veh/h)	95	651	8	0	199	18	1	1	0	56	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	119	814	10	0	249	22	1	1	0	70	5	12
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	870	2755	34	551	1969	173	108	89	163	221	13	151
Arrive On Green	0.05	0.77	0.77	0.00	0.65	0.65	0.10	0.10	0.00	0.10	0.10	0.10
Sat Flow, veh/h	1810	3595	44	1810	3017	264	491	884	1610	1444	132	1491
Grp Volume(v), veh/h	119	402	422	0	133	138	2	0	0	75	0	12
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1622	1659	1376	0	1610	1576	0	1491
Q Serve(g_s), s	1.9	6.3	6.3	0.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	1.9	6.3	6.3	0.0	2.9	2.9	3.6	0.0	0.0	3.6	0.0	0.7
Prop In Lane	1.00		0.02	1.00		0.16	0.50		1.00	0.93		1.00
Lane Grp Cap(c), veh/h	870	1362	1427	551	1059	1083	198	0	163	235	0	151
V/C Ratio(X)	0.14	0.30	0.30	0.00	0.13	0.13	0.01	0.00	0.00	0.32	0.00	0.08
Avail Cap(c_a), veh/h	960	1362	1427	732	1059	1083	560	0	525	559	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.4	3.2	3.2	0.0	6.0	6.1	37.2	0.0	0.0	38.8	0.0	37.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	1.5	0.0	0.9	0.9	0.0	0.0	0.0	1.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	3.3	3.3	0.0	6.3	6.3	37.2	0.0	0.0	39.1	0.0	37.6
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		943			271			2			87	
Approach Delay, s/veh		3.5			6.3			37.2			38.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	65.7		15.8	0.0	76.2		15.8				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.9	4.9		5.6	0.0	8.3		5.6				
Green Ext Time (p_c), s	0.0	0.6		0.1	0.0	1.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	169	754	194	16	0	17
Future Vol, veh/h	169	754	194	16	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	217	967	249	21	0	18

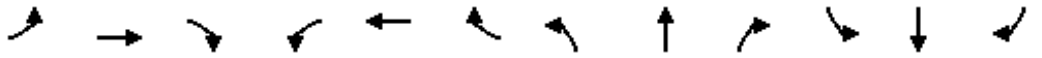
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	270	0	-	0	-	135
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1276	-	-	-	0	889
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1276	-	-	-	-	889
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1276	-	-	-	889
HCM Lane V/C Ratio	0.17	-	-	-	0.021
HCM Control Delay (s)	8.4	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Future Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	739	0	18	70	103	35	171	3	82	739	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	196	835		93	319	719	202	812	14	431	885	
Arrive On Green	0.45	0.45	0.00	0.45	0.45	0.45	0.03	0.23	0.23	0.05	0.25	0.00
Sat Flow, veh/h	1212	1870	1585	56	715	1610	1781	3573	63	1781	3554	1585
Grp Volume(v), veh/h	82	739	0	88	0	103	35	85	89	82	739	0
Grp Sat Flow(s),veh/h/ln	1212	1870	1585	770	0	1610	1781	1777	1859	1781	1777	1585
Q Serve(g_s), s	4.3	23.1	0.0	1.0	0.0	2.4	0.9	2.5	2.5	2.2	12.6	0.0
Cycle Q Clear(g_c), s	28.4	23.1	0.0	24.1	0.0	2.4	0.9	2.5	2.5	2.2	12.6	0.0
Prop In Lane	1.00		1.00	0.20		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	196	835		412	0	719	202	404	422	431	885	
V/C Ratio(X)	0.42	0.89		0.21	0.00	0.14	0.17	0.21	0.21	0.19	0.84	
Avail Cap(c_a), veh/h	196	835		412	0	719	761	818	856	589	1002	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	16.2	0.0	12.3	0.0	10.5	18.3	20.0	20.0	17.5	22.7	0.0
Incr Delay (d2), s/veh	0.5	10.8	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.3	0.0	0.7	0.0	0.8	0.3	0.9	1.0	0.8	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	27.0	0.0	12.4	0.0	10.5	18.4	20.1	20.1	17.6	27.7	0.0
LnGrp LOS	C	C		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		821			191			209			821	
Approach Delay, s/veh		27.3			11.4			19.8			26.7	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	20.5		35.0	6.9	21.9		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	4.2	4.5		30.4	2.9	14.6		26.1				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	1.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.8
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

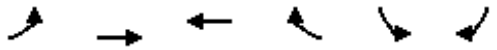
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	177	221	224	20	32	354
Future Volume (veh/h)	177	221	224	20	32	354
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	216	270	273	24	39	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	700	1155	544	48	84	
Arrive On Green	0.12	0.63	0.35	0.35	0.05	0.00
Sat Flow, veh/h	1810	1841	1547	136	1810	1610
Grp Volume(v), veh/h	216	270	0	297	39	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1683	1810	1610
Q Serve(g_s), s	2.1	1.8	0.0	4.0	0.6	0.0
Cycle Q Clear(g_c), s	2.1	1.8	0.0	4.0	0.6	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	700	1155	0	592	84	
V/C Ratio(X)	0.31	0.23	0.00	0.50	0.46	
Avail Cap(c_a), veh/h	1152	1645	0	2076	1141	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.3	0.0	7.3	13.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	2.4	0.0	7.5	14.7	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		486	297		39	
Approach Delay, s/veh		3.5	7.5		14.7	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.9	14.8		5.8		22.7
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	4.1	6.0		2.6		3.8
Green Ext Time (p_c), s	0.1	0.1		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	410	0	0	530	67	0	0	0	0	0	141
Future Vol, veh/h	9	410	0	0	530	67	0	0	0	0	0	141
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	11	513	0	0	663	84	0	0	0	0	0	153

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	757	0	0	532	0	0	1259	1311	535
Stage 1	-	-	-	-	-	-	554	554	-
Stage 2	-	-	-	-	-	-	705	757	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	863	-	-	1046	-	-	188	152	549
Stage 1	-	-	-	-	-	-	575	498	-
Stage 2	-	-	-	-	-	-	490	401	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	863	-	-	1027	-	-	182	0	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	0	-
Stage 1	-	-	-	-	-	-	557	0	-
Stage 2	-	-	-	-	-	-	490	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	863	-	-	1027	-	-
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-
HCM Control Delay (s)	0	9.2	-	-	0	-	-
HCM Lane LOS	A	A	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	96	22	171	59	4
Future Vol, veh/h	19	96	22	171	59	4
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	26	132	30	234	81	5

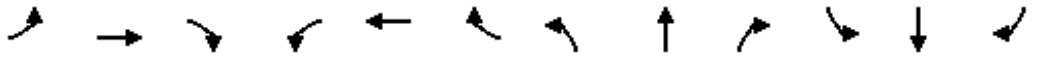
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	388	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1432	-	619	968
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	603	966
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1429	-
HCM Lane V/C Ratio	0.14	-	-	0.021	-
HCM Control Delay (s)	11.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	308	1	1	629	41	7	3	3	108	1	74
Future Volume (veh/h)	20	308	1	1	629	41	7	3	3	108	1	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	25	385	1	1	786	51	9	4	4	135	1	92
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	303	1738	5	502	1403	91	66	18	522	78	0	493
Arrive On Green	0.03	0.48	0.48	0.00	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3636	9	1810	3092	201	0	56	1600	0	1	1512
Grp Volume(v), veh/h	25	188	198	1	412	425	13	0	4	136	0	92
Grp Sat Flow(s),veh/h/ln	1810	1777	1869	1810	1622	1670	56	0	1600	1	0	1512
Q Serve(g_s), s	0.7	5.7	5.7	0.0	17.1	17.1	0.0	0.0	0.2	0.0	0.0	4.0
Cycle Q Clear(g_c), s	0.7	5.7	5.7	0.0	17.1	17.1	30.0	0.0	0.2	30.0	0.0	4.0
Prop In Lane	1.00		0.01	1.00		0.12	0.69		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	303	849	893	502	736	758	85	0	522	78	0	493
V/C Ratio(X)	0.08	0.22	0.22	0.00	0.56	0.56	0.15	0.00	0.01	1.74	0.00	0.19
Avail Cap(c_a), veh/h	440	849	893	682	736	758	85	0	522	78	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	14.0	14.0	12.7	18.4	18.4	25.6	0.0	20.9	45.9	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	3.1	3.0	0.3	0.0	0.0	379.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	2.2	0.0	6.5	6.7	0.2	0.0	0.1	10.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	14.1	14.1	12.7	21.5	21.4	26.0	0.0	20.9	425.1	0.0	22.3
LnGrp LOS	B	B	B	B	C	C	C	A	C	F	A	C
Approach Vol, veh/h		411			838			17			228	
Approach Delay, s/veh		14.1			21.4			24.8			262.6	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	47.4		36.5	5.8	49.7		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	2.7	19.1		32.0	2.0	7.7		32.0				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	109	329	676	34	0	35
Future Vol, veh/h	109	329	676	34	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	140	422	867	44	0	38

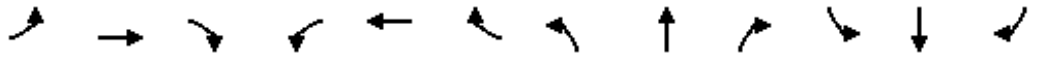
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	911	0	-	0	-	456
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	731	-	-	-	0	551
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	731	-	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	731	-	-	-	551
HCM Lane V/C Ratio	0.191	-	-	-	0.069
HCM Control Delay (s)	11.1	-	-	-	12
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	53	131	18	213	234	175	549	9	40	288	307
Future Volume (veh/h)	269	53	131	18	213	234	175	549	9	40	288	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	0	0	20	280	308	190	597	10	43	313	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	677	0		91	667	586	458	960	16	298	671	
Arrive On Green	0.36	0.00	0.00	0.36	0.36	0.36	0.11	0.27	0.27	0.04	0.19	0.00
Sat Flow, veh/h	1656	0	1585	51	1833	1610	1781	3577	60	1781	3554	1585
Grp Volume(v), veh/h	333	0	0	300	0	308	190	296	311	43	313	0
Grp Sat Flow(s),veh/h/ln	828	0	1585	1884	0	1610	1781	1777	1860	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	0.0	0.0	0.0	8.0	4.4	7.8	7.8	0.9	4.2	0.0
Cycle Q Clear(g_c), s	16.4	0.0	0.0	6.3	0.0	8.0	4.4	7.8	7.8	0.9	4.2	0.0
Prop In Lane	1.00		1.00	0.07		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	677	0		758	0	586	458	477	499	298	671	
V/C Ratio(X)	0.49	0.00		0.40	0.00	0.53	0.41	0.62	0.62	0.14	0.47	
Avail Cap(c_a), veh/h	965	0		854	0	669	990	986	1032	534	1208	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	12.7	0.0	13.2	14.6	17.0	17.0	13.8	19.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.3	0.2	0.5	0.5	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	2.4	0.0	2.6	1.5	2.7	2.8	0.3	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	12.8	0.0	13.5	14.8	17.5	17.5	13.8	19.3	0.0
LnGrp LOS	B	A		B	A	B	B	B	B	B	B	
Approach Vol, veh/h		333			608			797			356	
Approach Delay, s/veh		19.1			13.2			16.9			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	20.2		25.8	11.2	16.0		25.8				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	2.9	9.8		18.4	6.4	6.2		10.0				
Green Ext Time (p_c), s	0.0	2.6		0.9	0.1	1.1		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

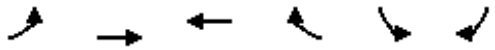
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – No-Build

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	380	335	120	10	20	185
Future Volume (veh/h)	380	335	120	10	20	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	463	409	146	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	932	1248	490	40	54	
Arrive On Green	0.22	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1556	128	1810	1610
Grp Volume(v), veh/h	463	409	0	158	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1684	1810	1610
Q Serve(g_s), s	5.1	2.9	0.0	2.3	0.4	0.0
Cycle Q Clear(g_c), s	5.1	2.9	0.0	2.3	0.4	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	932	1248	0	530	54	
V/C Ratio(X)	0.50	0.33	0.00	0.30	0.44	
Avail Cap(c_a), veh/h	1126	1473	0	1860	1022	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.7	2.1	0.0	8.3	15.2	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.1	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.5	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	2.2	0.0	8.4	17.3	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		872	158		24	
Approach Delay, s/veh		3.6	8.4		17.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	14.8		5.5		26.4
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.1	4.3		2.4		4.9
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	715	9	0	270	55	0	0	5	0	0	10
Future Vol, veh/h	178	715	9	0	270	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	894	11	0	338	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	417	0	0	924	0	0	1738	1782	922
Stage 1	-	-	-	-	-	-	1365	1365	-
Stage 2	-	-	-	-	-	-	373	417	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1153	-	-	748	-	-	96	77	330
Stage 1	-	-	-	-	-	-	237	205	-
Stage 2	-	-	-	-	-	-	696	574	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1153	-	-	734	-	-	76	0	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	0	-
Stage 1	-	-	-	-	-	-	188	0	-
Stage 2	-	-	-	-	-	-	696	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	323	1153	-	-	734	-	-
HCM Lane V/C Ratio	0.019	0.193	-	-	-	-	-
HCM Control Delay (s)	16.4	8.9	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.7	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	115	10	55	25	5
Future Vol, veh/h	130	115	10	55	25	5
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	158	14	75	34	7

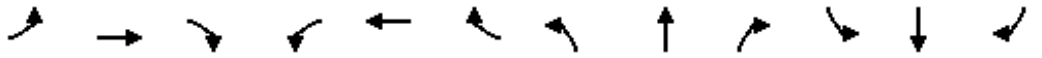
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	338	0	362	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1232	-	641	785
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1230	-	632	784
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	653	-	-	1230	-
HCM Lane V/C Ratio	0.063	-	-	0.011	-
HCM Control Delay (s)	10.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	825	15	0	250	30	5	5	0	75	10	20
Future Volume (veh/h)	125	825	15	0	250	30	5	5	0	75	10	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1031	19	0	312	38	6	6	0	94	12	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	776	2627	48	423	1808	218	107	89	212	235	26	197
Arrive On Green	0.05	0.74	0.74	0.00	0.62	0.62	0.13	0.13	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1810	3569	66	1810	2913	352	366	676	1610	1230	197	1498
Grp Volume(v), veh/h	156	513	537	0	173	177	12	0	0	106	0	25
Grp Sat Flow(s),veh/h/ln	1810	1777	1858	1810	1622	1643	1043	0	1610	1427	0	1498
Q Serve(g_s), s	2.8	9.9	9.9	0.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	2.8	9.9	9.9	0.0	4.2	4.2	6.6	0.0	0.0	6.5	0.0	1.4
Prop In Lane	1.00		0.04	1.00		0.21	0.50		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	776	1308	1368	423	1007	1020	196	0	212	261	0	197
V/C Ratio(X)	0.20	0.39	0.39	0.00	0.17	0.17	0.06	0.00	0.00	0.41	0.00	0.13
Avail Cap(c_a), veh/h	862	1308	1368	604	1007	1020	507	0	525	545	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	4.5	4.5	0.0	7.4	7.4	35.0	0.0	0.0	37.5	0.0	35.3
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.4	0.4	0.0	0.0	0.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.5	2.6	0.0	1.3	1.4	0.2	0.0	0.0	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	4.7	4.6	0.0	7.8	7.8	35.1	0.0	0.0	37.9	0.0	35.4
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1206			350			12			131	
Approach Delay, s/veh		4.8			7.8			35.1			37.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	62.8		18.6	0.0	73.4		18.6				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	4.8	6.2		8.5	0.0	11.9		8.6				
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	2.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	965	250	25	0	25
Future Vol, veh/h	215	965	250	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1237	321	32	0	27

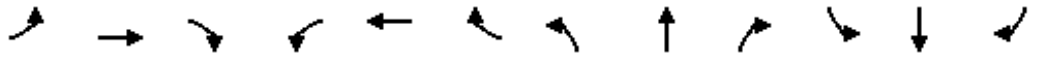
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	-	177
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1188	-	-	-	0	835
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	-	835
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	835
HCM Lane V/C Ratio	0.232	-	-	-	0.033
HCM Control Delay (s)	8.9	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.9	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Future Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	27	92	132	49	217	5	109	940	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	432	783		170	540	674	183	875	20	455	979	
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.04	0.25	0.25	0.07	0.28	0.00
Sat Flow, veh/h	1157	1870	1585	243	1288	1610	1781	3551	82	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	119	0	132	49	108	114	109	940	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1532	0	1610	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	16.1	9.0	0.0	0.2	0.0	3.4	1.3	3.2	3.2	2.9	17.0	0.0
Cycle Q Clear(g_c), s	25.2	9.0	0.0	9.2	0.0	3.4	1.3	3.2	3.2	2.9	17.0	0.0
Prop In Lane	1.00		1.00	0.23		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	432	783		709	0	674	183	438	457	455	979	
V/C Ratio(X)	0.68	0.46		0.17	0.00	0.20	0.27	0.25	0.25	0.24	0.96	
Avail Cap(c_a), veh/h	453	816		709	0	674	716	800	835	582	979	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.8	13.6	0.0	11.8	0.0	12.0	18.3	19.7	19.8	16.6	23.3	0.0
Incr Delay (d2), s/veh	3.1	0.2	0.0	0.0	0.0	0.1	0.3	0.1	0.1	0.1	19.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.5	0.0	1.0	0.0	1.1	0.5	1.2	1.3	1.1	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	13.8	0.0	11.9	0.0	12.1	18.6	19.9	19.9	16.7	42.8	0.0
LnGrp LOS	C	B		B	A	B	B	B	B	B	D	
Approach Vol, veh/h		653			251			271			1049	
Approach Delay, s/veh		19.2			12.0			19.6			40.1	
Approach LOS		B			B			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	22.1		33.9	7.5	24.0		33.9				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	4.9	5.2		27.2	3.3	19.0		11.2				
Green Ext Time (p_c), s	0.0	0.9		0.1	0.0	0.0		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

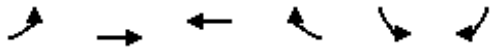
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	285	285	30	45	450
Future Volume (veh/h)	225	285	285	30	45	450
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	274	348	348	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	641	1158	506	54	111	
Arrive On Green	0.15	0.63	0.33	0.33	0.06	0.00
Sat Flow, veh/h	1810	1841	1517	161	1810	1610
Grp Volume(v), veh/h	274	348	0	385	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1678	1810	1610
Q Serve(g_s), s	2.8	2.6	0.0	6.0	0.9	0.0
Cycle Q Clear(g_c), s	2.8	2.6	0.0	6.0	0.9	0.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	641	1158	0	560	111	
V/C Ratio(X)	0.43	0.30	0.00	0.69	0.50	
Avail Cap(c_a), veh/h	1009	1562	0	1965	1084	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	2.5	0.0	8.7	13.7	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.6	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.2	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	2.6	0.0	9.2	14.9	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		622	385		55	
Approach Delay, s/veh		4.0	9.2		14.9	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.9	14.8		6.3		23.7
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	4.8	8.0		2.9		4.6
Green Ext Time (p_c), s	0.1	0.2		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	520	0	0	670	85	0	0	0	0	0	185
Future Vol, veh/h	15	520	0	0	670	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	650	0	0	838	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	954	0	0	669	0	0	1598	1661	672
Stage 1	-	-	-	-	-	-	707	707	-
Stage 2	-	-	-	-	-	-	891	954	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	729	-	-	931	-	-	117	92	459
Stage 1	-	-	-	-	-	-	489	423	-
Stage 2	-	-	-	-	-	-	401	324	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	729	-	-	914	-	-	112	0	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	0	-
Stage 1	-	-	-	-	-	-	467	0	-
Stage 2	-	-	-	-	-	-	401	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	729	-	-	914	-	-
HCM Lane V/C Ratio	-	0.026	-	-	-	-	-
HCM Control Delay (s)	0	10.1	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	125	30	220	75	10
Future Vol, veh/h	25	125	30	220	75	10
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	171	41	301	103	14

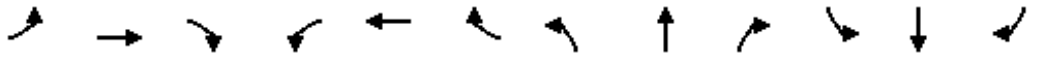
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	505	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1376	-	530	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1373	-	510	933
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	1373	-
HCM Lane V/C Ratio	0.216	-	-	0.03	-
HCM Control Delay (s)	13.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	5	5	794	56	10	5	5	140	5	100
Future Volume (veh/h)	29	390	5	5	794	56	10	5	5	140	5	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	6	6	992	70	12	6	6	175	6	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	236	1695	21	448	1372	97	65	21	522	77	1	493
Arrive On Green	0.03	0.47	0.47	0.01	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3595	44	1810	3073	217	0	63	1600	0	4	1512
Grp Volume(v), veh/h	36	241	253	6	524	538	18	0	6	181	0	125
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1622	1667	63	0	1600	4	0	1512
Q Serve(g_s), s	1.0	7.6	7.6	0.2	24.3	24.3	0.0	0.0	0.2	0.0	0.0	5.6
Cycle Q Clear(g_c), s	1.0	7.6	7.6	0.2	24.3	24.3	30.0	0.0	0.2	30.0	0.0	5.6
Prop In Lane	1.00		0.02	1.00		0.13	0.67		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	236	838	878	448	724	745	86	0	522	78	0	493
V/C Ratio(X)	0.15	0.29	0.29	0.01	0.72	0.72	0.21	0.00	0.01	2.31	0.00	0.25
Avail Cap(c_a), veh/h	360	838	878	617	724	745	86	0	522	78	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	14.9	14.9	12.8	20.8	20.8	25.7	0.0	21.0	45.5	0.0	22.8
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	6.2	6.0	0.4	0.0	0.0	627.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.9	3.0	0.1	9.6	9.8	0.3	0.0	0.1	15.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	15.0	15.0	12.8	27.0	26.8	26.1	0.0	21.0	672.7	0.0	22.9
LnGrp LOS	B	B	B	B	C	C	C	A	C	F	A	C
Approach Vol, veh/h		530			1068			24			306	
Approach Delay, s/veh		15.1			26.8			24.8			407.2	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.8		36.5	6.4	49.1		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.0	26.3		32.0	2.2	9.6		32.0				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	83.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	424	859	45	0	45
Future Vol, veh/h	140	424	859	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	544	1101	58	0	49

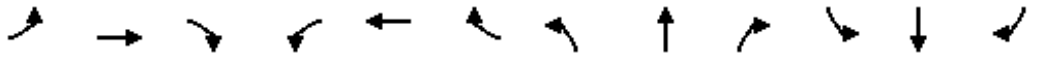
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1159	0	-	0	-	580
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	587	-	-	-	0	458
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	587	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	587	-	-	-	458
HCM Lane V/C Ratio	0.306	-	-	-	0.107
HCM Control Delay (s)	13.8	-	-	-	13.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	170	25	275	300	225	700	15	55	370	390
Future Volume (veh/h)	345	70	170	25	275	300	225	700	15	55	370	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	27	362	395	245	761	16	60	402	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	605	0		84	771	683	423	974	20	232	620	
Arrive On Green	0.42	0.00	0.00	0.42	0.42	0.42	0.14	0.27	0.27	0.04	0.17	0.00
Sat Flow, veh/h	1415	0	1585	63	1817	1610	1781	3559	75	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	389	0	395	245	380	397	60	402	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1880	0	1610	1781	1777	1857	1781	1777	1585
Q Serve(g_s), s	18.5	0.0	0.0	0.0	0.0	12.6	7.4	13.3	13.3	1.6	7.1	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	10.0	0.0	12.6	7.4	13.3	13.3	1.6	7.1	0.0
Prop In Lane	1.00		1.00	0.07		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	605	0		855	0	683	423	486	508	232	620	
V/C Ratio(X)	0.71	0.00		0.46	0.00	0.58	0.58	0.78	0.78	0.26	0.65	
Avail Cap(c_a), veh/h	605	0		855	0	683	756	777	813	396	952	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	14.0	0.0	14.8	18.8	22.5	22.5	17.8	25.8	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.1	0.0	0.8	0.5	1.0	1.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	4.0	0.0	4.4	2.7	5.1	5.3	0.6	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	0.0	14.1	0.0	15.6	19.3	23.6	23.5	18.0	26.2	0.0
LnGrp LOS	C	A		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		429			784			1022			462	
Approach Delay, s/veh		28.5			14.9			22.5			25.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	24.4		35.0	14.5	17.7		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	3.6	15.3		30.5	9.4	9.1		14.6				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.1	1.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		21.7
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

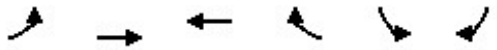
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – Build

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	409	364	149	10	20	214
Future Volume (veh/h)	409	364	149	10	20	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	499	444	182	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	913	1258	490	32	54	
Arrive On Green	0.24	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1584	104	1810	1610
Grp Volume(v), veh/h	499	444	0	194	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1688	1810	1610
Q Serve(g_s), s	5.6	3.3	0.0	2.9	0.4	0.0
Cycle Q Clear(g_c), s	5.6	3.3	0.0	2.9	0.4	0.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	913	1258	0	522	54	
V/C Ratio(X)	0.55	0.35	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1071	1445	0	1830	1003	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.1	0.0	8.8	15.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	2.2	0.0	8.9	17.6	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		943	194		24	
Approach Delay, s/veh		3.7	8.9		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	14.8		5.5		27.0
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.6	4.9		2.4		5.3
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Future Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	966	11	0	410	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	0	996	0	0	1882	1926	994
Stage 1	-	-	-	-	-	-	1437	1437	-
Stage 2	-	-	-	-	-	-	445	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1085	-	-	703	-	-	78	63	300
Stage 1	-	-	-	-	-	-	219	189	-
Stage 2	-	-	-	-	-	-	646	533	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1085	-	-	690	-	-	61	0	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	171	0	-
Stage 2	-	-	-	-	-	-	646	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	294	1085	-	-	690	-	-
HCM Lane V/C Ratio	0.021	0.205	-	-	-	-	-
HCM Control Delay (s)	17.5	9.2	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	125	19	55	35	14
Future Vol, veh/h	130	125	19	55	35	14
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	171	26	75	48	19

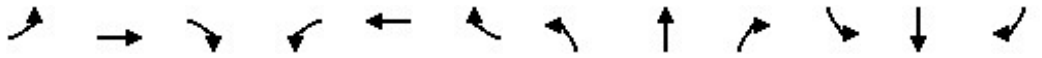
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	393	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1219	-	615	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	600	777
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1217	-
HCM Lane V/C Ratio	0.105	-	-	0.021	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Future Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1034	162	72	312	38	152	30	72	94	36	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	558	1334	209	231	1193	144	72	8	522	67	16	493
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3077	481	1810	2913	352	0	25	1600	0	49	1512
Grp Volume(v), veh/h	156	596	600	72	173	177	182	0	72	130	0	25
Grp Sat Flow(s),veh/h/ln	1810	1777	1782	1810	1622	1643	25	0	1600	49	0	1512
Q Serve(g_s), s	4.5	26.3	26.4	2.0	6.5	6.6	0.0	0.0	2.9	0.0	0.0	1.0
Cycle Q Clear(g_c), s	4.5	26.3	26.4	2.0	6.5	6.6	30.0	0.0	2.9	30.0	0.0	1.0
Prop In Lane	1.00		0.27	1.00		0.21	0.84		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	558	770	773	231	664	673	80	0	522	83	0	493
V/C Ratio(X)	0.28	0.77	0.78	0.31	0.26	0.26	2.28	0.00	0.14	1.56	0.00	0.05
Avail Cap(c_a), veh/h	615	770	773	331	664	673	80	0	522	83	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	22.2	22.2	17.5	17.9	18.0	43.0	0.0	21.9	40.4	0.0	21.2
Incr Delay (d2), s/veh	0.1	4.7	4.8	0.3	0.9	1.0	611.9	0.0	0.0	302.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.0	11.1	0.8	2.4	2.5	15.4	0.0	1.1	8.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	27.0	27.0	17.7	18.9	18.9	654.9	0.0	21.9	343.3	0.0	21.3
LnGrp LOS	B	C	C	B	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1352			422			254			155	
Approach Delay, s/veh		25.5			18.7			475.4			291.4	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	43.4		36.5	9.9	45.6		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	6.5	8.6		32.0	4.0	28.4		32.0				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	1.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	95.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	1082	367	25	0	25
Future Vol, veh/h	215	1082	367	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1387	471	32	0	27

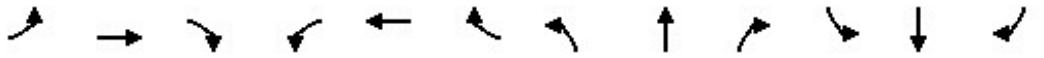
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1044	-	-	-	0	748
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1044	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	748
HCM Lane V/C Ratio	0.264	-	-	-	0.036
HCM Control Delay (s)	9.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Future Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	36	92	132	80	302	16	109	1012	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	428	786		191	456	677	194	866	46	414	955	
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.05	0.25	0.25	0.06	0.27	0.00
Sat Flow, veh/h	1157	1870	1585	291	1086	1610	1781	3433	181	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	128	0	132	80	156	162	109	1012	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1378	0	1610	1781	1777	1838	1781	1777	1585
Q Serve(g_s), s	16.5	9.2	0.0	0.4	0.0	3.5	2.2	4.8	4.9	3.0	18.0	0.0
Cycle Q Clear(g_c), s	26.1	9.2	0.0	9.6	0.0	3.5	2.2	4.8	4.9	3.0	18.0	0.0
Prop In Lane	1.00		1.00	0.28		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	428	786		648	0	677	194	448	464	414	955	
V/C Ratio(X)	0.69	0.46		0.20	0.00	0.20	0.41	0.35	0.35	0.26	1.06	
Avail Cap(c_a), veh/h	434	796		648	0	677	690	780	807	535	955	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.5	13.9	0.0	12.2	0.0	12.3	18.8	20.5	20.5	16.8	24.5	0.0
Incr Delay (d2), s/veh	3.6	0.2	0.0	0.1	0.0	0.1	0.5	0.2	0.2	0.1	46.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.6	0.0	1.1	0.0	1.2	0.8	1.8	1.9	1.1	12.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	14.1	0.0	12.3	0.0	12.3	19.3	20.7	20.7	17.0	70.8	0.0
LnGrp LOS	C	B		B	A	B	B	C	C	B	F	
Approach Vol, veh/h		653			260			398			1121	
Approach Delay, s/veh		20.0			12.3			20.4			65.5	
Approach LOS		B			B			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	22.9		34.6	8.3	24.0		34.6				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	5.0	6.9		28.1	4.2	20.0		11.6				
Green Ext Time (p_c), s	0.0	1.3		0.1	0.0	0.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	40.2	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

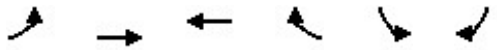
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	329	337	30	45	502
Future Volume (veh/h)	269	329	337	30	45	502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	328	401	411	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	614	1176	500	45	110	
Arrive On Green	0.17	0.64	0.32	0.32	0.06	0.00
Sat Flow, veh/h	1810	1841	1543	139	1810	1610
Grp Volume(v), veh/h	328	401	0	448	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1682	1810	1610
Q Serve(g_s), s	3.5	3.1	0.0	7.6	0.9	0.0
Cycle Q Clear(g_c), s	3.5	3.1	0.0	7.6	0.9	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	614	1176	0	545	110	
V/C Ratio(X)	0.53	0.34	0.00	0.82	0.50	
Avail Cap(c_a), veh/h	922	1516	0	1912	1052	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	2.6	0.0	9.6	14.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	1.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	2.6	0.0	10.8	15.4	0.0
LnGrp LOS	A	A	A	B	B	
Approach Vol, veh/h		729	448		55	
Approach Delay, s/veh		4.4	10.8		15.4	
Approach LOS		A	B		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	14.8		6.4		24.6
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	5.5	9.6		2.9		5.1
Green Ext Time (p_c), s	0.1	0.2		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Future Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	760	0	0	968	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1084	0	0	779	0	0	1838	1901	782
Stage 1	-	-	-	-	-	-	817	817	-
Stage 2	-	-	-	-	-	-	1021	1084	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	651	-	-	847	-	-	83	65	397
Stage 1	-	-	-	-	-	-	434	376	-
Stage 2	-	-	-	-	-	-	348	281	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	651	-	-	832	-	-	79	0	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	414	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	651	-	-	832	-	-
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-
HCM Control Delay (s)	0	10.7	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	143	47	220	90	25
Future Vol, veh/h	25	143	47	220	90	25
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	196	64	301	123	34

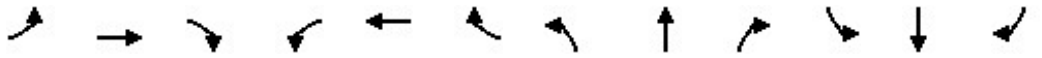
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	563	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	491	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	462	918
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1345	-
HCM Lane V/C Ratio	0.304	-	-	0.048	-
HCM Control Delay (s)	15	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Future Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	264	136	992	70	234	44	116	175	50	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	236	929	500	373	1372	97	72	0	522	70	6	493
Arrive On Green	0.03	0.42	0.42	0.06	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	2227	1199	1810	3073	217	0	0	1600	0	17	1512
Grp Volume(v), veh/h	36	389	363	136	524	538	278	0	116	225	0	125
Grp Sat Flow(s),veh/h/ln	1810	1777	1649	1810	1622	1667	0	0	1600	17	0	1512
Q Serve(g_s), s	1.0	15.0	15.1	3.9	24.3	24.3	0.0	0.0	4.8	0.0	0.0	5.6
Cycle Q Clear(g_c), s	1.0	15.0	15.1	3.9	24.3	24.3	30.0	0.0	4.8	30.0	0.0	5.6
Prop In Lane	1.00		0.73	1.00		0.13	0.84		1.00	0.78		1.00
Lane Grp Cap(c), veh/h	236	741	688	373	724	745	72	0	522	75	0	493
V/C Ratio(X)	0.15	0.52	0.53	0.36	0.72	0.72	3.86	0.00	0.22	2.99	0.00	0.25
Avail Cap(c_a), veh/h	360	741	688	444	724	745	72	0	522	75	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	20.0	20.0	15.0	20.8	20.8	46.0	0.0	22.5	43.8	0.0	22.8
Incr Delay (d2), s/veh	0.1	0.5	0.6	0.2	6.2	6.0	1318.7	0.0	0.1	932.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.9	5.5	1.5	9.6	9.8	28.0	0.0	1.8	21.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	20.5	20.6	15.2	27.0	26.8	1364.7	0.0	22.6	976.1	0.0	22.9
LnGrp LOS	B	C	C	B	C	C	F	A	C	F	A	C
Approach Vol, veh/h		788			1198			394			350	
Approach Delay, s/veh		20.4			25.6			969.6			635.6	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.8		36.5	11.4	44.1		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.0	26.3		32.0	5.9	17.1		32.0				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	238.5	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	630	1036	45	0	45
Future Vol, veh/h	140	630	1036	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	808	1328	58	0	49

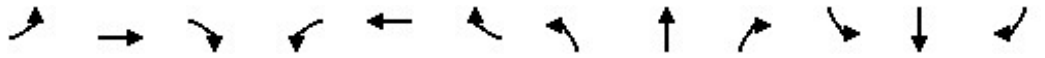
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1386	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	480	-	-	-	0	386
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	480	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	386
HCM Lane V/C Ratio	0.374	-	-	-	0.127
HCM Control Delay (s)	16.9	-	-	-	15.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Future Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	46	362	395	292	889	33	60	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	537	0		109	693	645	421	1092	41	218	694	
Arrive On Green	0.40	0.00	0.00	0.40	0.40	0.40	0.16	0.31	0.31	0.04	0.20	0.00
Sat Flow, veh/h	1415	0	1585	131	1728	1610	1781	3494	130	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	408	0	395	292	452	470	60	551	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1858	0	1610	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	16.8	0.0	0.0	1.2	0.0	13.8	9.0	16.7	16.7	1.6	10.5	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	11.7	0.0	13.8	9.0	16.7	16.7	1.6	10.5	0.0
Prop In Lane	1.00		1.00	0.11		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	537	0		801	0	645	421	555	577	218	694	
V/C Ratio(X)	0.80	0.00		0.51	0.00	0.61	0.69	0.81	0.81	0.28	0.79	
Avail Cap(c_a), veh/h	537	0		801	0	645	691	735	764	372	900	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	16.3	0.0	16.9	19.0	22.5	22.5	17.6	27.3	0.0
Incr Delay (d2), s/veh	7.8	0.0	0.0	0.2	0.0	1.3	0.8	4.0	3.8	0.3	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	4.8	0.0	5.0	3.4	6.8	7.0	0.6	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	0.0	16.5	0.0	18.2	19.8	26.5	26.3	17.9	30.0	0.0
LnGrp LOS	D	A		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		429			803			1214			611	
Approach Delay, s/veh		36.8			17.3			24.8			28.9	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	28.2		35.0	16.2	19.9		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	3.6	18.7		30.5	11.0	12.5		15.8				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.1	1.4		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		25.3
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

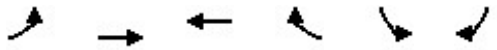
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – Build with Mitigation

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	409	364	149	10	20	214
Future Volume (veh/h)	409	364	149	10	20	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	499	444	182	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	913	1258	490	32	54	
Arrive On Green	0.24	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1584	104	1810	1610
Grp Volume(v), veh/h	499	444	0	194	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1688	1810	1610
Q Serve(g_s), s	5.6	3.3	0.0	2.9	0.4	0.0
Cycle Q Clear(g_c), s	5.6	3.3	0.0	2.9	0.4	0.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	913	1258	0	522	54	
V/C Ratio(X)	0.55	0.35	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1071	1445	0	1830	1003	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.1	0.0	8.8	15.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	2.2	0.0	8.9	17.6	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		943	194		24	
Approach Delay, s/veh		3.7	8.9		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	14.8		5.5		27.0
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.6	4.9		2.4		5.3
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Future Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	966	11	0	410	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	0	996	0	0	1882	1926	994
Stage 1	-	-	-	-	-	-	1437	1437	-
Stage 2	-	-	-	-	-	-	445	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1085	-	-	703	-	-	78	63	300
Stage 1	-	-	-	-	-	-	219	189	-
Stage 2	-	-	-	-	-	-	646	533	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1085	-	-	690	-	-	61	0	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	171	0	-
Stage 2	-	-	-	-	-	-	646	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	294	1085	-	-	690	-	-
HCM Lane V/C Ratio	0.021	0.205	-	-	-	-	-
HCM Control Delay (s)	17.5	9.2	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	125	19	55	35	14
Future Vol, veh/h	130	125	19	55	35	14
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	171	26	75	48	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	393	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1219	-	615	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	600	777
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1217	-
HCM Lane V/C Ratio	0.105	-	-	0.021	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Future Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1034	162	72	312	38	152	30	72	94	36	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	711	1757	275	329	1630	197	294	93	223	256	196	136
Arrive On Green	0.06	0.57	0.57	0.05	0.56	0.56	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3078	481	1810	2913	352	1350	492	1180	1302	1039	722
Grp Volume(v), veh/h	156	596	600	72	173	177	152	0	102	94	0	61
Grp Sat Flow(s),veh/h/ln	1810	1777	1782	1810	1622	1643	1350	0	1672	1302	0	1761
Q Serve(g_s), s	3.3	19.9	20.0	1.5	4.8	4.9	9.8	0.0	4.8	6.2	0.0	2.7
Cycle Q Clear(g_c), s	3.3	19.9	20.0	1.5	4.8	4.9	12.5	0.0	4.8	11.0	0.0	2.7
Prop In Lane	1.00		0.27	1.00		0.21	1.00		0.71	1.00		0.41
Lane Grp Cap(c), veh/h	711	1014	1017	329	907	919	294	0	316	256	0	333
V/C Ratio(X)	0.22	0.59	0.59	0.22	0.19	0.19	0.52	0.00	0.32	0.37	0.00	0.18
Avail Cap(c_a), veh/h	791	1014	1017	429	907	919	479	0	545	434	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	12.8	12.8	9.6	10.0	10.0	36.6	0.0	32.2	37.0	0.0	31.3
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.1	0.5	0.5	0.5	0.0	0.2	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	7.1	0.5	1.6	1.7	3.3	0.0	2.0	2.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	13.5	13.6	9.7	10.5	10.5	37.1	0.0	32.4	37.3	0.0	31.4
LnGrp LOS	A	B	B	A	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1352			422			254			155	
Approach Delay, s/veh		12.9			10.3			35.2			35.0	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	57.2		23.9	9.9	58.2		23.9				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	5.3	6.9		13.0	3.5	22.0		14.5				
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	2.8		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	1082	367	25	0	25
Future Vol, veh/h	215	1082	367	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1387	471	32	0	27

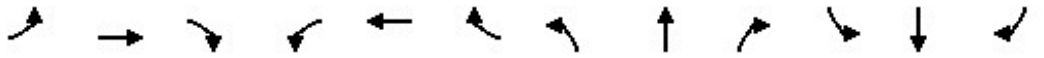
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1044	-	-	-	0	748
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1044	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	748
HCM Lane V/C Ratio	0.264	-	-	-	0.036
HCM Control Delay (s)	9.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Future Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	36	92	132	80	302	16	109	1012	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	300	598		148	335	515	245	1076	57	498	1157	
Arrive On Green	0.32	0.32	0.00	0.32	0.32	0.32	0.05	0.31	0.31	0.06	0.33	0.00
Sat Flow, veh/h	1157	1870	1585	215	1048	1610	1781	3433	181	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	128	0	132	80	156	162	109	1012	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1263	0	1610	1781	1777	1838	1781	1777	1585
Q Serve(g_s), s	8.8	9.3	0.0	0.4	0.0	3.5	1.7	3.8	3.8	2.4	15.5	0.0
Cycle Q Clear(g_c), s	18.5	9.3	0.0	9.7	0.0	3.5	1.7	3.8	3.8	2.4	15.5	0.0
Prop In Lane	1.00		1.00	0.28		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	300	598		484	0	515	245	557	576	498	1157	
V/C Ratio(X)	0.98	0.60		0.26	0.00	0.26	0.33	0.28	0.28	0.22	0.87	
Avail Cap(c_a), veh/h	300	598		497	0	529	280	578	598	556	1223	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.3	16.5	0.0	14.5	0.0	14.6	14.2	14.9	15.0	12.1	18.4	0.0
Incr Delay (d2), s/veh	46.5	1.2	0.0	0.1	0.0	0.1	0.3	0.1	0.1	0.1	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	3.9	0.0	1.1	0.0	1.2	0.6	1.3	1.4	0.8	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	17.7	0.0	14.6	0.0	14.7	14.5	15.0	15.0	12.2	25.0	0.0
LnGrp LOS	E	B		B	A	B	B	B	B	B	C	
Approach Vol, veh/h		653			260			398			1121	
Approach Delay, s/veh		42.5			14.6			14.9			23.8	
Approach LOS		D			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	24.1		25.0	8.0	24.8		25.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	5.5	* 19		18.5	4.0	19.9		* 19				
Max Q Clear Time (g_c+I1), s	4.4	5.8		20.5	3.7	17.5		11.7				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		26.4
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

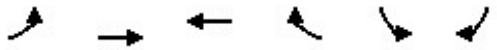
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	329	337	30	45	502
Future Volume (veh/h)	269	329	337	30	45	502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	328	401	411	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	614	1176	500	45	110	
Arrive On Green	0.17	0.64	0.32	0.32	0.06	0.00
Sat Flow, veh/h	1810	1841	1543	139	1810	1610
Grp Volume(v), veh/h	328	401	0	448	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1682	1810	1610
Q Serve(g_s), s	3.5	3.1	0.0	7.6	0.9	0.0
Cycle Q Clear(g_c), s	3.5	3.1	0.0	7.6	0.9	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	614	1176	0	545	110	
V/C Ratio(X)	0.53	0.34	0.00	0.82	0.50	
Avail Cap(c_a), veh/h	864	2052	0	1098	965	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	2.6	0.0	9.6	14.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	1.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	2.6	0.0	10.8	15.4	0.0
LnGrp LOS	A	A	A	B	B	
Approach Vol, veh/h		729	448		55	
Approach Delay, s/veh		4.4	10.8		15.4	
Approach LOS		A	B		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	14.8		6.4		24.6
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	9.5	* 20		16.5		* 35
Max Q Clear Time (g_c+I1), s	5.5	9.6		2.9		5.1
Green Ext Time (p_c), s	0.1	0.2		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Future Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	760	0	0	968	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1084	0	0	779	0	0	1838	1901	782
Stage 1	-	-	-	-	-	-	817	817	-
Stage 2	-	-	-	-	-	-	1021	1084	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	651	-	-	847	-	-	83	65	397
Stage 1	-	-	-	-	-	-	434	376	-
Stage 2	-	-	-	-	-	-	348	281	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	651	-	-	832	-	-	79	0	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	414	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	651	-	-	832	-	-
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-
HCM Control Delay (s)	0	10.7	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	143	47	220	90	25
Future Vol, veh/h	25	143	47	220	90	25
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	196	64	301	123	34

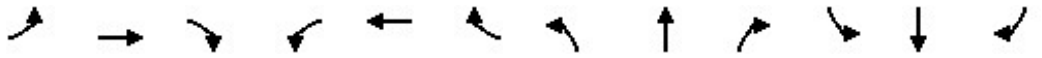
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	563	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	491	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	462	918
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1345	-
HCM Lane V/C Ratio	0.304	-	-	0.048	-
HCM Control Delay (s)	15	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Future Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	0.99		0.92	0.96		0.94	0.96		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	264	136	992	70	234	44	116	175	50	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	167	696	374	293	1100	78	469	124	328	420	107	268
Arrive On Green	0.03	0.32	0.32	0.07	0.36	0.36	0.12	0.28	0.28	0.05	0.24	0.24
Sat Flow, veh/h	1810	2148	1153	1810	3052	215	1810	440	1159	1810	453	1133
Grp Volume(v), veh/h	36	403	349	136	527	535	234	0	160	175	0	175
Grp Sat Flow(s),veh/h/ln	1810	1777	1524	1810	1622	1646	1810	0	1598	1810	0	1586
Q Serve(g_s), s	1.1	18.0	18.2	4.5	27.9	27.9	8.6	0.0	7.2	0.0	0.0	8.6
Cycle Q Clear(g_c), s	1.1	18.0	18.2	4.5	27.9	27.9	8.6	0.0	7.2	0.0	0.0	8.6
Prop In Lane	1.00		0.76	1.00		0.13	1.00		0.73	1.00		0.71
Lane Grp Cap(c), veh/h	167	576	494	293	585	593	469	0	452	420	0	375
V/C Ratio(X)	0.22	0.70	0.71	0.46	0.90	0.90	0.50	0.00	0.35	0.42	0.00	0.47
Avail Cap(c_a), veh/h	214	791	678	474	901	914	736	0	598	483	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	26.8	26.8	20.3	27.4	27.4	21.9	0.0	25.9	29.3	0.0	29.7
Incr Delay (d2), s/veh	0.2	1.3	1.6	0.4	7.3	7.3	0.8	0.0	0.2	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.3	6.4	1.8	11.2	11.3	3.7	0.0	2.8	3.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	28.0	28.4	20.7	34.8	34.7	22.7	0.0	26.1	29.9	0.0	30.0
LnGrp LOS	C	C	C	C	C	C	C	A	C	C	A	C
Approach Vol, veh/h		788			1198			394			350	
Approach Delay, s/veh		27.9			33.2			24.1			30.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	38.3	15.7	27.9	12.0	35.1	11.4	32.1
Change Period (Y+Rc), s	* 5.7	* 5.7	4.5	6.5	* 5.7	* 5.7	6.5	* 6.5
Max Green Setting (Gmax), s	* 5.3	* 50	24.5	17.5	* 15	* 40	8.1	* 34
Max Q Clear Time (g_c+I1), s	3.1	29.9	10.6	10.6	6.5	20.2	2.0	9.2
Green Ext Time (p_c), s	0.0	2.7	0.6	0.2	0.0	1.9	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	630	1036	45	0	45
Future Vol, veh/h	140	630	1036	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	808	1328	58	0	49

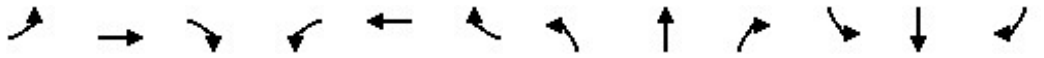
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1386	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	480	-	-	-	0	386
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	480	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	386
HCM Lane V/C Ratio	0.374	-	-	-	0.127
HCM Control Delay (s)	16.9	-	-	-	15.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Future Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	46	362	395	292	889	33	60	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	615	0		109	811	762	382	1080	40	181	689	
Arrive On Green	0.47	0.00	0.00	0.47	0.47	0.47	0.15	0.31	0.31	0.03	0.19	0.00
Sat Flow, veh/h	1415	0	1585	142	1713	1610	1781	3494	130	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	408	0	395	292	452	470	60	551	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1855	0	1610	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	28.1	0.0	0.0	0.0	0.0	16.5	12.4	22.7	22.7	2.2	14.2	0.0
Cycle Q Clear(g_c), s	42.0	0.0	0.0	13.9	0.0	16.5	12.4	22.7	22.7	2.2	14.2	0.0
Prop In Lane	1.00		1.00	0.11		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	615	0		919	0	762	382	549	571	181	689	
V/C Ratio(X)	0.70	0.00		0.44	0.00	0.52	0.77	0.82	0.82	0.33	0.80	
Avail Cap(c_a), veh/h	732	0		1080	0	903	445	819	852	210	1144	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	17.0	0.0	17.7	26.3	30.8	30.8	24.4	37.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.2	5.4	2.6	2.5	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	6.0	0.0	6.0	5.5	9.6	9.9	0.9	6.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	0.0	17.1	0.0	17.9	31.6	33.4	33.3	24.8	37.8	0.0
LnGrp LOS	C	A		B	A	B	C	C	C	C	D	
Approach Vol, veh/h		429			803			1214			611	
Approach Delay, s/veh		32.7			17.5			32.9			36.6	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	35.8		52.1	19.5	24.7		52.1				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	4.9	* 44		53.5	17.9	31.0		* 54				
Max Q Clear Time (g_c+I1), s	4.2	24.7		44.0	14.4	16.2		18.5				
Green Ext Time (p_c), s	0.0	4.3		1.6	0.1	2.4		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		29.6
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Irene Gallion

From: Jennifer Shields
Sent: Monday, May 22, 2023 1:44 PM
To: Scott Ciambor;Jill Maclean;Joseph Meyers
Cc: Irene Gallion
Subject: RE: DOT contact

Hi Scott,

Here's the link for all of our official contacts. Arthur Drown (yep, formerly of the CBJ Assessor's Office) is THE official contact we are supposed to use now. (Although, sometimes I will cc. Michael Schuler, as he has a vast amount of knowledge about all things DOT.)

I:\TRAINING\Planner\Agency Review Contacts\Agency Review Contacts 4.xlsx

Jennifer

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 1:34 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Jennifer Shields <Jennifer.Shields@juneau.gov>; Joseph Meyers <Joseph.Meyers@juneau.gov>
Subject: DOT contact

Hi all –
Huna Totem submitted there TIA for their project and I want to submit to DOT before Irene returns; do you know the contact at DOT? I vaguely remember Michale schyler (sp??) any ideas? Thanks scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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Irene Gallion

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:50 PM
To: Scott Ciambor
Cc: Schuler, Michael K (DOT);Irene Gallion
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Perfect, thank you Scott.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
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Property Management, Right of Way
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Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Traffic Impact Analysis for Huna Totem Aak'w Landing project

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Hi Arthur and Michael -
Since Irene is on vacation, I wanted to forward the Traffic Impact Analysis for Huna Totem Aak'w Landing project that we received on Friday. Thanks, scott

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Irene Gallion

From: Scott Ciambor
Sent: Monday, May 22, 2023 2:04 PM
To: Fred Parady;Irene Gallion;Permits
Cc: Russell Dick;Garth Schlemlien;Mickey Richardson;Bruce Walter
Subject: RE: Updated Materials for CUP Case Number USE23-003

Thanks Fred. The TIA has been forwarded to DOT as well. Thanks, Scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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From: Fred Parady <FParady@hunatotem.com>
Sent: Thursday, May 18, 2023 5:20 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>; Permits <Permits@juneau.gov>
Cc: Russell Dick <russell.dick@HunaTotem.com>; Garth Schlemlien <gas@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>; Bruce Walter <bwalter@dpdii.com>
Subject: Updated Materials for CUP Case Number USE23-003

Irene:

Attached please find the updated materials for our CUP application for the Aak'w Landing project, which reflect both the uplands and the tidelands. Also attached is the completed Traffic Impact Analysis for transmittal to DOTPF.

Thank you for your work with us on this process and its details. Please contact me if you have any questions.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

ICY STRAIT POINT

Irene Gallion

From: Irene Gallion
Sent: Friday, May 26, 2023 2:21 PM
To: Corey Wall
Subject: FW: Updated Materials for CUP Case Number USE23-003

FYI

From: Irene Gallion
Sent: Friday, May 26, 2023 2:20 PM
To: Russell Dick <russell.dick@HunaTotem.com>
Cc: Fred Parady <FParady@hunatotem.com>; Scott Ciambor <Scott.Ciambor@juneau.gov>; Permits <Permits@juneau.gov>; Garth Schlemlien <GAS@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>; Bruce Walter <bwalter@dpdii.com>
Subject: RE: Updated Materials for CUP Case Number USE23-003

Excellent. Next week we will be sending out abutters notices, so you can expect some interest as those make their way into people's mail boxes.

Enjoy your weekend!

IMG

From: Russell Dick <russell.dick@HunaTotem.com>
Sent: Friday, May 26, 2023 2:12 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Fred Parady <FParady@hunatotem.com>; Scott Ciambor <Scott.Ciambor@juneau.gov>; Permits <Permits@juneau.gov>; Garth Schlemlien <GAS@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>; Bruce Walter <bwalter@dpdii.com>
Subject: Re: Updated Materials for CUP Case Number USE23-003

Good afternoon, Irene,

Absolutely, the Huna Totem team can be ready for the July 11 Commission Meeting. We will plan accordingly and await any additional instruction insights from you as we prepare. Thanks so much.

Russell Dick
President/CEO
Huna Totem Corporation
907.723.9891

Sent from my iPhone

> On May 26, 2023, at 12:26 PM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:
>
> Hello Team,

Can Huna Totem have a team available for the July 11 Commission Meeting (7:00 pm)? You'll hav about 10 minutes to present. The Commission will then hear from the public, and then give you an opportunity to respond to the things the public has said.

If not July 11, the next opportunity is August 8.

Thanks!

IMG

From: Fred Parady <FParady@hunatotem.com>
Sent: Thursday, May 18, 2023 5:20 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>; Permits <Permits@juneau.gov>
Cc: Russell Dick <russell.dick@HunaTotem.com>; Garth Schlemlien <gas@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>; Bruce Walter <bwalter@dpdii.com>
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Thank you for your work with us on this process and its details. Please contact me if you have any questions.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

<image001.png>

Irene Gallion

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Tuesday, May 30, 2023 8:38 AM
To: Irene Gallion
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

This one is important, I will make sure we get back to you.

Hope you had a good long weekend!

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, May 30, 2023 8:11 AM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thanks! I know this is the busy season over there so if things get sideways just let me know and we'll work something out.

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Tuesday, May 30, 2023 7:59 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thank you for this information Irene,

I put the TIA out for Department wide review, I will compile any comments provided and return a summary to you prior to the deadline.

Arthur Drown
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Department of Transportation & Public Facilities
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6860 Glacier Hwy, Juneau, AK 99801
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Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

The Huna Totem project is scheduled for the July 11 Planning Commission meeting.

For DOT analysis or concerns to be considered in the staff report, it must be received by June 26.

If you miss that deadline, review notes and memos can still be accepted through July 7 at noon, but will not be included in the staff analysis. If this is the case, I'd recommend that DOT develop a memo that clearly states conditions they'd like to see added to the permit.

Thanks! Have a good weekend,

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Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

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From: Scott Ciambor <Scott.Ciambor@juneau.gov>
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Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
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Hi Arthur –
This study was one of the last items needed for their Conditional Use Permit application. The Planning Commission hearing on this case will likely be in July/August – I'll be sure to have Irene reach out once it is set. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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Sent: Monday, May 22, 2023 3:36 PM
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Good afternoon Scott,

Thank you for passing this along. I will disseminate to the appropriate parties within the department for review. Is there currently public hearing or planning commission agenda regarding the review of the development? If there is it may be good to loop us in after the TIA is reviewed in order to provide comment.

Thank you,

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Irene Gallion

From: Irene Gallion
Sent: Tuesday, May 30, 2023 9:29 AM
To: Drown, Arthur EE (DOT);Scott Ciambor
Cc: Schuler, Michael K (DOT)
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project
Attachments: 04 2023 05 18 HTC CBJ CUP Updated Materials w o TIA.PDF

Hi Arthur,

I wanted you to have updated application materials as well, see attached. This includes a request for a dock – I don't think it directly impacts ADOT&PF mission, but might be good context.

You can find this information and associated public documents at this site: https://juneau.org/community-development/short-term-projects

Thanks!

IMG

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CITY AND BOROUGH OF JUNEAU
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Irene Gallion

From: Irene Gallion
Sent: Tuesday, May 30, 2023 10:02 AM
To: Sprenger, Paul A CIV USCG D17 (USA);randall.p.vigil@USACE.army.gov;matthew.t.brody@usace.army.mil
Cc: Irene Gallion;'dave.d.stiles@uscg.mil'
Subject: USE23-03: Subport Development - agency comments
Attachments: 03 TIA Aak'w Landing Study 05.19.23 (002).pdf; 04 2023 05 18 HTC CBJ CUP Updated Materials w o TIA.PDF

Hello all,

Attached are revised application materials for proposed development of a cruise ship dock and associated uplands infrastructure. You can find additional information at our web site: https://juneau.org/community-development/short-term-projects

The Conditional Use Permit hearing has been scheduled for July 11, 2023.

Please have comments to CBJ by **June 26, 2023** for inclusion in the staff report. Comments received between June 26, 2023 and July 7, 2023 at noon will be forwarded directly to the Planning Commission. Comments received after July 7, 2023 at noon cannot be accepted.

Note that the purpose of the Planning Commission hearing and Conditional Use Permit process is to assure the project meets local codes and complies with local plans. We recognize that this project will still require permits from other local, state and federal agencies.

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 x4130

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CITY AND BOROUGH OF JUNEAU
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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

DOWL

MEMORANDUM

TO: Corey Wall (Jensen Yorba Wall, Inc.)

FROM: LaQuita Chmielowski, P.E. (DOWL)
Cynthia Roe (DOWL)

DATE: May 12, 2023

SUBJECT: Traffic Impact Analysis for Aak'w Landing Development

BACKGROUND

This memorandum evaluates potential traffic impacts associated with the proposed Aak'w Landing multi-use development. The proposed development is located at the southwest corner of Egan Drive and Whittier Street on Lots C1, Juneau Subport, in Downtown Juneau, Alaska. The first two phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space and 11,000 square feet of high-turnover restaurant space. Land use for the third phase of development has not been finalized at this time, though for analysis purposes 20,000 square feet of retail space is assumed. Access to the development will be provided via a new driveway at the base level of the parking garage on Whittier Street. Opening year for the development is expected to be 2025. The proposed development site plan is included in the Appendix.

This study examines existing intersection operations in the study area, along with future operation in 2035 with and without the Aak'w Landing multi-use development.

EXISTING CONDITIONS

Existing conditions were analyzed in the study area including existing roadway characteristics, traffic volumes, intersection operations, and crash history.

Roadway Characteristics & Study Intersections

The proposed development is located on Lot C1; the majority of development traffic is expected to travel via Egan Drive. Figure 1 shows the study area and intersections of interest. Table 1 shows the existing traffic control at each study intersection, while Table 2 provides the functional classification, posted speed limit, and cross section for the roadways in the study area. The Egan Drive / 10th Street, Egan Drive / Whittier Street, and Egan Drive / Main Street intersections are signalized with protected permitted left-turn phasing, along with pedestrian-only phases for the east and west legs.

Table 1: Traffic Control at Study Intersections

Intersection	Traffic Control
Egan Drive & W 10th Street	Traffic Signal
Egan Drive & Glacier Avenue	None - Free Movement from Side Street onto Egan Drive
Egan Drive & Whittier Street	Traffic Signal
Egan Drive & Willoughby Avenue	None - Free Movement from Side Street onto Egan Drive
Willoughby Avenue & Whittier Street	Stop Controlled on Whittier Street and Warrior Street
Egan Drive & Main Street	Traffic Signal

Figure 1: Study Area Intersections Map

Table 2: Study Area Roadway Characteristics

Roadway	Functional Classification	Posted Speed (mph)	Number of Lanes	Pedestrian Facilities	Bike Facilities
Egan Drive	Principal Arterial	40 mph	4	Yes	No
W 10th Street	Major Collector	20 mph	2	Yes	Yes
Whittier Street	Major Collector	None Posted	2	Partial[1]	No
Willoughby Street	Major Collector	None Posted	2	Yes	No
Main Street	Major Collector	20 mph	2	Yes	No
Glacier Avenue	Minor Collector	20 mph	2	Yes	No

[1]Non-continuous sidewalks on the west side of Whittier Street

Existing Traffic Volumes

Existing traffic volumes were collected on Tuesday, March 21, 2023. Data was collected at the six existing study intersections using 16-hour turning movement counts (6:00 AM to 10:00 PM). In addition, a 24-hour CountCAM station on Egan Drive collected traffic speed data. The AM peak hour of traffic was identified as 7:30 – 8:30 AM, while the PM peak hour was identified as 4:00 – 5:00 PM.

A seasonal adjustment factor (SAF) of 1.12 was applied to the traffic count data to represent typical traffic conditions. The SAF was calculated using data from the nearby Alaska Department of Transportation & Public Facilities (DOT&PF) permanent count station located on Egan Drive, northwest of Glacier Highway Access Road.[1] Figure 2 shows the seasonally adjusted existing AM and PM peak hour turning movement volumes at the study intersections.

[1] Data from https://alaskatrafficdata.drakewell.com

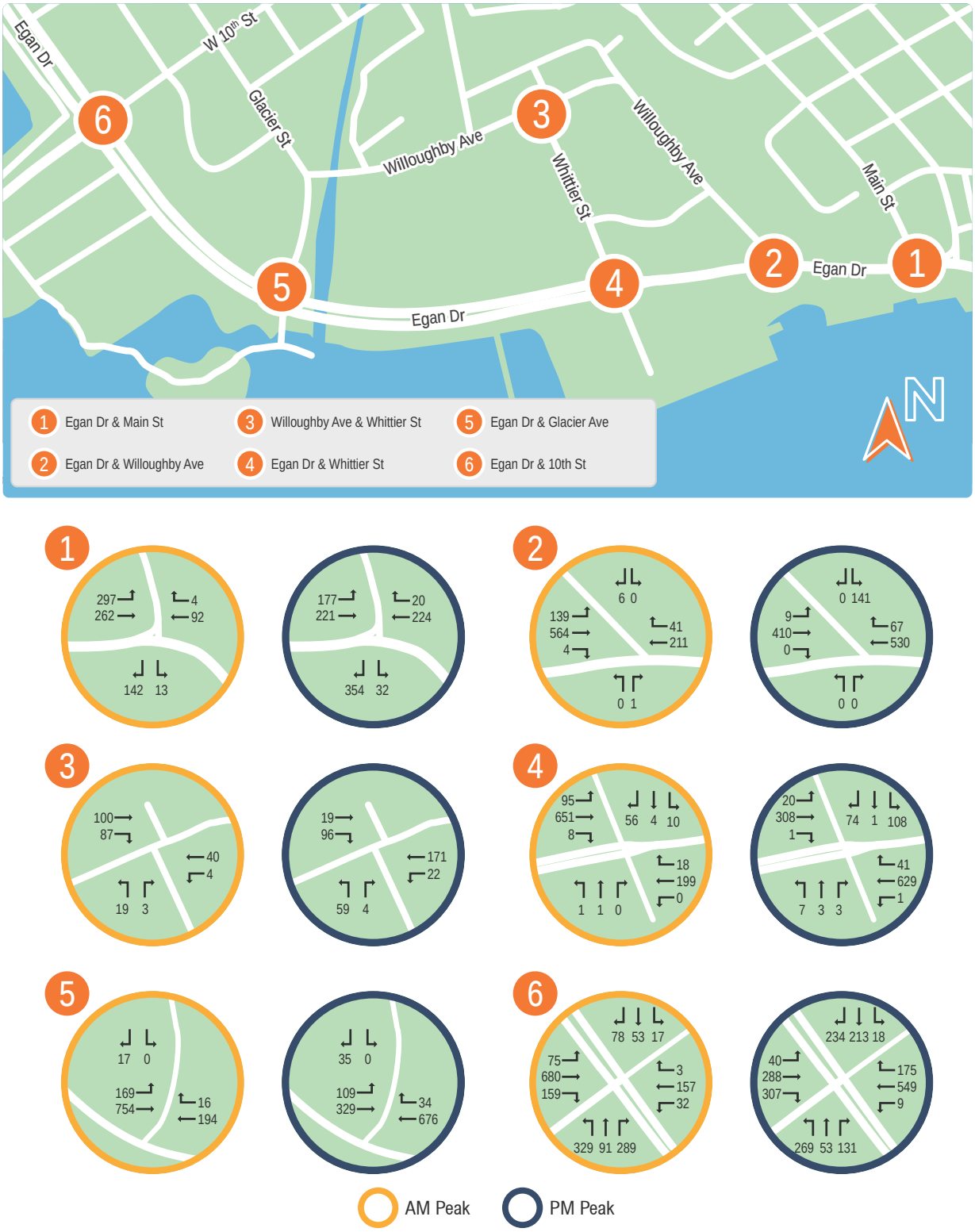


Figure 2: Existing AM and PM Peak Hour Traffic Volumes

Mobility Standards

Traffic operations were modeled in Synchro/SimTraffic version 11. Synchro reports are provided in the Appendix. This study uses the Highway Capacity Manual 6th edition (HCM)[2] methodology to calculate intersection level of service (LOS). The Alaska Administrative Code (AAC)[3] establishes a minimum LOS for the development's construction and design years. These code and policy documents state the following minimum acceptable LOS for the construction and design years:

- LOS C is acceptable if the existing conditions are LOS C or better
- LOS D is acceptable if the existing conditions are LOS D
- If the existing conditions are poorer than LOS D, a lower LOS is acceptable if the operation does not deteriorate more than ten percent (10%) in terms of delay time or any other appropriate measure of effectiveness compared with the background condition (i.e., without the development).

Existing Intersection Traffic Operations

Table 4 shows the existing delay and LOS at study intersections (reported using the 6th Edition HCM delay methodology). Overall intersection delay is reported at the signalized intersections, while delay is only reported for the critical movements (or highest delay approach) at stop-controlled intersections.

The only intersection operating at LOS C or worse is the Egan Drive / Whittier Street intersection which operates at LOS E with existing signal timing and turn movement configuration during the PM peak hour.

Table 3: Existing Conditions Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	25	—	B	17	—
Egan Drive & Glacier Avenue	A/A	9	SBR	A/B	12	SBR
Egan Drive & Whittier Street	A	7	—	**E**	**56**	**—**
Egan Drive & Willoughby Avenue	A/B	14	NBR	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	10	NBL	A/B	12	NBL
Egan Drive & Main Street	A	5	—	A	6	—

[2] HCM 6th Edition: Highway Capacity Manual, Transportation Research Board, 2016.

[3] Section 17 Alaska Administrative Code 10.070, https://www.akleg.gov/basis/aac.asp#17.10.070

Crash History

Tables 5 and 6 show crash history for the study intersections for the seven most recent years of available crash data (January 1, 2015, to December 31, 2021). The Egan Drive and Whittier Street intersection had six crashes occur over this period. Table 5 shows the crash rate at each study intersection, along with the statewide crash rate (based on intersection traffic control and number of approaches). The statewide averages are based on data from 2008 to 2012 and represent the most recent data available.[4] All of the intersections have crash rates that are below the statewide average for intersection types. Table 6 shows the breakdown of crashes by crash type at the intersections.

Table 4: Total Crashes and Crash Rate by Intersection (2015 – 2021)

Intersection	Crash Rate [a]		Crash Severity			Total Crashes
	Intersection	Statewide Average	Fatal	Injury	PDO	
Egan Drive & W 10th Street	0.63	1.57	0	7	21	28
Egan Drive & Glacier Avenue	0.06	—	0	1	1	2
Egan Drive & Whittier Street	0.15	1.57	0	2	4	6
Egan Drive & Willoughby Street	0	—	0	0	0	0
Willoughby Avenue & Whittier Street	0	0.52	0	0	0	0

[a] Crash rate for intersections = Crashes per million entering vehicles (MEV).

Table 5: Crash Type by Intersection (2015 – 2021)

Intersection	Angle	Single Vehicle Run-off	Rear End	Sideswipe	Bicycle	Motorcycle
Egan Drive & W 10th Street	12	1	12	2	0	1
Egan Drive & Glacier Avenue	0	0	1	0	1	0
Egan Drive & Whittier Street	2	0	4	0	0	0
Egan Drive & Willoughby Avenue	0	0	0	0	0	0
Willoughby Avenue & Whittier Street	0	0	0	0	0	0

FUTURE CONDITIONS

2035 No-Build Traffic Operations

Figure 3 shows the expected AM and PM peak hour turning movement counts in 2035, without the proposed Aak'w Landing development. Future traffic volumes were generated using an annual growth rate of 2.0% per year. This growth rate was assumed based on prior experience then concurred by DOT&PF staff.[5] Table 7 shows the expected delay and LOS at study

[4] Alaska Highway Safety Improvement Program Handbook, Alaska DOT&PF, January 2017.

[5] Email from DOT&PF staff on March 28, 2023.

intersections in 2035, without the Aak'w Landing development. The Egan Drive / Whittier Street intersection continues to degrade and operates at LOS F with existing signal timing and turn movement configuration during the PM peak hour. All other intersections operate within an acceptable level for mobility standards.

Table 6: 2035 No-Build Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	26	—	C	22	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/B	14	SBR
Egan Drive & Whittier Street	B	17	—	**F**	**84**	**—**
Egan Drive & Willoughby Avenue	A/C	18	NBR	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	11	NBL	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

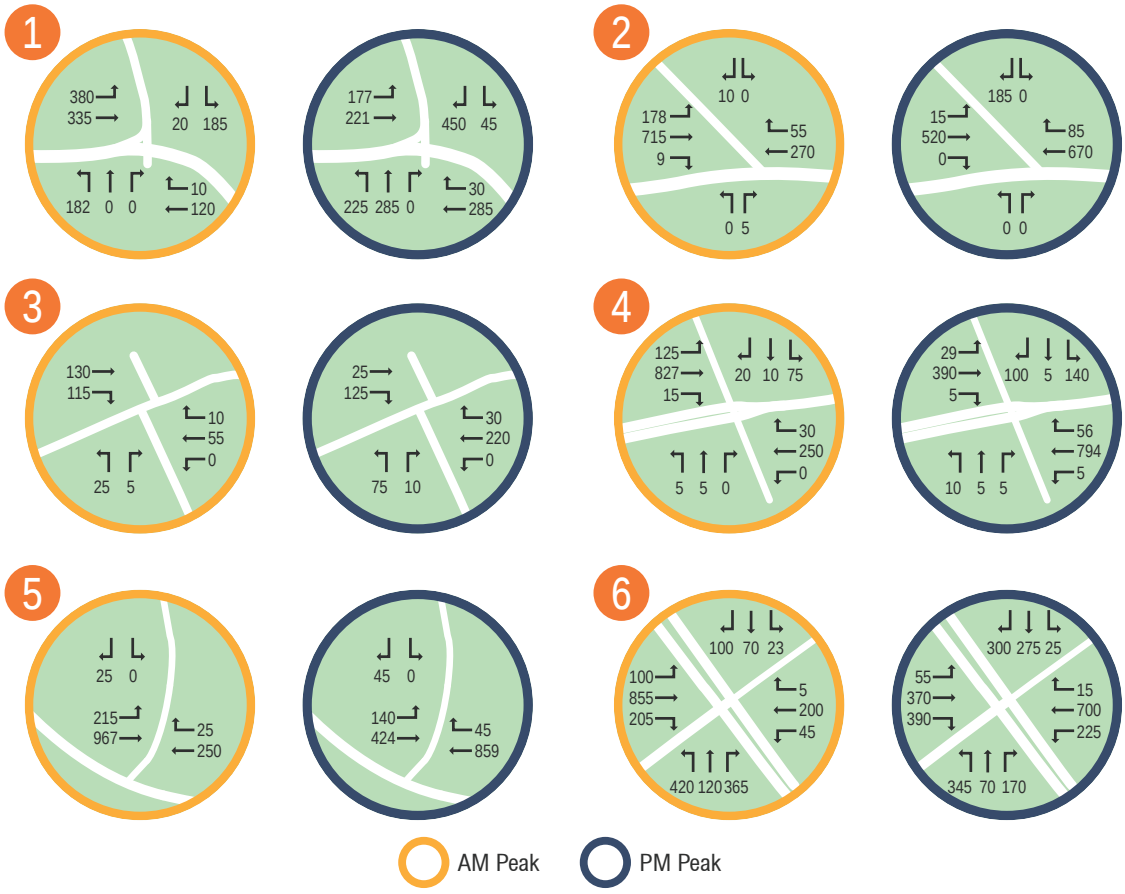


Figure 3: Future 2035 No-Build Traffic Volumes

Trip Generation

Trip generation rates for the proposed development are based on the data published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual (Trip Generation Manual), 11th Edition* [6] and data provided by Jensen Yorba Wall (Client) related to expected cruise ship behavior. [7] Table 8 shows the size and type of unit expected at the development by land use code and development phase.[8] This information was used to calculate the expected number of vehicle trips during a typical weekday and the entering and exiting vehicle trips during the AM peak and PM peak hours as shown in Table 9.

Table 7: Development Land Use Types and Units

Development Phase	Description	ITE Code	Quantity	Units
1	Cruise Ship	-	1	Berth
1	Shopping Plaza (40-150k)	821	32	KSF
1	High-Turnover (Sit-Down Restaurant)	932	11	KSF
2	Shopping Plaza (40-150k)	821	20	KSF
3	Shopping Plaza (40-150k)	821	20	KSF

Table 9: Development Vehicle Trips

Development Phase	Description	Qty.	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Total	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
1	Cruise Ship	1	-	188	-	45	45	90	-	45	45	90
1	Shopping Plaza (40-150k)	32	94.49	3024	3.53	57	56	113	9.03	139	150	289
1	High-Turnover (Sit-Down Restaurant)	11	107.2	1179	9.57	53	52	105	9.05	61	39	100
2	Shopping Plaza (40-150k)	20	94.49	1890	3.53	36	35	71	9.03	87	94	181
3	Shopping Plaza (40-150k)	20	94.49	1890	3.53	36	35	71	9.03	87	94	181

Due to the high number of passengers associated with cruise ships in addition to the planned volume of scheduled vehicle trips, all development trips were converted to their person trip equivalent before conducting an internal trip capture analysis using the *ITE Trip Generation Handbook*. [9] For land uses similar to the development site the *Trip Generation Handbook* provides vehicle occupancy rates ranging from 1.13 to 1.69. Given the multiple land uses associated with the development site and cruise ship passengers' dependency on ride-share options to leave the site a conservative vehicle occupancy rate of 1.2 was used to estimate the

[6] *ITE Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021.

[7] Due to a lack of data related to recreational port land use in the *ITE Trip Generation Manual* data provided by the Client was used. Email from Jensen Yorba Wall, April 25, 2023.

[8] Estimated from concept drawing provided by Jensen Yorba Wall, Concept Drawings Email January 6,2023

[9] *ITE Trip Generation Handbook*, 3rd Edition, Institute of Transportation Engineers, September 2017.

number of people per vehicle trip. With guidance from the National Cooperative Highway Research Program (NCHRP) Report 684[10] and Client provided data[11] for known development trips being added to the system (e.g., busses for tours) the total number of person trips, internal person trips, and external person trips were estimated. Table 9 shows the total person trips less the number of internal trips and walking trips associated with cruise ship passengers resulting in the total external trips generated by the development.

Table 8: Peak Hour Development Trips

Vehicle Trip Inventory	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
All Person Trips – All Phases	413	408	821	846	851	1,697
Less Internal Trip Capture	-50	-50	-100	-202	-202	-404
Person Trips Subtotal - All Phases	363	358	721	644	649	1,293
Less Cruise Ship Passengers	-189	-180	-369	-284	-350	-634
Off-Site Person Trips (W/O Cruise Ship Passengers)	174	178	352	360	299	659
Off-Site Vehicle Trips (W/O Cruise Ship)	145	149	294	300	250	550
Off-Site Cruise Ship Trips	45	45	90	45	45	90
Total External Vehicle Trips	**190**	**194**	**384**	**345**	**295**	**640**

The development is expected to add 384 AM peak hour and 640 PM peak hour trips to the transportation network.

Trip Distribution

Trip distribution involves estimating where traffic is coming from and going to when accessing the development. The trip distribution was established based on PM peak hour volumes on Egan Drive and adjusted based on Client provided data and concurrence with DOT&PF staff. [12] Development traffic was distributed using the following assumptions for trip origins and destinations:

- 60% to/from Egan Drive from the West
- 30% to/from Egan Drive from the East
- 10% to/from Egan Drive from the North

Figure 4 shows the expected development-related traffic expected at study intersections during the AM and PM peak hours.

[10] *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board, 2011.

[11] Email from Jensen Yorba Wall, April 25, 2023. A follow up call with Jensen Yorba Wall confirmed 15% of daily person trips occur in the AM and PM peak hours.

[12] Email from DOT&PF staff on May 5, 2023.

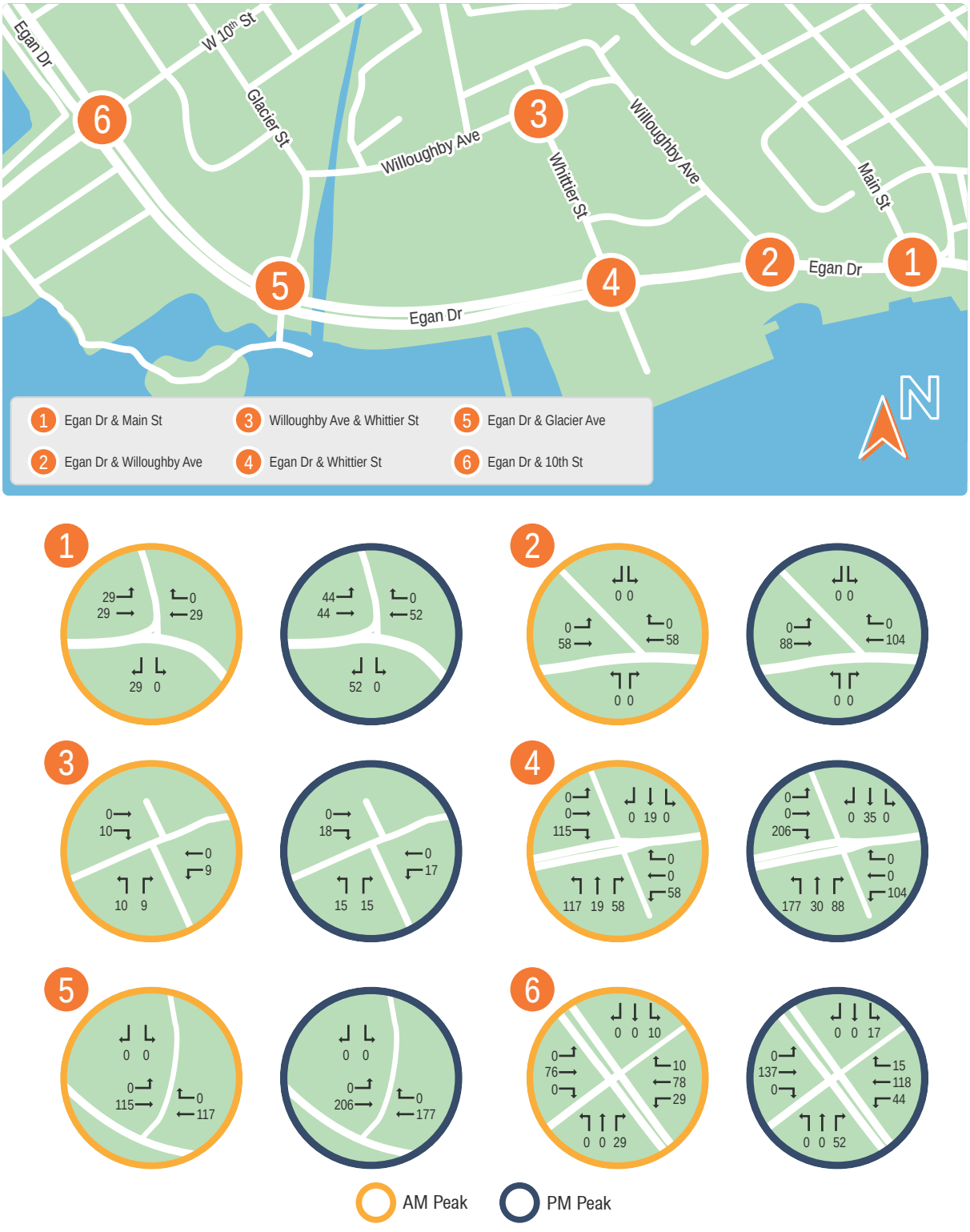


Figure 4: Added Development Traffic Volumes

2035 Traffic Operations with Development

2035 Future Baseline

Figure 5 shows the total traffic expected at study intersections in 2035, with the development. Table 10 shows the expected traffic operations at each study intersection under existing signal timing and turn movement configuration conditions. These conditions result in LOS F at the Egan Drive / Whittier Street intersection during the PM peak hour and LOS D at the Egan Drive / 10th Street intersection during the AM peak hour. All other intersections operate within an acceptable level for mobility standards.

Table 10: 2035 Traffic Operations with Development

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	**D**	**40**	**—**	C	25	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/C	16	SBR
Egan Drive & Whittier Street	**F**	**95**	**—**	**F**	**239**	**—**
Egan Drive & Willoughby Avenue	A/C	18	NB	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	11	NB	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

As required by AAC, mitigation is required due to unacceptable levels of operation (LOS D or worse) at the Egan Drive / Whittier Street and Egan Drive / W 10th Street intersections under baseline operation conditions. Although the Egan Drive / Whittier Street intersection experienced LOS F before adding development traffic, the left-turn traffic volumes for the north and southbound legs of the intersection significantly increase delay at the intersection during the AM and PM peak hours. Similarly, left-turn traffic volume from Egan Drive onto W 10th Street increases delay at the intersection during the AM peak hour.

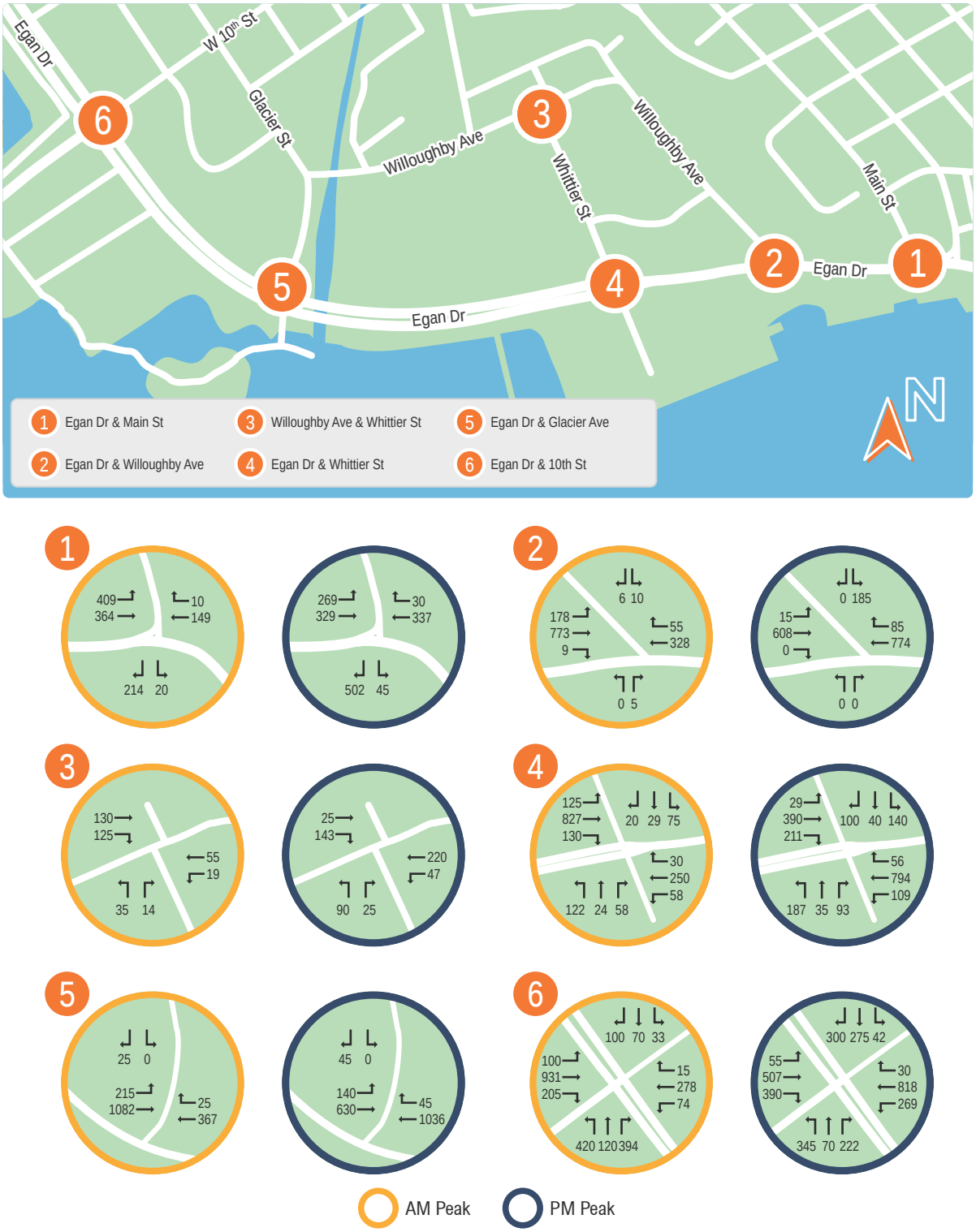


Figure 5: Future 2035 Build Volumes

2035 Future Alternative
Based upon the needs shown in the 2035 Future Baseline scenario, the following improvements to Egan Drive intersections were included in the 2035 Future Alternative:

- Re-striping of the north and south legs of the Egan Drive / Whittier Street intersection to include a single left-turn lane and a single shared through-right-turn lane
- Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

With these changes, as shown in Table 11, all intersections now operating within an acceptable LOS.

Table 11: 2035 Traffic Operations with Development (With Mitigation)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	26	—	C	30	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/C	16	SBR
Egan Drive & Whittier Street	B	17	—	C	30	—
Egan Drive & Willoughby Avenue	A/C	18	NBR	A/B	11	EBL
Willoughby Avenue & Whittier Street	A/B	11	NBL	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

CONCLUSIONS

The proposed Aak'w Landing development is a three-phase multi-use development opening in Downtown Juneau during the year 2025. The first two phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space and 11,000 square feet of high-turnover restaurant space. Land use for the third phase of development has not been finalized at this time, though is assumed 20,000 square feet of retail space will be constructed. Access to the development will be provided via a new driveway at the base level of the parking garage on Whittier Street. The proposed development as currently planned will add approximately 83,000 square feet of multi-use space off Egan Drive, generating 384 trips in the AM and 640 trips in the PM peak hours. During the evaluation of the development, operational concerns led to the following mitigation requirements:

- **Egan Drive / W 10th Street Intersection**
  - Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.
- **Egan Drive / Whittier Street Intersection**
  - Re-striping of the north and south legs of the Egan Drive / Whittier Street intersection to include a single left-turn lane and a single shared through-right-turn lane
  - Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

DOWL

Appendix

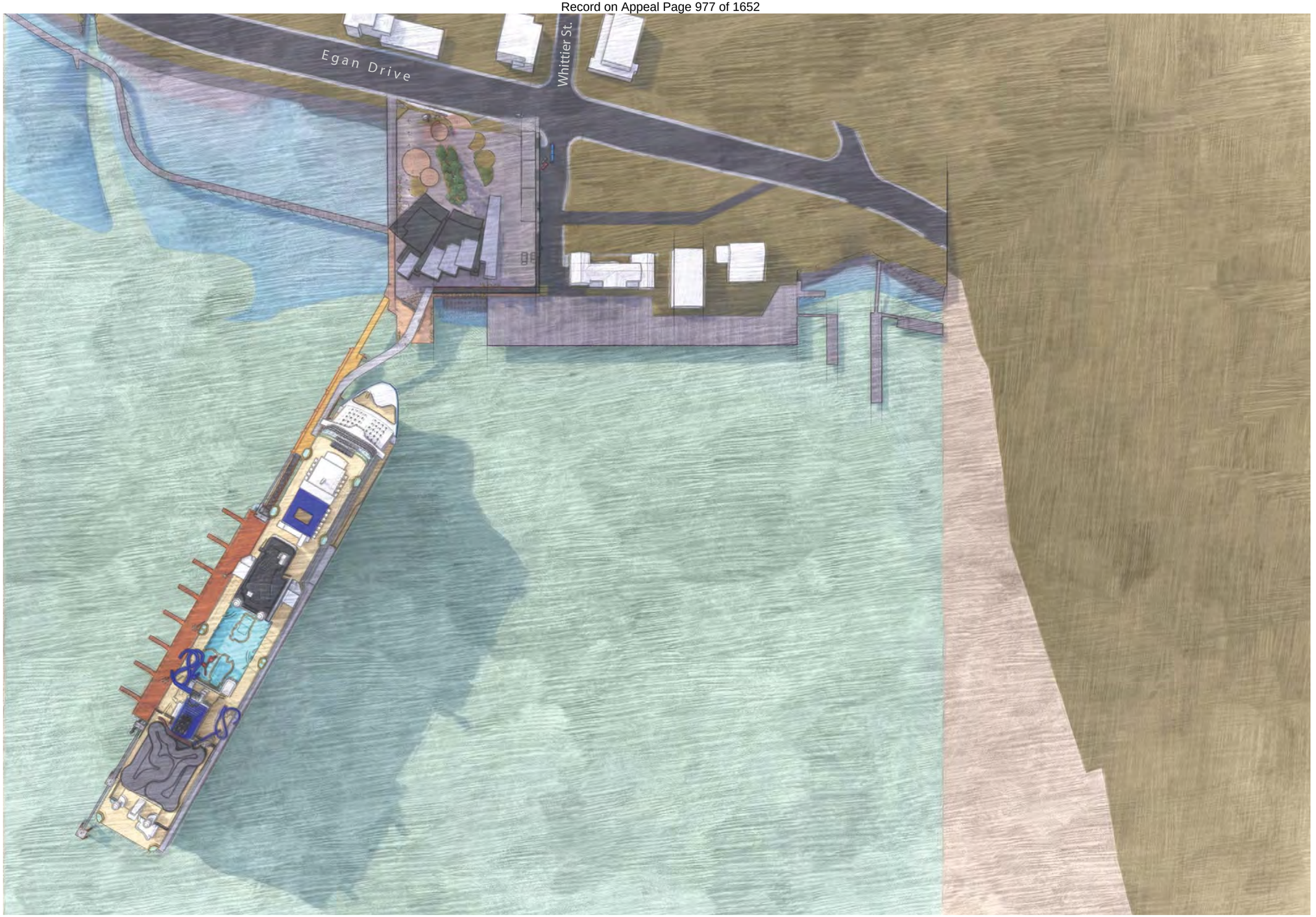
Site Information

HCM Analysis – Existing

HCM Analysis –No-Build

HCM Analysis – Build

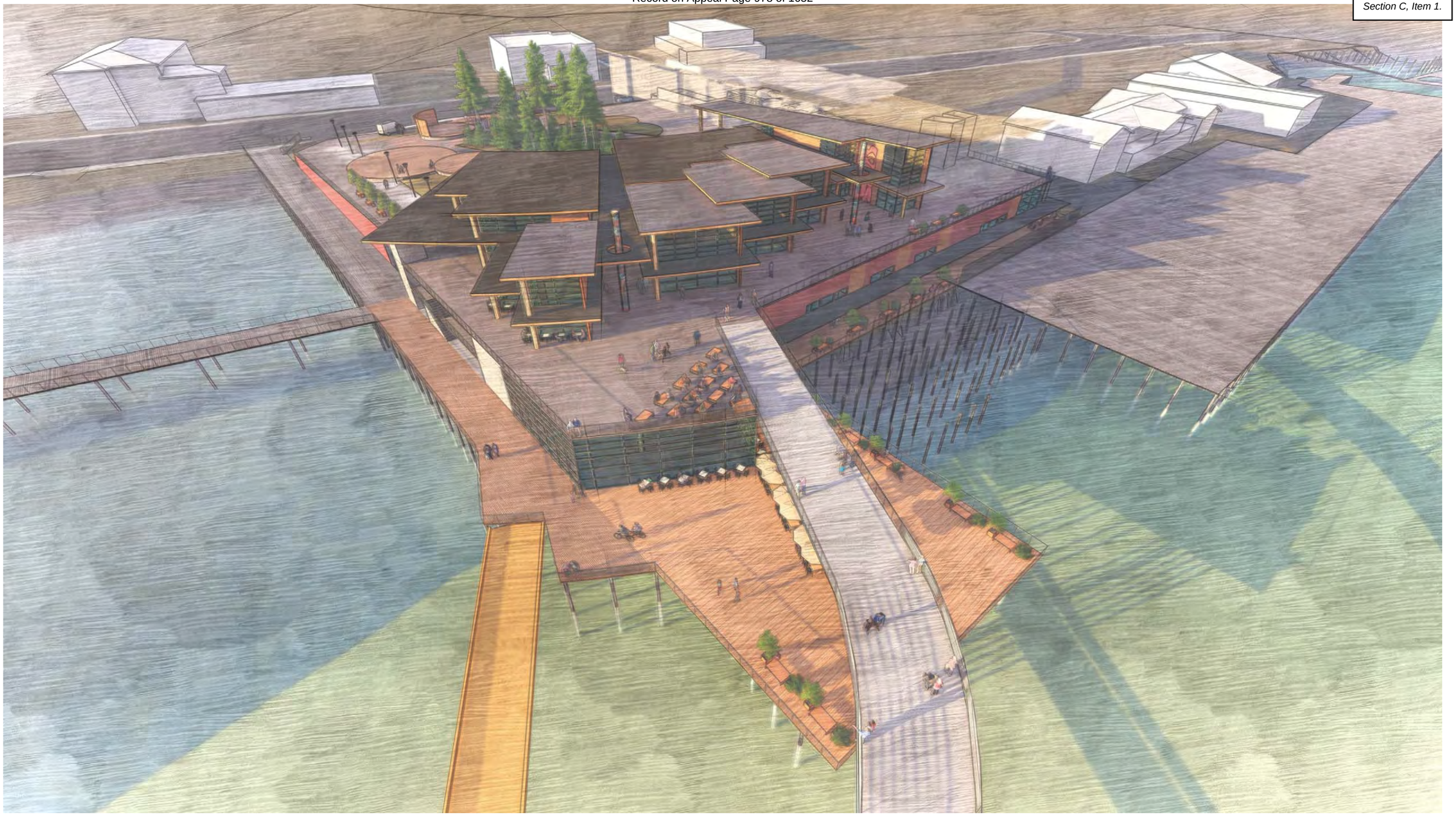
Site Information



Aak'w Landing
Huna Totem Corporation

Overhead View

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Skybridge

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

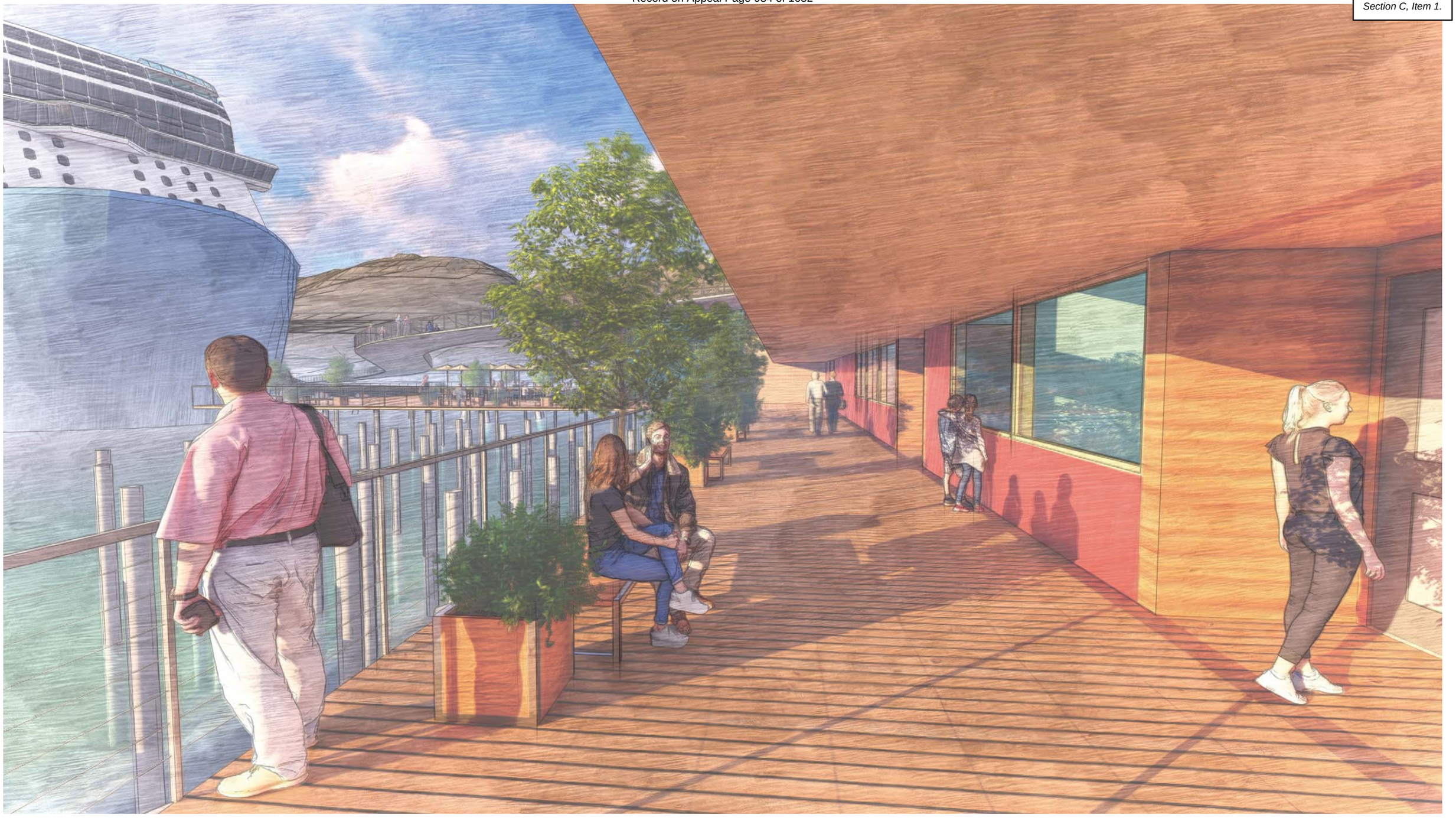
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above



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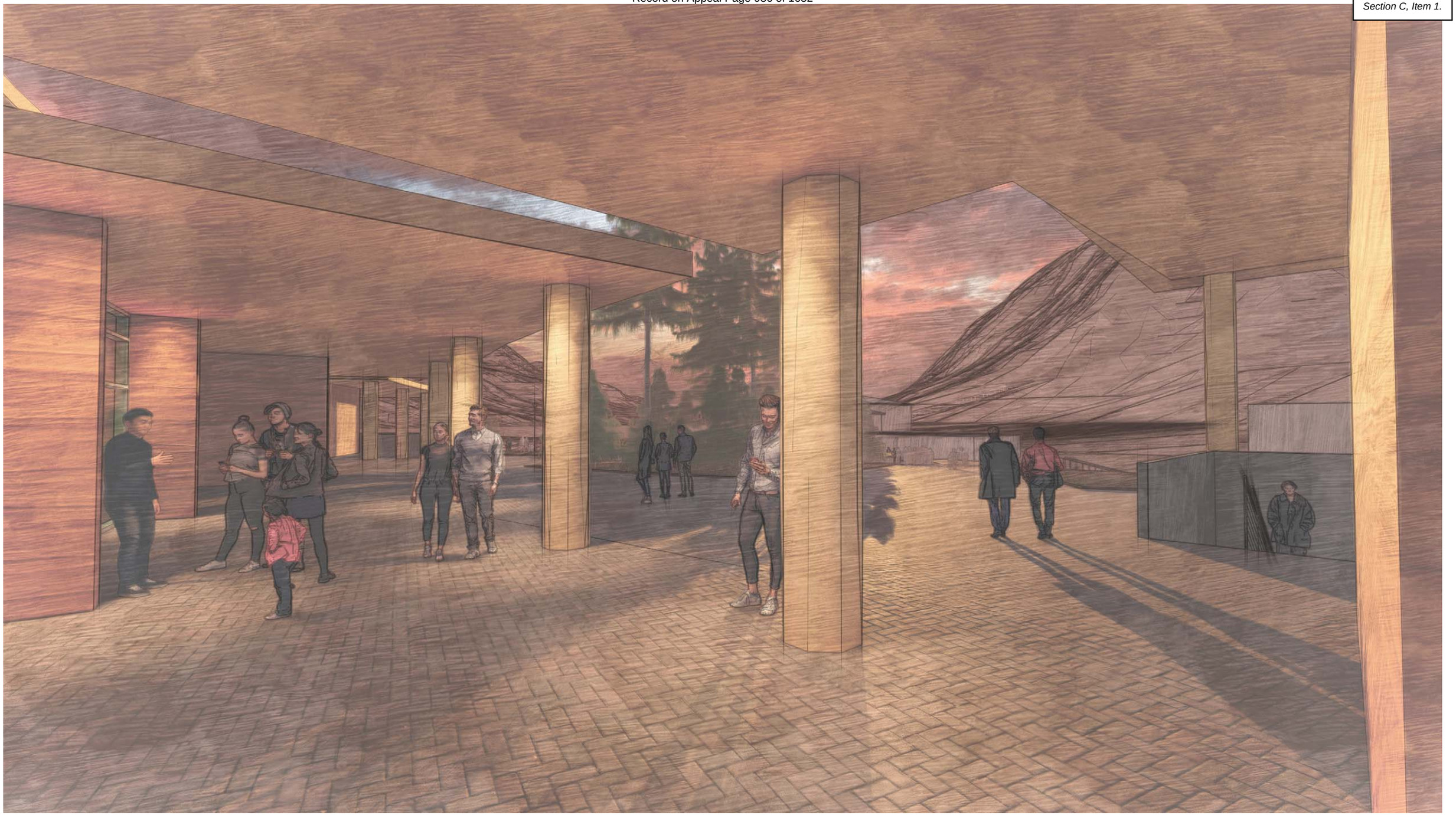
South Seawalk

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above



Aak'w Landing
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Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Tour Arrival / Departure Area

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Lower Park

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation

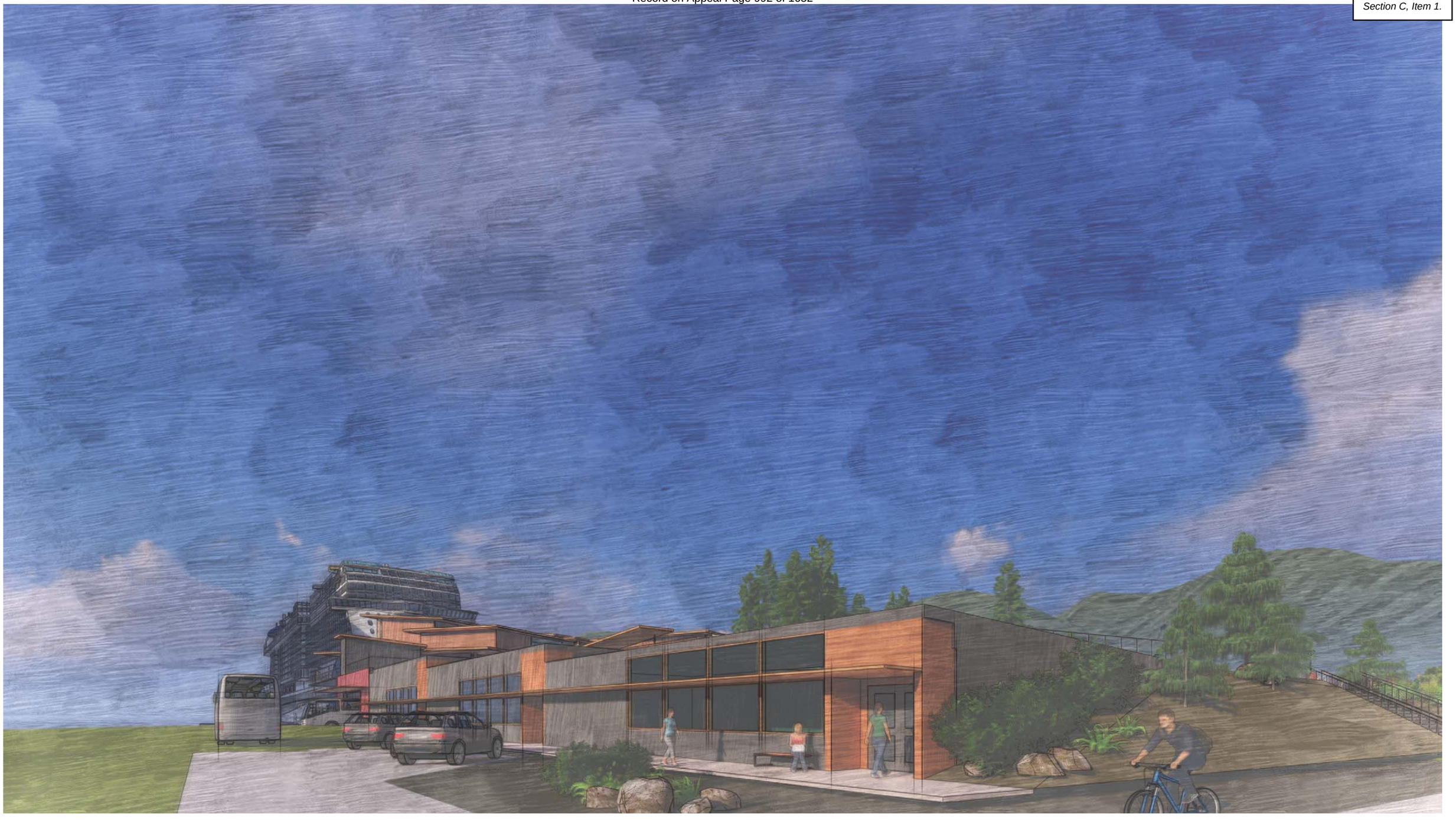
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left



Aak'w Landing
Huna Totem Corporation

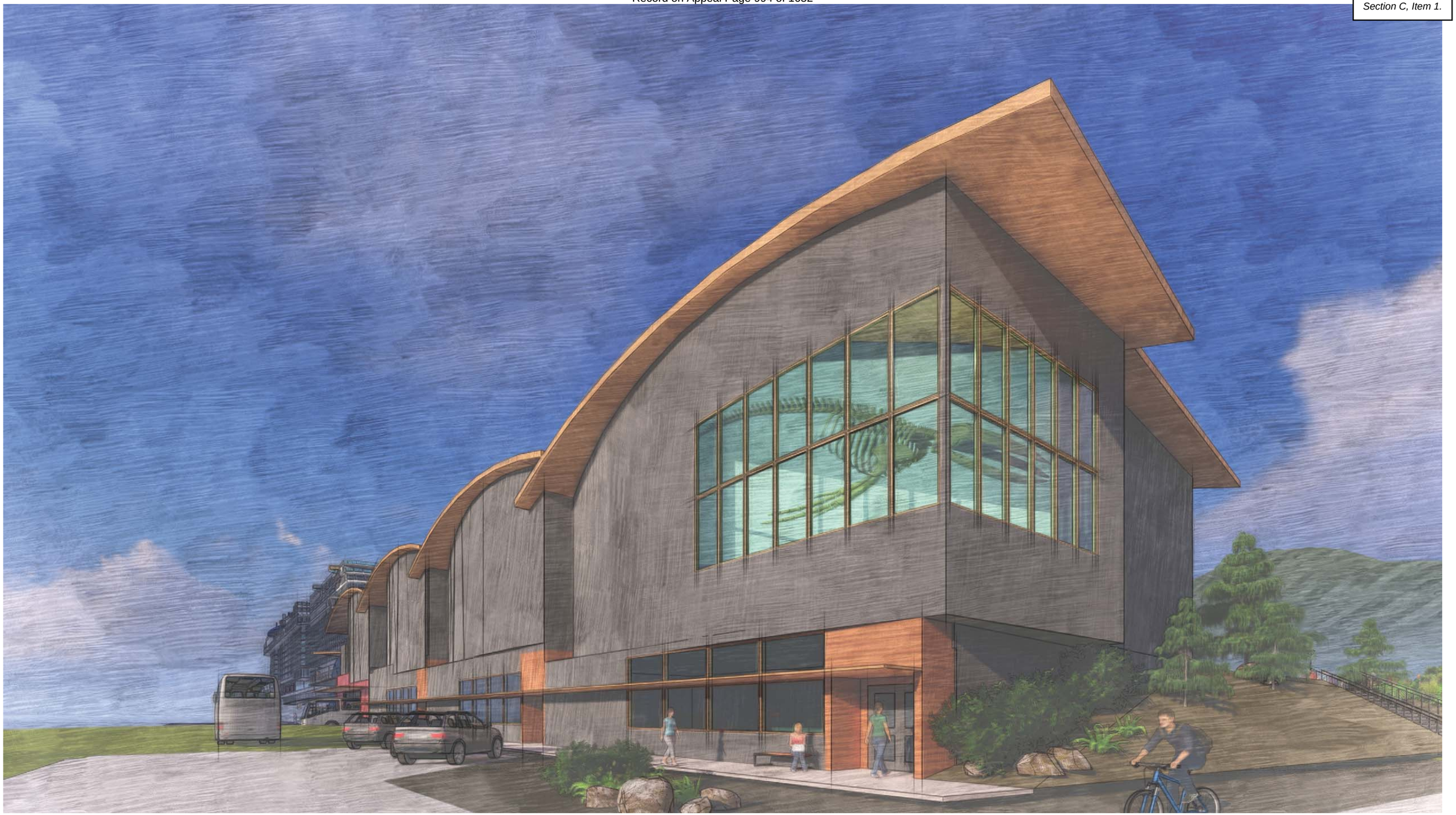
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Whittier-Level Retail

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Housing



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Aak'w Landing
Huna Totem Corporation

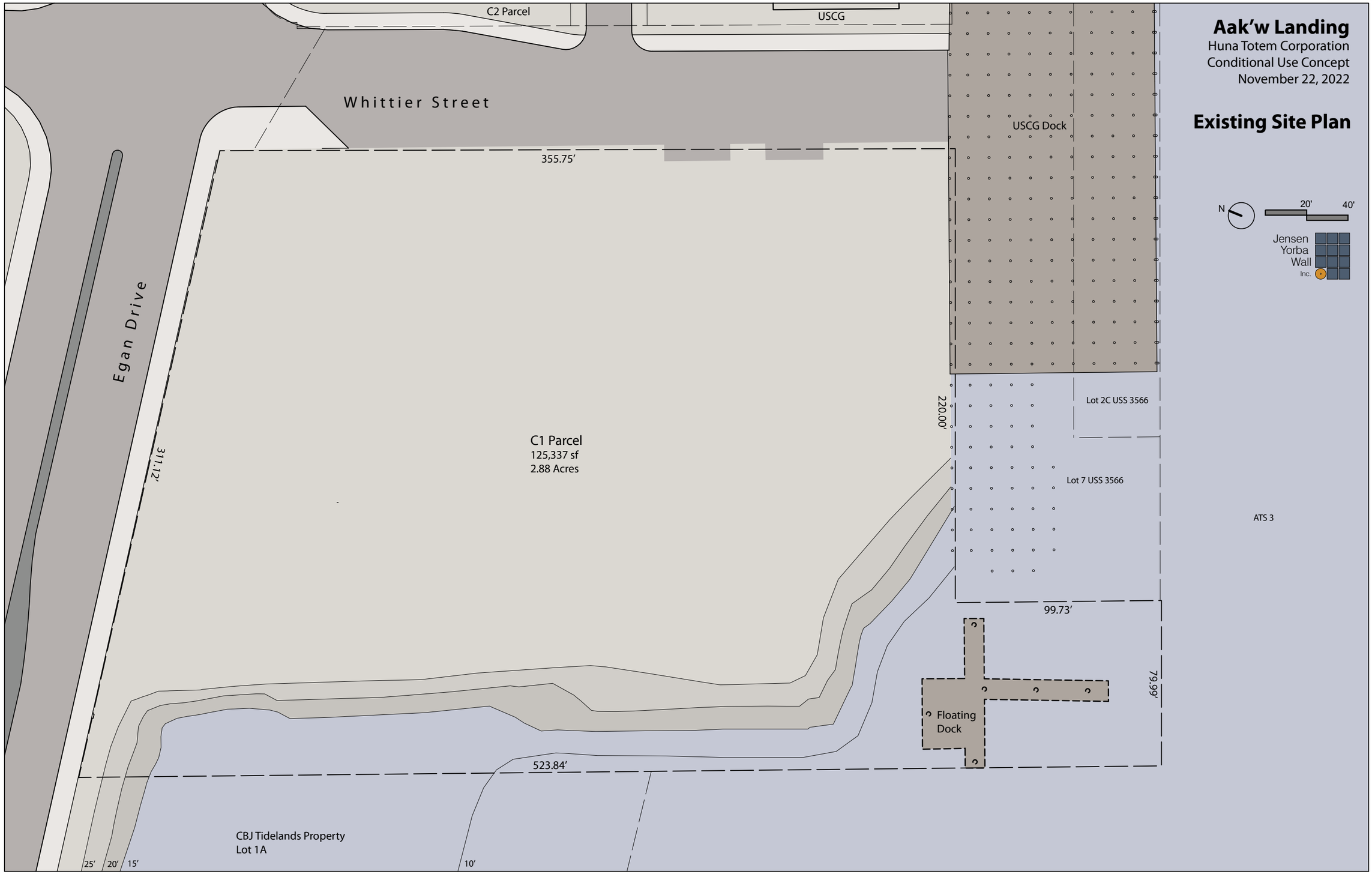
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

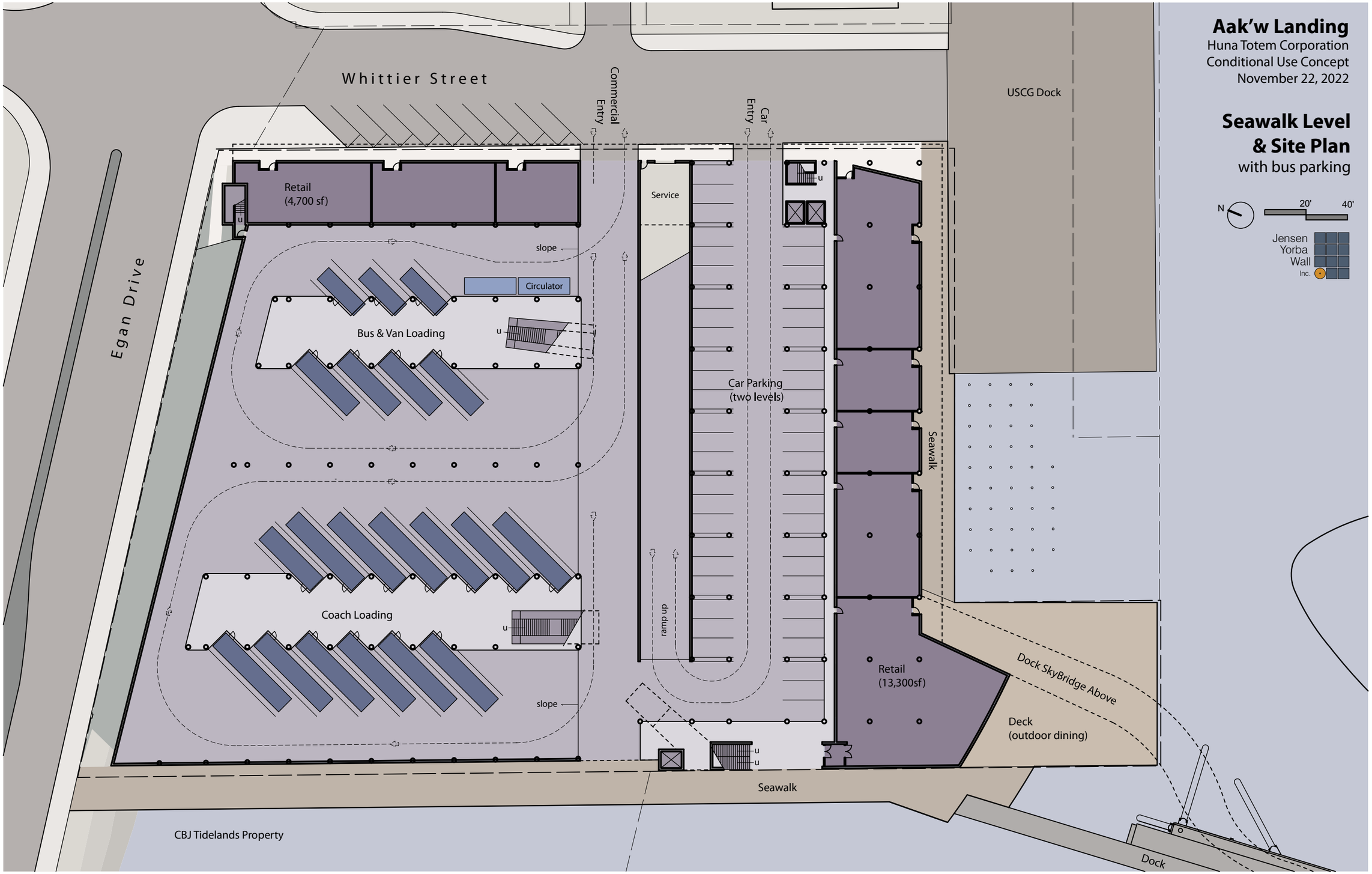
Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Existing Site Plan




Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
November 22, 2022
Seawalk Level & Site Plan
with bus parking
N
20'
40'
Jensen Yorba Wall Inc.
Whittier Street
Commercial Entry
Car Entry
USCG Dock
Egan Drive
Retail (4,700 sf)
Service
slope
Circulator
Bus & Van Loading
Car Parking (two levels)
Seawalk
Coach Loading
ramp up
Retail (13,300sf)
Dock SkyBridge Above
Deck (outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with off-season parking

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street
Egan Drive
USCG Dock
Car Entry
Car Entry
Retail (4,700 sf)
Service
slope
Car Parking (two levels)
Seawalk
ramp up
Retail (13,300sf)
Dock SkyBridge Above
Deck (outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Upper Plaza Level

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

USCG Dock

Phase 3
Use To Be Determined
(20,000 sf @ this level
20,000 sf @ level above)

Plaza

Phase 2
Add'l Retail

Phase 1
Retail - Welcome Center
(7,500sf @ this level)

Seawalk Below

Perform

Perform

Phase 2
Additional Retail
(14,000sf total @ this level
10,000 sf @ level above)

Park

Plaza

Skywalk Bridge

Deck
Below

slope

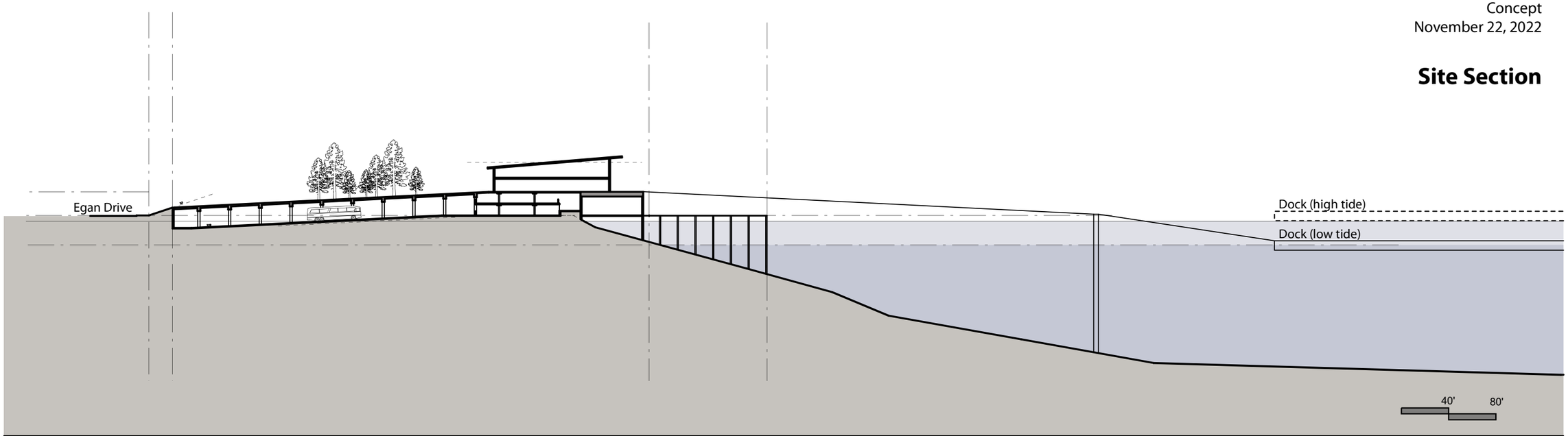
Seawalk Below

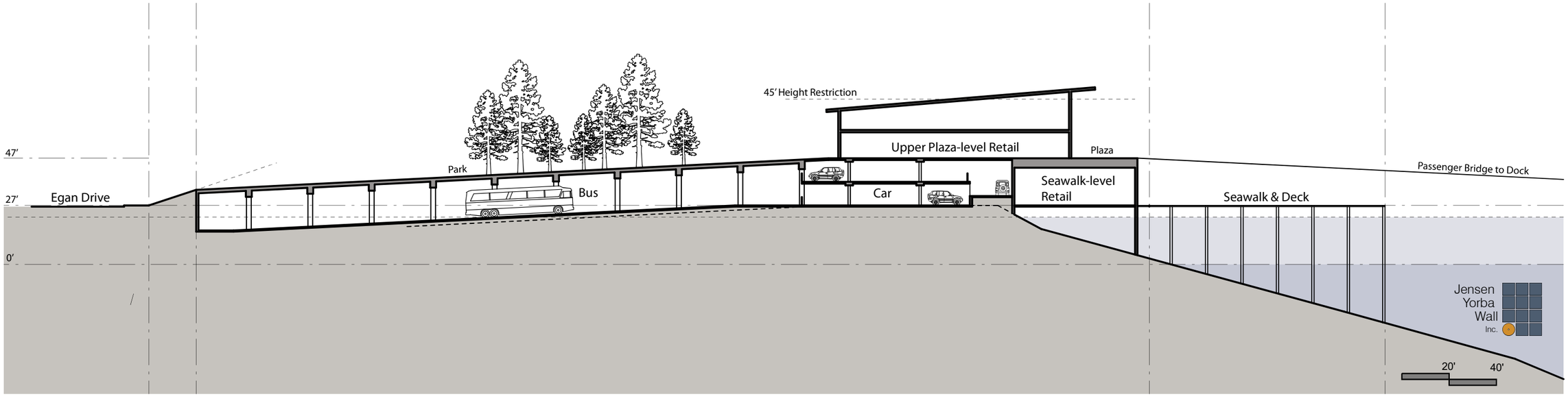
CBJ Tidelands Property

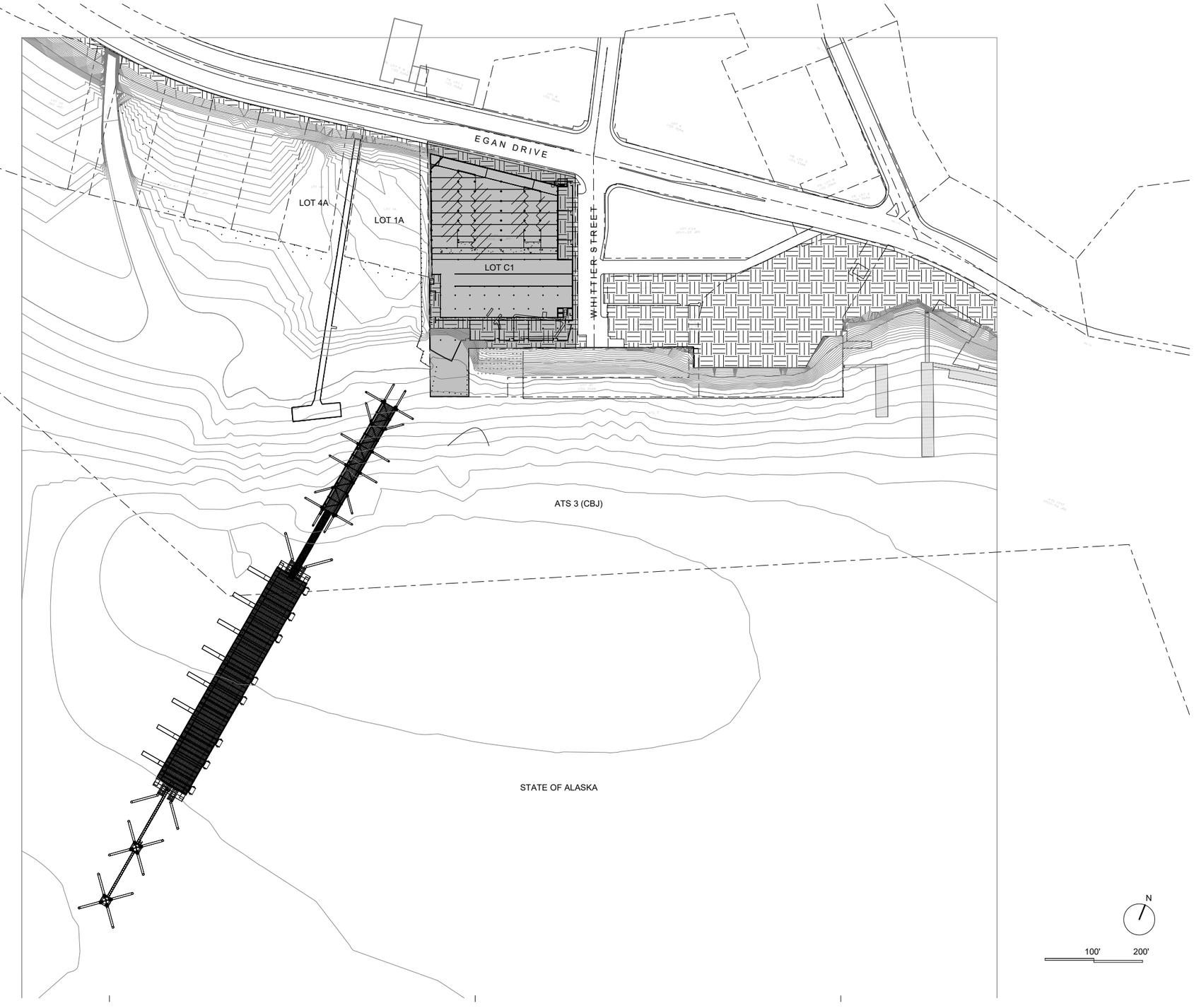
Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
November 22, 2022

Site Section







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Juneau, Alaska 99801
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Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

SHEET TITLE

Property Location

DATE: 1.3.2023
FILE: 21022

A000

1/3/2023 12:28:18 PM G:_Projects\21022\CAD\7 Revised Concept\21022 Aak'w Landing - R22.rvt

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Aak'w Landing Estimates for Traffic Impact Analysis
4.19.2023

TRAFFIC
Busses (Coaches):

- 30 arrivals and departures daily.
- Staggered, with 10-15 coaches leaving per hour in the morning and then 10-15 arriving per hour in the afternoon.
- A maximum of 3 busses leaving at the same time.
- An average of 60 people per coach, for a total of 1800 people per day.
- All of this traffic would turn left onto Egan to go to/from the glacier and Auke Bay.

Private Operators

- 30 arrivals and departures daily
- A mix of smaller school busses and vans. 20 school busses and 10 vans.
- Staggered, with 5-10 busses and 4-6 vans per hour departing in the morning and then returning in the afternoon.
- A maximum of 2 busses and two vans leaving at the same time.
- An average of 30 people per school bus and 15 per van for a total of 750 people per day.
- 75% of this traffic would go left on Egan and 25% would go right towards downtown/Thane.

Taxis

- 30 arrivals and departures daily.
- Spread throughout the day, so 10 departures per hour in the morning, 10 arrivals per hour in the afternoon.
- An average of 5 people per taxi for a total of 150 people per day.
- Half of this traffic would go left on Egan and half would go right towards downtown/Thane.

Downtown Circulator

- 4 arrivals/departures per hour throughout the day.
- An average of 15 people per trip, so 60 per hour or around 300 per day.
- All of this traffic would turn right on Egan towards downtown.

Pedestrian Traffic

- The above vehicle totals accommodate 2,700 people per day. The remaining passengers, along with significant number (50%) of those that do a coach or bus tour will also walk off the site.
- 3,000 pedestrians walk off and back to the site each day.
- Staggered throughout the day, so an average of 600 pedestrians trips to or from the site per hour.
- 70% of the pedestrians walk right down Egan or the Seawalk towards downtown, 20% walk straight down Whittier to the State Museum, and 10% walk left along Egan towards Whale Park.

SITE USE

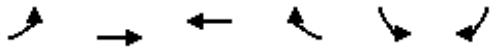
The site will primarily be used by cruise ship passengers when ships are docked, not by locals visiting the site in personal vehicles. The Welcome Center will be entirely used by cruise ship passengers with no private vehicles except those used by staff. Other shops and restaurants will be a mix—50% locals and 50% cruise ship passengers.

- 10,000 sf Welcome Center
- 11,000 sf Restaurants and Coffee Shops
- 22,000 sf Retail
- 20,000 sf future Retail
- 20,000 sf Museum / Cultural Center space

HCM Analysis – Existing

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	297	262	92	4	13	142
Future Volume (veh/h)	297	262	92	4	13	142
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	362	320	112	5	16	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	940	1230	544	24	38	
Arrive On Green	0.18	0.67	0.34	0.34	0.02	0.00
Sat Flow, veh/h	1810	1841	1622	72	1810	1610
Grp Volume(v), veh/h	362	320	0	117	16	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1694	1810	1610
Q Serve(g_s), s	3.6	2.1	0.0	1.5	0.3	0.0
Cycle Q Clear(g_c), s	3.6	2.1	0.0	1.5	0.3	0.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	940	1230	0	569	38	
V/C Ratio(X)	0.38	0.26	0.00	0.21	0.42	
Avail Cap(c_a), veh/h	1247	1570	0	1995	1090	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.4	2.0	0.0	7.1	14.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	2.0	0.0	7.2	17.3	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		682	117		16	
Approach Delay, s/veh		3.3	7.2		17.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.9	14.8		5.1		24.8
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	5.6	3.5		2.3		4.1
Green Ext Time (p_c), s	0.1	0.1		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	564	4	0	211	41	0	0	1	0	0	6
Future Vol, veh/h	139	564	4	0	211	41	0	0	1	0	0	6
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	174	705	5	0	264	51	0	0	1	0	0	7

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	325	0	0	729	0	0	1365	1400	730
Stage 1	-	-	-	-	-	-	1075	1075	-
Stage 2	-	-	-	-	-	-	290	325	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1246	-	-	884	-	-	162	134	426
Stage 1	-	-	-	-	-	-	328	284	-
Stage 2	-	-	-	-	-	-	759	632	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1246	-	-	868	-	-	137	0	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	0	-
Stage 1	-	-	-	-	-	-	277	0	-
Stage 2	-	-	-	-	-	-	759	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	417	1246	-	-	868	-	-
HCM Lane V/C Ratio	0.003	0.139	-	-	-	-	-
HCM Control Delay (s)	13.7	8.4	-	-	0	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0.5	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	87	4	40	19	3
Future Vol, veh/h	100	87	4	40	19	3
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	137	119	5	55	26	4

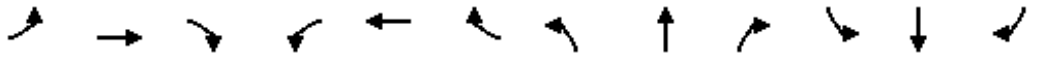
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	258	0	264	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1318	-	729	847
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1315	-	725	845
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	1315	-
HCM Lane V/C Ratio	0.041	-	-	0.004	-
HCM Control Delay (s)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	651	8	0	199	18	1	1	0	56	4	10
Future Volume (veh/h)	95	651	8	0	199	18	1	1	0	56	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	119	814	10	0	249	22	1	1	0	70	5	12
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	870	2755	34	551	1969	173	108	89	163	221	13	151
Arrive On Green	0.05	0.77	0.77	0.00	0.65	0.65	0.10	0.10	0.00	0.10	0.10	0.10
Sat Flow, veh/h	1810	3595	44	1810	3017	264	491	884	1610	1444	132	1491
Grp Volume(v), veh/h	119	402	422	0	133	138	2	0	0	75	0	12
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1622	1659	1376	0	1610	1576	0	1491
Q Serve(g_s), s	1.9	6.3	6.3	0.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	1.9	6.3	6.3	0.0	2.9	2.9	3.6	0.0	0.0	3.6	0.0	0.7
Prop In Lane	1.00		0.02	1.00		0.16	0.50		1.00	0.93		1.00
Lane Grp Cap(c), veh/h	870	1362	1427	551	1059	1083	198	0	163	235	0	151
V/C Ratio(X)	0.14	0.30	0.30	0.00	0.13	0.13	0.01	0.00	0.00	0.32	0.00	0.08
Avail Cap(c_a), veh/h	960	1362	1427	732	1059	1083	560	0	525	559	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.4	3.2	3.2	0.0	6.0	6.1	37.2	0.0	0.0	38.8	0.0	37.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	1.5	0.0	0.9	0.9	0.0	0.0	0.0	1.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	3.3	3.3	0.0	6.3	6.3	37.2	0.0	0.0	39.1	0.0	37.6
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		943			271			2			87	
Approach Delay, s/veh		3.5			6.3			37.2			38.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	65.7		15.8	0.0	76.2		15.8				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.9	4.9		5.6	0.0	8.3		5.6				
Green Ext Time (p_c), s	0.0	0.6		0.1	0.0	1.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	169	754	194	16	0	17
Future Vol, veh/h	169	754	194	16	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	217	967	249	21	0	18

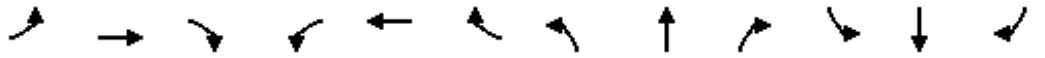
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	270	0	-	0	-	135
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1276	-	-	-	0	889
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1276	-	-	-	-	889
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1276	-	-	-	889
HCM Lane V/C Ratio	0.17	-	-	-	0.021
HCM Control Delay (s)	8.4	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Future Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	739	0	18	70	103	35	171	3	82	739	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	196	835		93	319	719	202	812	14	431	885	
Arrive On Green	0.45	0.45	0.00	0.45	0.45	0.45	0.03	0.23	0.23	0.05	0.25	0.00
Sat Flow, veh/h	1212	1870	1585	56	715	1610	1781	3573	63	1781	3554	1585
Grp Volume(v), veh/h	82	739	0	88	0	103	35	85	89	82	739	0
Grp Sat Flow(s),veh/h/ln	1212	1870	1585	770	0	1610	1781	1777	1859	1781	1777	1585
Q Serve(g_s), s	4.3	23.1	0.0	1.0	0.0	2.4	0.9	2.5	2.5	2.2	12.6	0.0
Cycle Q Clear(g_c), s	28.4	23.1	0.0	24.1	0.0	2.4	0.9	2.5	2.5	2.2	12.6	0.0
Prop In Lane	1.00		1.00	0.20		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	196	835		412	0	719	202	404	422	431	885	
V/C Ratio(X)	0.42	0.89		0.21	0.00	0.14	0.17	0.21	0.21	0.19	0.84	
Avail Cap(c_a), veh/h	196	835		412	0	719	761	818	856	589	1002	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	16.2	0.0	12.3	0.0	10.5	18.3	20.0	20.0	17.5	22.7	0.0
Incr Delay (d2), s/veh	0.5	10.8	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.3	0.0	0.7	0.0	0.8	0.3	0.9	1.0	0.8	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	27.0	0.0	12.4	0.0	10.5	18.4	20.1	20.1	17.6	27.7	0.0
LnGrp LOS	C	C		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		821			191			209			821	
Approach Delay, s/veh		27.3			11.4			19.8			26.7	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	20.5		35.0	6.9	21.9		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	4.2	4.5		30.4	2.9	14.6		26.1				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	1.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.8
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

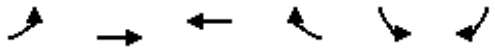
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	177	221	224	20	32	354
Future Volume (veh/h)	177	221	224	20	32	354
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	216	270	273	24	39	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	700	1155	544	48	84	
Arrive On Green	0.12	0.63	0.35	0.35	0.05	0.00
Sat Flow, veh/h	1810	1841	1547	136	1810	1610
Grp Volume(v), veh/h	216	270	0	297	39	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1683	1810	1610
Q Serve(g_s), s	2.1	1.8	0.0	4.0	0.6	0.0
Cycle Q Clear(g_c), s	2.1	1.8	0.0	4.0	0.6	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	700	1155	0	592	84	
V/C Ratio(X)	0.31	0.23	0.00	0.50	0.46	
Avail Cap(c_a), veh/h	1152	1645	0	2076	1141	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.3	0.0	7.3	13.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	2.4	0.0	7.5	14.7	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		486	297		39	
Approach Delay, s/veh		3.5	7.5		14.7	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.9	14.8		5.8		22.7
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	4.1	6.0		2.6		3.8
Green Ext Time (p_c), s	0.1	0.1		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	410	0	0	530	67	0	0	0	0	0	141
Future Vol, veh/h	9	410	0	0	530	67	0	0	0	0	0	141
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	11	513	0	0	663	84	0	0	0	0	0	153

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	757	0	0	532	0	0	1259	1311	535
Stage 1	-	-	-	-	-	-	554	554	-
Stage 2	-	-	-	-	-	-	705	757	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	863	-	-	1046	-	-	188	152	549
Stage 1	-	-	-	-	-	-	575	498	-
Stage 2	-	-	-	-	-	-	490	401	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	863	-	-	1027	-	-	182	0	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	0	-
Stage 1	-	-	-	-	-	-	557	0	-
Stage 2	-	-	-	-	-	-	490	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	863	-	-	1027	-	-
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-
HCM Control Delay (s)	0	9.2	-	-	0	-	-
HCM Lane LOS	A	A	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	96	22	171	59	4
Future Vol, veh/h	19	96	22	171	59	4
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	26	132	30	234	81	5

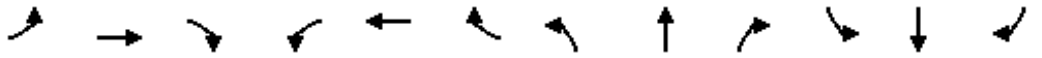
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	388	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1432	-	619	968
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	603	966
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1429	-
HCM Lane V/C Ratio	0.14	-	-	0.021	-
HCM Control Delay (s)	11.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	308	1	1	629	41	7	3	3	108	1	74
Future Volume (veh/h)	20	308	1	1	629	41	7	3	3	108	1	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	25	385	1	1	786	51	9	4	4	135	1	92
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	303	1738	5	502	1403	91	66	18	522	78	0	493
Arrive On Green	0.03	0.48	0.48	0.00	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3636	9	1810	3092	201	0	56	1600	0	1	1512
Grp Volume(v), veh/h	25	188	198	1	412	425	13	0	4	136	0	92
Grp Sat Flow(s),veh/h/ln	1810	1777	1869	1810	1622	1670	56	0	1600	1	0	1512
Q Serve(g_s), s	0.7	5.7	5.7	0.0	17.1	17.1	0.0	0.0	0.2	0.0	0.0	4.0
Cycle Q Clear(g_c), s	0.7	5.7	5.7	0.0	17.1	17.1	30.0	0.0	0.2	30.0	0.0	4.0
Prop In Lane	1.00		0.01	1.00		0.12	0.69		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	303	849	893	502	736	758	85	0	522	78	0	493
V/C Ratio(X)	0.08	0.22	0.22	0.00	0.56	0.56	0.15	0.00	0.01	1.74	0.00	0.19
Avail Cap(c_a), veh/h	440	849	893	682	736	758	85	0	522	78	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	14.0	14.0	12.7	18.4	18.4	25.6	0.0	20.9	45.9	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	3.1	3.0	0.3	0.0	0.0	379.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	2.2	0.0	6.5	6.7	0.2	0.0	0.1	10.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	14.1	14.1	12.7	21.5	21.4	26.0	0.0	20.9	425.1	0.0	22.3
LnGrp LOS	B	B	B	B	C	C	C	A	C	F	A	C
Approach Vol, veh/h		411			838			17			228	
Approach Delay, s/veh		14.1			21.4			24.8			262.6	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	47.4		36.5	5.8	49.7		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	2.7	19.1		32.0	2.0	7.7		32.0				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	109	329	676	34	0	35
Future Vol, veh/h	109	329	676	34	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	140	422	867	44	0	38

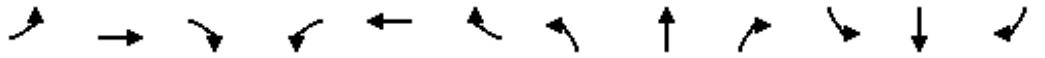
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	911	0	-	0	-	456
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	731	-	-	-	0	551
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	731	-	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	731	-	-	-	551
HCM Lane V/C Ratio	0.191	-	-	-	0.069
HCM Control Delay (s)	11.1	-	-	-	12
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	53	131	18	213	234	175	549	9	40	288	307
Future Volume (veh/h)	269	53	131	18	213	234	175	549	9	40	288	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	0	0	20	280	308	190	597	10	43	313	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	677	0		91	667	586	458	960	16	298	671	
Arrive On Green	0.36	0.00	0.00	0.36	0.36	0.36	0.11	0.27	0.27	0.04	0.19	0.00
Sat Flow, veh/h	1656	0	1585	51	1833	1610	1781	3577	60	1781	3554	1585
Grp Volume(v), veh/h	333	0	0	300	0	308	190	296	311	43	313	0
Grp Sat Flow(s),veh/h/ln	828	0	1585	1884	0	1610	1781	1777	1860	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	0.0	0.0	0.0	8.0	4.4	7.8	7.8	0.9	4.2	0.0
Cycle Q Clear(g_c), s	16.4	0.0	0.0	6.3	0.0	8.0	4.4	7.8	7.8	0.9	4.2	0.0
Prop In Lane	1.00		1.00	0.07		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	677	0		758	0	586	458	477	499	298	671	
V/C Ratio(X)	0.49	0.00		0.40	0.00	0.53	0.41	0.62	0.62	0.14	0.47	
Avail Cap(c_a), veh/h	965	0		854	0	669	990	986	1032	534	1208	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	12.7	0.0	13.2	14.6	17.0	17.0	13.8	19.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.3	0.2	0.5	0.5	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	2.4	0.0	2.6	1.5	2.7	2.8	0.3	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	12.8	0.0	13.5	14.8	17.5	17.5	13.8	19.3	0.0
LnGrp LOS	B	A		B	A	B	B	B	B	B	B	
Approach Vol, veh/h		333			608			797			356	
Approach Delay, s/veh		19.1			13.2			16.9			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	20.2		25.8	11.2	16.0		25.8				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	2.9	9.8		18.4	6.4	6.2		10.0				
Green Ext Time (p_c), s	0.0	2.6		0.9	0.1	1.1		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

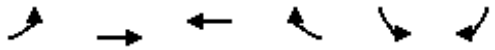
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – No-Build

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	380	335	120	10	20	185
Future Volume (veh/h)	380	335	120	10	20	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	463	409	146	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	932	1248	490	40	54	
Arrive On Green	0.22	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1556	128	1810	1610
Grp Volume(v), veh/h	463	409	0	158	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1684	1810	1610
Q Serve(g_s), s	5.1	2.9	0.0	2.3	0.4	0.0
Cycle Q Clear(g_c), s	5.1	2.9	0.0	2.3	0.4	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	932	1248	0	530	54	
V/C Ratio(X)	0.50	0.33	0.00	0.30	0.44	
Avail Cap(c_a), veh/h	1126	1473	0	1860	1022	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.7	2.1	0.0	8.3	15.2	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.1	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.5	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	2.2	0.0	8.4	17.3	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		872	158		24	
Approach Delay, s/veh		3.6	8.4		17.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	14.8		5.5		26.4
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.1	4.3		2.4		4.9
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	715	9	0	270	55	0	0	5	0	0	10
Future Vol, veh/h	178	715	9	0	270	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	894	11	0	338	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	417	0	0	924	0	0	1738	1782	922
Stage 1	-	-	-	-	-	-	1365	1365	-
Stage 2	-	-	-	-	-	-	373	417	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1153	-	-	748	-	-	96	77	330
Stage 1	-	-	-	-	-	-	237	205	-
Stage 2	-	-	-	-	-	-	696	574	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1153	-	-	734	-	-	76	0	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	0	-
Stage 1	-	-	-	-	-	-	188	0	-
Stage 2	-	-	-	-	-	-	696	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	323	1153	-	-	734	-	-
HCM Lane V/C Ratio	0.019	0.193	-	-	-	-	-
HCM Control Delay (s)	16.4	8.9	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.7	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	115	10	55	25	5
Future Vol, veh/h	130	115	10	55	25	5
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	158	14	75	34	7

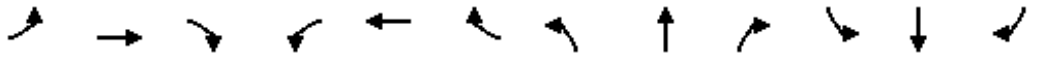
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	338	0	362	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1232	-	641	785
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1230	-	632	784
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	653	-	-	1230	-
HCM Lane V/C Ratio	0.063	-	-	0.011	-
HCM Control Delay (s)	10.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	825	15	0	250	30	5	5	0	75	10	20
Future Volume (veh/h)	125	825	15	0	250	30	5	5	0	75	10	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1031	19	0	312	38	6	6	0	94	12	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	776	2627	48	423	1808	218	107	89	212	235	26	197
Arrive On Green	0.05	0.74	0.74	0.00	0.62	0.62	0.13	0.13	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1810	3569	66	1810	2913	352	366	676	1610	1230	197	1498
Grp Volume(v), veh/h	156	513	537	0	173	177	12	0	0	106	0	25
Grp Sat Flow(s),veh/h/ln	1810	1777	1858	1810	1622	1643	1043	0	1610	1427	0	1498
Q Serve(g_s), s	2.8	9.9	9.9	0.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	2.8	9.9	9.9	0.0	4.2	4.2	6.6	0.0	0.0	6.5	0.0	1.4
Prop In Lane	1.00		0.04	1.00		0.21	0.50		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	776	1308	1368	423	1007	1020	196	0	212	261	0	197
V/C Ratio(X)	0.20	0.39	0.39	0.00	0.17	0.17	0.06	0.00	0.00	0.41	0.00	0.13
Avail Cap(c_a), veh/h	862	1308	1368	604	1007	1020	507	0	525	545	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	4.5	4.5	0.0	7.4	7.4	35.0	0.0	0.0	37.5	0.0	35.3
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.4	0.4	0.0	0.0	0.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.5	2.6	0.0	1.3	1.4	0.2	0.0	0.0	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	4.7	4.6	0.0	7.8	7.8	35.1	0.0	0.0	37.9	0.0	35.4
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1206			350			12			131	
Approach Delay, s/veh		4.8			7.8			35.1			37.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	62.8		18.6	0.0	73.4		18.6				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	4.8	6.2		8.5	0.0	11.9		8.6				
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	2.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	965	250	25	0	25
Future Vol, veh/h	215	965	250	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1237	321	32	0	27

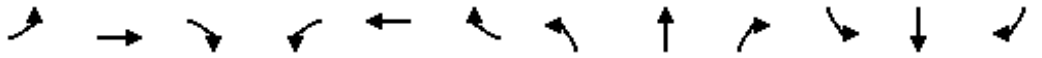
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	-	177
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1188	-	-	-	0	835
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	-	835
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	835
HCM Lane V/C Ratio	0.232	-	-	-	0.033
HCM Control Delay (s)	8.9	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.9	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Future Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	27	92	132	49	217	5	109	940	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	432	783		170	540	674	183	875	20	455	979	
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.04	0.25	0.25	0.07	0.28	0.00
Sat Flow, veh/h	1157	1870	1585	243	1288	1610	1781	3551	82	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	119	0	132	49	108	114	109	940	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1532	0	1610	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	16.1	9.0	0.0	0.2	0.0	3.4	1.3	3.2	3.2	2.9	17.0	0.0
Cycle Q Clear(g_c), s	25.2	9.0	0.0	9.2	0.0	3.4	1.3	3.2	3.2	2.9	17.0	0.0
Prop In Lane	1.00		1.00	0.23		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	432	783		709	0	674	183	438	457	455	979	
V/C Ratio(X)	0.68	0.46		0.17	0.00	0.20	0.27	0.25	0.25	0.24	0.96	
Avail Cap(c_a), veh/h	453	816		709	0	674	716	800	835	582	979	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.8	13.6	0.0	11.8	0.0	12.0	18.3	19.7	19.8	16.6	23.3	0.0
Incr Delay (d2), s/veh	3.1	0.2	0.0	0.0	0.0	0.1	0.3	0.1	0.1	0.1	19.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.5	0.0	1.0	0.0	1.1	0.5	1.2	1.3	1.1	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	13.8	0.0	11.9	0.0	12.1	18.6	19.9	19.9	16.7	42.8	0.0
LnGrp LOS	C	B		B	A	B	B	B	B	B	D	
Approach Vol, veh/h		653			251			271			1049	
Approach Delay, s/veh		19.2			12.0			19.6			40.1	
Approach LOS		B			B			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	22.1		33.9	7.5	24.0		33.9				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	4.9	5.2		27.2	3.3	19.0		11.2				
Green Ext Time (p_c), s	0.0	0.9		0.1	0.0	0.0		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

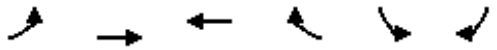
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	285	285	30	45	450
Future Volume (veh/h)	225	285	285	30	45	450
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	274	348	348	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	641	1158	506	54	111	
Arrive On Green	0.15	0.63	0.33	0.33	0.06	0.00
Sat Flow, veh/h	1810	1841	1517	161	1810	1610
Grp Volume(v), veh/h	274	348	0	385	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1678	1810	1610
Q Serve(g_s), s	2.8	2.6	0.0	6.0	0.9	0.0
Cycle Q Clear(g_c), s	2.8	2.6	0.0	6.0	0.9	0.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	641	1158	0	560	111	
V/C Ratio(X)	0.43	0.30	0.00	0.69	0.50	
Avail Cap(c_a), veh/h	1009	1562	0	1965	1084	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	2.5	0.0	8.7	13.7	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.6	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.2	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	2.6	0.0	9.2	14.9	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		622	385		55	
Approach Delay, s/veh		4.0	9.2		14.9	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.9	14.8		6.3		23.7
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	4.8	8.0		2.9		4.6
Green Ext Time (p_c), s	0.1	0.2		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	520	0	0	670	85	0	0	0	0	0	185
Future Vol, veh/h	15	520	0	0	670	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	650	0	0	838	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	954	0	0	669	0	0	1598	1661	672
Stage 1	-	-	-	-	-	-	707	707	-
Stage 2	-	-	-	-	-	-	891	954	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	729	-	-	931	-	-	117	92	459
Stage 1	-	-	-	-	-	-	489	423	-
Stage 2	-	-	-	-	-	-	401	324	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	729	-	-	914	-	-	112	0	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	0	-
Stage 1	-	-	-	-	-	-	467	0	-
Stage 2	-	-	-	-	-	-	401	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	729	-	-	914	-	-
HCM Lane V/C Ratio	-	0.026	-	-	-	-	-
HCM Control Delay (s)	0	10.1	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	125	30	220	75	10
Future Vol, veh/h	25	125	30	220	75	10
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	171	41	301	103	14

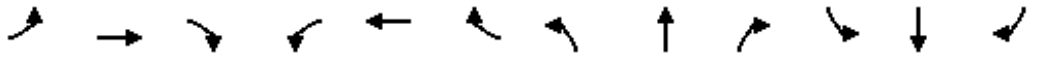
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	505	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1376	-	530	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1373	-	510	933
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	1373	-
HCM Lane V/C Ratio	0.216	-	-	0.03	-
HCM Control Delay (s)	13.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	5	5	794	56	10	5	5	140	5	100
Future Volume (veh/h)	29	390	5	5	794	56	10	5	5	140	5	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	6	6	992	70	12	6	6	175	6	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	236	1695	21	448	1372	97	65	21	522	77	1	493
Arrive On Green	0.03	0.47	0.47	0.01	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3595	44	1810	3073	217	0	63	1600	0	4	1512
Grp Volume(v), veh/h	36	241	253	6	524	538	18	0	6	181	0	125
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1622	1667	63	0	1600	4	0	1512
Q Serve(g_s), s	1.0	7.6	7.6	0.2	24.3	24.3	0.0	0.0	0.2	0.0	0.0	5.6
Cycle Q Clear(g_c), s	1.0	7.6	7.6	0.2	24.3	24.3	30.0	0.0	0.2	30.0	0.0	5.6
Prop In Lane	1.00		0.02	1.00		0.13	0.67		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	236	838	878	448	724	745	86	0	522	78	0	493
V/C Ratio(X)	0.15	0.29	0.29	0.01	0.72	0.72	0.21	0.00	0.01	2.31	0.00	0.25
Avail Cap(c_a), veh/h	360	838	878	617	724	745	86	0	522	78	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	14.9	14.9	12.8	20.8	20.8	25.7	0.0	21.0	45.5	0.0	22.8
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	6.2	6.0	0.4	0.0	0.0	627.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.9	3.0	0.1	9.6	9.8	0.3	0.0	0.1	15.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	15.0	15.0	12.8	27.0	26.8	26.1	0.0	21.0	672.7	0.0	22.9
LnGrp LOS	B	B	B	B	C	C	C	A	C	F	A	C
Approach Vol, veh/h		530			1068			24			306	
Approach Delay, s/veh		15.1			26.8			24.8			407.2	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.8		36.5	6.4	49.1		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.0	26.3		32.0	2.2	9.6		32.0				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	83.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	424	859	45	0	45
Future Vol, veh/h	140	424	859	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	544	1101	58	0	49

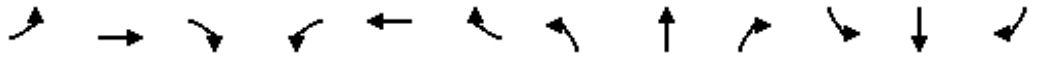
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1159	0	-	0	-	580
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	587	-	-	-	0	458
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	587	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	587	-	-	-	458
HCM Lane V/C Ratio	0.306	-	-	-	0.107
HCM Control Delay (s)	13.8	-	-	-	13.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	170	25	275	300	225	700	15	55	370	390
Future Volume (veh/h)	345	70	170	25	275	300	225	700	15	55	370	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	27	362	395	245	761	16	60	402	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	605	0		84	771	683	423	974	20	232	620	
Arrive On Green	0.42	0.00	0.00	0.42	0.42	0.42	0.14	0.27	0.27	0.04	0.17	0.00
Sat Flow, veh/h	1415	0	1585	63	1817	1610	1781	3559	75	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	389	0	395	245	380	397	60	402	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1880	0	1610	1781	1777	1857	1781	1777	1585
Q Serve(g_s), s	18.5	0.0	0.0	0.0	0.0	12.6	7.4	13.3	13.3	1.6	7.1	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	10.0	0.0	12.6	7.4	13.3	13.3	1.6	7.1	0.0
Prop In Lane	1.00		1.00	0.07		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	605	0		855	0	683	423	486	508	232	620	
V/C Ratio(X)	0.71	0.00		0.46	0.00	0.58	0.58	0.78	0.78	0.26	0.65	
Avail Cap(c_a), veh/h	605	0		855	0	683	756	777	813	396	952	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	14.0	0.0	14.8	18.8	22.5	22.5	17.8	25.8	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.1	0.0	0.8	0.5	1.0	1.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	4.0	0.0	4.4	2.7	5.1	5.3	0.6	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	0.0	14.1	0.0	15.6	19.3	23.6	23.5	18.0	26.2	0.0
LnGrp LOS	C	A		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		429			784			1022			462	
Approach Delay, s/veh		28.5			14.9			22.5			25.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	24.4		35.0	14.5	17.7		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	3.6	15.3		30.5	9.4	9.1		14.6				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.1	1.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		21.7
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

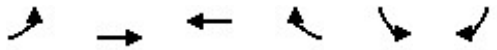
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – Build

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	409	364	149	10	20	214
Future Volume (veh/h)	409	364	149	10	20	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	499	444	182	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	913	1258	490	32	54	
Arrive On Green	0.24	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1584	104	1810	1610
Grp Volume(v), veh/h	499	444	0	194	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1688	1810	1610
Q Serve(g_s), s	5.6	3.3	0.0	2.9	0.4	0.0
Cycle Q Clear(g_c), s	5.6	3.3	0.0	2.9	0.4	0.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	913	1258	0	522	54	
V/C Ratio(X)	0.55	0.35	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1071	1445	0	1830	1003	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.1	0.0	8.8	15.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	2.2	0.0	8.9	17.6	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		943	194		24	
Approach Delay, s/veh		3.7	8.9		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	14.8		5.5		27.0
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.6	4.9		2.4		5.3
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Future Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	966	11	0	410	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	0	996	0	0	1882	1926	994
Stage 1	-	-	-	-	-	-	1437	1437	-
Stage 2	-	-	-	-	-	-	445	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1085	-	-	703	-	-	78	63	300
Stage 1	-	-	-	-	-	-	219	189	-
Stage 2	-	-	-	-	-	-	646	533	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1085	-	-	690	-	-	61	0	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	171	0	-
Stage 2	-	-	-	-	-	-	646	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	294	1085	-	-	690	-	-
HCM Lane V/C Ratio	0.021	0.205	-	-	-	-	-
HCM Control Delay (s)	17.5	9.2	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	125	19	55	35	14
Future Vol, veh/h	130	125	19	55	35	14
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	171	26	75	48	19

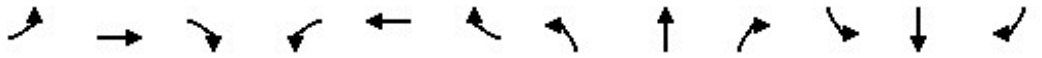
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	393	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1219	-	615	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	600	777
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1217	-
HCM Lane V/C Ratio	0.105	-	-	0.021	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Future Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1034	162	72	312	38	152	30	72	94	36	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	558	1334	209	231	1193	144	72	8	522	67	16	493
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3077	481	1810	2913	352	0	25	1600	0	49	1512
Grp Volume(v), veh/h	156	596	600	72	173	177	182	0	72	130	0	25
Grp Sat Flow(s),veh/h/ln	1810	1777	1782	1810	1622	1643	25	0	1600	49	0	1512
Q Serve(g_s), s	4.5	26.3	26.4	2.0	6.5	6.6	0.0	0.0	2.9	0.0	0.0	1.0
Cycle Q Clear(g_c), s	4.5	26.3	26.4	2.0	6.5	6.6	30.0	0.0	2.9	30.0	0.0	1.0
Prop In Lane	1.00		0.27	1.00		0.21	0.84		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	558	770	773	231	664	673	80	0	522	83	0	493
V/C Ratio(X)	0.28	0.77	0.78	0.31	0.26	0.26	2.28	0.00	0.14	1.56	0.00	0.05
Avail Cap(c_a), veh/h	615	770	773	331	664	673	80	0	522	83	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	22.2	22.2	17.5	17.9	18.0	43.0	0.0	21.9	40.4	0.0	21.2
Incr Delay (d2), s/veh	0.1	4.7	4.8	0.3	0.9	1.0	611.9	0.0	0.0	302.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.0	11.1	0.8	2.4	2.5	15.4	0.0	1.1	8.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	27.0	27.0	17.7	18.9	18.9	654.9	0.0	21.9	343.3	0.0	21.3
LnGrp LOS	B	C	C	B	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1352			422			254			155	
Approach Delay, s/veh		25.5			18.7			475.4			291.4	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	43.4		36.5	9.9	45.6		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	6.5	8.6		32.0	4.0	28.4		32.0				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	1.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	95.4	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	1082	367	25	0	25
Future Vol, veh/h	215	1082	367	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1387	471	32	0	27

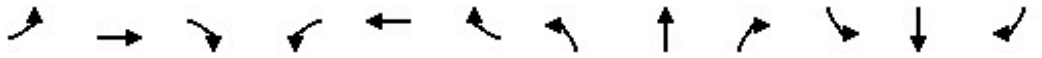
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1044	-	-	-	0	748
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1044	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	748
HCM Lane V/C Ratio	0.264	-	-	-	0.036
HCM Control Delay (s)	9.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Future Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	36	92	132	80	302	16	109	1012	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	428	786		191	456	677	194	866	46	414	955	
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.05	0.25	0.25	0.06	0.27	0.00
Sat Flow, veh/h	1157	1870	1585	291	1086	1610	1781	3433	181	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	128	0	132	80	156	162	109	1012	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1378	0	1610	1781	1777	1838	1781	1777	1585
Q Serve(g_s), s	16.5	9.2	0.0	0.4	0.0	3.5	2.2	4.8	4.9	3.0	18.0	0.0
Cycle Q Clear(g_c), s	26.1	9.2	0.0	9.6	0.0	3.5	2.2	4.8	4.9	3.0	18.0	0.0
Prop In Lane	1.00		1.00	0.28		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	428	786		648	0	677	194	448	464	414	955	
V/C Ratio(X)	0.69	0.46		0.20	0.00	0.20	0.41	0.35	0.35	0.26	1.06	
Avail Cap(c_a), veh/h	434	796		648	0	677	690	780	807	535	955	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.5	13.9	0.0	12.2	0.0	12.3	18.8	20.5	20.5	16.8	24.5	0.0
Incr Delay (d2), s/veh	3.6	0.2	0.0	0.1	0.0	0.1	0.5	0.2	0.2	0.1	46.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.6	0.0	1.1	0.0	1.2	0.8	1.8	1.9	1.1	12.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	14.1	0.0	12.3	0.0	12.3	19.3	20.7	20.7	17.0	70.8	0.0
LnGrp LOS	C	B		B	A	B	B	C	C	B	F	
Approach Vol, veh/h		653			260			398			1121	
Approach Delay, s/veh		20.0			12.3			20.4			65.5	
Approach LOS		B			B			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	22.9		34.6	8.3	24.0		34.6				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	5.0	6.9		28.1	4.2	20.0		11.6				
Green Ext Time (p_c), s	0.0	1.3		0.1	0.0	0.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	40.2	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

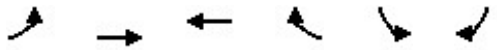
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	329	337	30	45	502
Future Volume (veh/h)	269	329	337	30	45	502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	328	401	411	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	614	1176	500	45	110	
Arrive On Green	0.17	0.64	0.32	0.32	0.06	0.00
Sat Flow, veh/h	1810	1841	1543	139	1810	1610
Grp Volume(v), veh/h	328	401	0	448	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1682	1810	1610
Q Serve(g_s), s	3.5	3.1	0.0	7.6	0.9	0.0
Cycle Q Clear(g_c), s	3.5	3.1	0.0	7.6	0.9	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	614	1176	0	545	110	
V/C Ratio(X)	0.53	0.34	0.00	0.82	0.50	
Avail Cap(c_a), veh/h	922	1516	0	1912	1052	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	2.6	0.0	9.6	14.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	1.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	2.6	0.0	10.8	15.4	0.0
LnGrp LOS	A	A	A	B	B	
Approach Vol, veh/h		729	448		55	
Approach Delay, s/veh		4.4	10.8		15.4	
Approach LOS		A	B		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	14.8		6.4		24.6
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	5.5	9.6		2.9		5.1
Green Ext Time (p_c), s	0.1	0.2		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Future Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	760	0	0	968	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1084	0	0	779	0	0	1838	1901	782
Stage 1	-	-	-	-	-	-	817	817	-
Stage 2	-	-	-	-	-	-	1021	1084	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	651	-	-	847	-	-	83	65	397
Stage 1	-	-	-	-	-	-	434	376	-
Stage 2	-	-	-	-	-	-	348	281	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	651	-	-	832	-	-	79	0	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	414	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	651	-	-	832	-	-
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-
HCM Control Delay (s)	0	10.7	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	143	47	220	90	25
Future Vol, veh/h	25	143	47	220	90	25
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	196	64	301	123	34

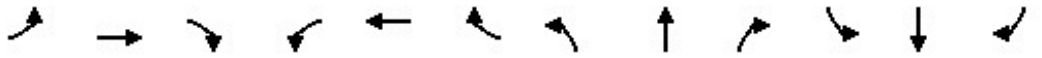
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	563	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	491	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	462	918
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1345	-
HCM Lane V/C Ratio	0.304	-	-	0.048	-
HCM Control Delay (s)	15	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Future Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	264	136	992	70	234	44	116	175	50	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	236	929	500	373	1372	97	72	0	522	70	6	493
Arrive On Green	0.03	0.42	0.42	0.06	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	2227	1199	1810	3073	217	0	0	1600	0	17	1512
Grp Volume(v), veh/h	36	389	363	136	524	538	278	0	116	225	0	125
Grp Sat Flow(s),veh/h/ln	1810	1777	1649	1810	1622	1667	0	0	1600	17	0	1512
Q Serve(g_s), s	1.0	15.0	15.1	3.9	24.3	24.3	0.0	0.0	4.8	0.0	0.0	5.6
Cycle Q Clear(g_c), s	1.0	15.0	15.1	3.9	24.3	24.3	30.0	0.0	4.8	30.0	0.0	5.6
Prop In Lane	1.00		0.73	1.00		0.13	0.84		1.00	0.78		1.00
Lane Grp Cap(c), veh/h	236	741	688	373	724	745	72	0	522	75	0	493
V/C Ratio(X)	0.15	0.52	0.53	0.36	0.72	0.72	3.86	0.00	0.22	2.99	0.00	0.25
Avail Cap(c_a), veh/h	360	741	688	444	724	745	72	0	522	75	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	20.0	20.0	15.0	20.8	20.8	46.0	0.0	22.5	43.8	0.0	22.8
Incr Delay (d2), s/veh	0.1	0.5	0.6	0.2	6.2	6.0	1318.7	0.0	0.1	932.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.9	5.5	1.5	9.6	9.8	28.0	0.0	1.8	21.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	20.5	20.6	15.2	27.0	26.8	1364.7	0.0	22.6	976.1	0.0	22.9
LnGrp LOS	B	C	C	B	C	C	F	A	C	F	A	C
Approach Vol, veh/h		788			1198			394			350	
Approach Delay, s/veh		20.4			25.6			969.6			635.6	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.8		36.5	11.4	44.1		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.0	26.3		32.0	5.9	17.1		32.0				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	238.5	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	630	1036	45	0	45
Future Vol, veh/h	140	630	1036	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	808	1328	58	0	49

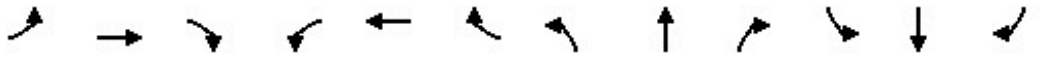
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1386	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	480	-	-	-	0	386
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	480	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	386
HCM Lane V/C Ratio	0.374	-	-	-	0.127
HCM Control Delay (s)	16.9	-	-	-	15.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Future Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	46	362	395	292	889	33	60	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	537	0		109	693	645	421	1092	41	218	694	
Arrive On Green	0.40	0.00	0.00	0.40	0.40	0.40	0.16	0.31	0.31	0.04	0.20	0.00
Sat Flow, veh/h	1415	0	1585	131	1728	1610	1781	3494	130	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	408	0	395	292	452	470	60	551	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1858	0	1610	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	16.8	0.0	0.0	1.2	0.0	13.8	9.0	16.7	16.7	1.6	10.5	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	11.7	0.0	13.8	9.0	16.7	16.7	1.6	10.5	0.0
Prop In Lane	1.00		1.00	0.11		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	537	0		801	0	645	421	555	577	218	694	
V/C Ratio(X)	0.80	0.00		0.51	0.00	0.61	0.69	0.81	0.81	0.28	0.79	
Avail Cap(c_a), veh/h	537	0		801	0	645	691	735	764	372	900	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	16.3	0.0	16.9	19.0	22.5	22.5	17.6	27.3	0.0
Incr Delay (d2), s/veh	7.8	0.0	0.0	0.2	0.0	1.3	0.8	4.0	3.8	0.3	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	4.8	0.0	5.0	3.4	6.8	7.0	0.6	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	0.0	16.5	0.0	18.2	19.8	26.5	26.3	17.9	30.0	0.0
LnGrp LOS	D	A		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		429			803			1214			611	
Approach Delay, s/veh		36.8			17.3			24.8			28.9	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	28.2		35.0	16.2	19.9		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	3.6	18.7		30.5	11.0	12.5		15.8				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.1	1.4		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		25.3
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

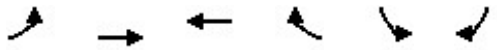
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – Build with Mitigation

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	409	364	149	10	20	214
Future Volume (veh/h)	409	364	149	10	20	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	499	444	182	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	913	1258	490	32	54	
Arrive On Green	0.24	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1584	104	1810	1610
Grp Volume(v), veh/h	499	444	0	194	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1688	1810	1610
Q Serve(g_s), s	5.6	3.3	0.0	2.9	0.4	0.0
Cycle Q Clear(g_c), s	5.6	3.3	0.0	2.9	0.4	0.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	913	1258	0	522	54	
V/C Ratio(X)	0.55	0.35	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1071	1445	0	1830	1003	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.1	0.0	8.8	15.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	2.2	0.0	8.9	17.6	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		943	194		24	
Approach Delay, s/veh		3.7	8.9		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	14.8		5.5		27.0
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.6	4.9		2.4		5.3
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Future Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	966	11	0	410	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	0	996	0	0	1882	1926	994
Stage 1	-	-	-	-	-	-	1437	1437	-
Stage 2	-	-	-	-	-	-	445	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1085	-	-	703	-	-	78	63	300
Stage 1	-	-	-	-	-	-	219	189	-
Stage 2	-	-	-	-	-	-	646	533	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1085	-	-	690	-	-	61	0	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	171	0	-
Stage 2	-	-	-	-	-	-	646	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	294	1085	-	-	690	-	-
HCM Lane V/C Ratio	0.021	0.205	-	-	-	-	-
HCM Control Delay (s)	17.5	9.2	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	125	19	55	35	14
Future Vol, veh/h	130	125	19	55	35	14
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	171	26	75	48	19

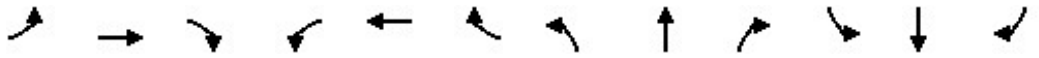
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	393	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1219	-	615	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	600	777
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1217	-
HCM Lane V/C Ratio	0.105	-	-	0.021	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Future Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1034	162	72	312	38	152	30	72	94	36	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	711	1757	275	329	1630	197	294	93	223	256	196	136
Arrive On Green	0.06	0.57	0.57	0.05	0.56	0.56	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3078	481	1810	2913	352	1350	492	1180	1302	1039	722
Grp Volume(v), veh/h	156	596	600	72	173	177	152	0	102	94	0	61
Grp Sat Flow(s),veh/h/ln	1810	1777	1782	1810	1622	1643	1350	0	1672	1302	0	1761
Q Serve(g_s), s	3.3	19.9	20.0	1.5	4.8	4.9	9.8	0.0	4.8	6.2	0.0	2.7
Cycle Q Clear(g_c), s	3.3	19.9	20.0	1.5	4.8	4.9	12.5	0.0	4.8	11.0	0.0	2.7
Prop In Lane	1.00		0.27	1.00		0.21	1.00		0.71	1.00		0.41
Lane Grp Cap(c), veh/h	711	1014	1017	329	907	919	294	0	316	256	0	333
V/C Ratio(X)	0.22	0.59	0.59	0.22	0.19	0.19	0.52	0.00	0.32	0.37	0.00	0.18
Avail Cap(c_a), veh/h	791	1014	1017	429	907	919	479	0	545	434	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	12.8	12.8	9.6	10.0	10.0	36.6	0.0	32.2	37.0	0.0	31.3
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.1	0.5	0.5	0.5	0.0	0.2	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	7.1	0.5	1.6	1.7	3.3	0.0	2.0	2.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	13.5	13.6	9.7	10.5	10.5	37.1	0.0	32.4	37.3	0.0	31.4
LnGrp LOS	A	B	B	A	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1352			422			254			155	
Approach Delay, s/veh		12.9			10.3			35.2			35.0	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	57.2		23.9	9.9	58.2		23.9				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	5.3	6.9		13.0	3.5	22.0		14.5				
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	2.8		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		16.6	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	1082	367	25	0	25
Future Vol, veh/h	215	1082	367	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1387	471	32	0	27

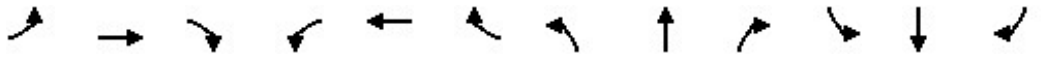
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1044	-	-	-	0	748
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1044	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	748
HCM Lane V/C Ratio	0.264	-	-	-	0.036
HCM Control Delay (s)	9.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Future Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	36	92	132	80	302	16	109	1012	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	300	598		148	335	515	245	1076	57	498	1157	
Arrive On Green	0.32	0.32	0.00	0.32	0.32	0.32	0.05	0.31	0.31	0.06	0.33	0.00
Sat Flow, veh/h	1157	1870	1585	215	1048	1610	1781	3433	181	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	128	0	132	80	156	162	109	1012	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1263	0	1610	1781	1777	1838	1781	1777	1585
Q Serve(g_s), s	8.8	9.3	0.0	0.4	0.0	3.5	1.7	3.8	3.8	2.4	15.5	0.0
Cycle Q Clear(g_c), s	18.5	9.3	0.0	9.7	0.0	3.5	1.7	3.8	3.8	2.4	15.5	0.0
Prop In Lane	1.00		1.00	0.28		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	300	598		484	0	515	245	557	576	498	1157	
V/C Ratio(X)	0.98	0.60		0.26	0.00	0.26	0.33	0.28	0.28	0.22	0.87	
Avail Cap(c_a), veh/h	300	598		497	0	529	280	578	598	556	1223	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.3	16.5	0.0	14.5	0.0	14.6	14.2	14.9	15.0	12.1	18.4	0.0
Incr Delay (d2), s/veh	46.5	1.2	0.0	0.1	0.0	0.1	0.3	0.1	0.1	0.1	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	3.9	0.0	1.1	0.0	1.2	0.6	1.3	1.4	0.8	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	17.7	0.0	14.6	0.0	14.7	14.5	15.0	15.0	12.2	25.0	0.0
LnGrp LOS	E	B		B	A	B	B	B	B	B	C	
Approach Vol, veh/h		653			260			398			1121	
Approach Delay, s/veh		42.5			14.6			14.9			23.8	
Approach LOS		D			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	24.1		25.0	8.0	24.8		25.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	5.5	* 19		18.5	4.0	19.9		* 19				
Max Q Clear Time (g_c+I1), s	4.4	5.8		20.5	3.7	17.5		11.7				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	26.4	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

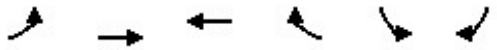
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	329	337	30	45	502
Future Volume (veh/h)	269	329	337	30	45	502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	328	401	411	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	614	1176	500	45	110	
Arrive On Green	0.17	0.64	0.32	0.32	0.06	0.00
Sat Flow, veh/h	1810	1841	1543	139	1810	1610
Grp Volume(v), veh/h	328	401	0	448	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1682	1810	1610
Q Serve(g_s), s	3.5	3.1	0.0	7.6	0.9	0.0
Cycle Q Clear(g_c), s	3.5	3.1	0.0	7.6	0.9	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	614	1176	0	545	110	
V/C Ratio(X)	0.53	0.34	0.00	0.82	0.50	
Avail Cap(c_a), veh/h	864	2052	0	1098	965	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	2.6	0.0	9.6	14.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	1.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	2.6	0.0	10.8	15.4	0.0
LnGrp LOS	A	A	A	B	B	
Approach Vol, veh/h		729	448		55	
Approach Delay, s/veh		4.4	10.8		15.4	
Approach LOS		A	B		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	14.8		6.4		24.6
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	9.5	* 20		16.5		* 35
Max Q Clear Time (g_c+I1), s	5.5	9.6		2.9		5.1
Green Ext Time (p_c), s	0.1	0.2		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Future Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	760	0	0	968	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1084	0	0	779	0	0	1838	1901	782
Stage 1	-	-	-	-	-	-	817	817	-
Stage 2	-	-	-	-	-	-	1021	1084	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	651	-	-	847	-	-	83	65	397
Stage 1	-	-	-	-	-	-	434	376	-
Stage 2	-	-	-	-	-	-	348	281	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	651	-	-	832	-	-	79	0	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	414	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	651	-	-	832	-	-
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-
HCM Control Delay (s)	0	10.7	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	143	47	220	90	25
Future Vol, veh/h	25	143	47	220	90	25
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	196	64	301	123	34

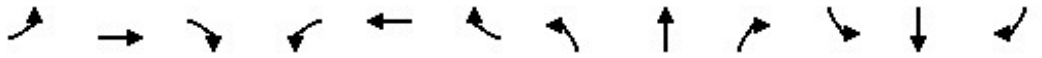
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	563	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	491	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	462	918
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1345	-
HCM Lane V/C Ratio	0.304	-	-	0.048	-
HCM Control Delay (s)	15	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Future Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	0.99		0.92	0.96		0.94	0.96		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	264	136	992	70	234	44	116	175	50	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	167	696	374	293	1100	78	469	124	328	420	107	268
Arrive On Green	0.03	0.32	0.32	0.07	0.36	0.36	0.12	0.28	0.28	0.05	0.24	0.24
Sat Flow, veh/h	1810	2148	1153	1810	3052	215	1810	440	1159	1810	453	1133
Grp Volume(v), veh/h	36	403	349	136	527	535	234	0	160	175	0	175
Grp Sat Flow(s),veh/h/ln	1810	1777	1524	1810	1622	1646	1810	0	1598	1810	0	1586
Q Serve(g_s), s	1.1	18.0	18.2	4.5	27.9	27.9	8.6	0.0	7.2	0.0	0.0	8.6
Cycle Q Clear(g_c), s	1.1	18.0	18.2	4.5	27.9	27.9	8.6	0.0	7.2	0.0	0.0	8.6
Prop In Lane	1.00		0.76	1.00		0.13	1.00		0.73	1.00		0.71
Lane Grp Cap(c), veh/h	167	576	494	293	585	593	469	0	452	420	0	375
V/C Ratio(X)	0.22	0.70	0.71	0.46	0.90	0.90	0.50	0.00	0.35	0.42	0.00	0.47
Avail Cap(c_a), veh/h	214	791	678	474	901	914	736	0	598	483	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	26.8	26.8	20.3	27.4	27.4	21.9	0.0	25.9	29.3	0.0	29.7
Incr Delay (d2), s/veh	0.2	1.3	1.6	0.4	7.3	7.3	0.8	0.0	0.2	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.3	6.4	1.8	11.2	11.3	3.7	0.0	2.8	3.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	28.0	28.4	20.7	34.8	34.7	22.7	0.0	26.1	29.9	0.0	30.0
LnGrp LOS	C	C	C	C	C	C	C	A	C	C	A	C
Approach Vol, veh/h		788			1198			394			350	
Approach Delay, s/veh		27.9			33.2			24.1			30.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	38.3	15.7	27.9	12.0	35.1	11.4	32.1
Change Period (Y+Rc), s	* 5.7	* 5.7	4.5	6.5	* 5.7	* 5.7	6.5	* 6.5
Max Green Setting (Gmax), s	* 5.3	* 50	24.5	17.5	* 15	* 40	8.1	* 34
Max Q Clear Time (g_c+I1), s	3.1	29.9	10.6	10.6	6.5	20.2	2.0	9.2
Green Ext Time (p_c), s	0.0	2.7	0.6	0.2	0.0	1.9	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	630	1036	45	0	45
Future Vol, veh/h	140	630	1036	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	808	1328	58	0	49

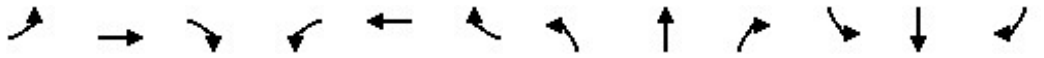
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1386	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	480	-	-	-	0	386
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	480	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	386
HCM Lane V/C Ratio	0.374	-	-	-	0.127
HCM Control Delay (s)	16.9	-	-	-	15.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Future Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	46	362	395	292	889	33	60	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	615	0		109	811	762	382	1080	40	181	689	
Arrive On Green	0.47	0.00	0.00	0.47	0.47	0.47	0.15	0.31	0.31	0.03	0.19	0.00
Sat Flow, veh/h	1415	0	1585	142	1713	1610	1781	3494	130	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	408	0	395	292	452	470	60	551	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1855	0	1610	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	28.1	0.0	0.0	0.0	0.0	16.5	12.4	22.7	22.7	2.2	14.2	0.0
Cycle Q Clear(g_c), s	42.0	0.0	0.0	13.9	0.0	16.5	12.4	22.7	22.7	2.2	14.2	0.0
Prop In Lane	1.00		1.00	0.11		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	615	0		919	0	762	382	549	571	181	689	
V/C Ratio(X)	0.70	0.00		0.44	0.00	0.52	0.77	0.82	0.82	0.33	0.80	
Avail Cap(c_a), veh/h	732	0		1080	0	903	445	819	852	210	1144	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	17.0	0.0	17.7	26.3	30.8	30.8	24.4	37.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.2	5.4	2.6	2.5	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	6.0	0.0	6.0	5.5	9.6	9.9	0.9	6.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	0.0	17.1	0.0	17.9	31.6	33.4	33.3	24.8	37.8	0.0
LnGrp LOS	C	A		B	A	B	C	C	C	C	D	
Approach Vol, veh/h		429			803			1214			611	
Approach Delay, s/veh		32.7			17.5			32.9			36.6	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	35.8		52.1	19.5	24.7		52.1				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	4.9	* 44		53.5	17.9	31.0		* 54				
Max Q Clear Time (g_c+I1), s	4.2	24.7		44.0	14.4	16.2		18.5				
Green Ext Time (p_c), s	0.0	4.3		1.6	0.1	2.4		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		29.6
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Huna Totem Corporation

WOOSH-JEE-EEN • PULLING TOGETHER

May 18, 2023

Ms. Irene Gallion
Senior Planner
Community Development Division
City and Borough of Juneau
4th Floor – Marine View Center
230 South Franklin Street
Juneau, Alaska 99801

Dear Ms. Gallion:

As we discussed yesterday, enclosed please find the updated materials we are submitting for our Conditional Use Permit Application USE23-003 for our project Aak'w Landing project. The updated materials combine reflect the original submittal for the uplands portion of the project with the requested inclusion of the tidelands portion. Included are the following:

1. The original Development Permit Application
2. An email attachment from the additional landowner for the relevant tidelands of the State of Alaska.
3. The original Conditional Use Permit Application showing the case number.
4. An updated project summary description.
5. Two drawings of the planned dock alignment.
6. An updated Architectural Narrative dated 5.17.23.
7. An updated Zoning and Parking Study also dated 5.17.23, which updates the Site and Building Specifics numbers to reflect
8. The completed Traffic Impact Analysis.

All other attachments in the original remain as submitted. We hope to complete review in a timely manner in order to make the agenda for the Planning Commission shown on the calendar for Tuesday, July 11, 2023.

Thank you for your time in reviewing these materials and your insight into the process. We look forward to moving into the next steps necessary to advance the Aak'w Landing project.

Cordially,

Fred Parady
Chief Operating Officer

9301 Glacier Hwy Suite 200 Juneau, AK 99801 Phone (907) 789-8500 Fax (907) 789-1896

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications. This form and all documents associated with it are public record once submitted.

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation
Contact Person: Fred Parady
Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801
Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)
E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____
Landowner/Lessee (Signature) — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same
Contact Person: Same
Mailing Address: Same
Phone Number(s): Same
E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

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

Intake Initials	
1/25/23	
Case Number	Date Received
USE23-003	1-25-23

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

I:\FORMS\PLANFORM\DPA_Final Draft.docx

Updated 6/2022 - Page 1 of 1

Fred Parady

From: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Sent: Friday, April 21, 2023 3:14 PM
To: Fred Parady
Subject: RE: Aak'w Landing Tidelands
Attachments: Aak'w Landing Concept Plans 2022.11.22.pdf; 2023 04 17 HTC CBJ Tidelands DEVELOPMENT PERMIT APPLICATION.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Fred,

Just gave you a call back but appears I've missed you, so figured I'd follow up via email.

As we discussed on the phone last week, it seems premature for DNR to sign the CBJ Development Permit Application (attached) as we have not seen or reviewed any application requesting use of state land for this proposal. The preliminary drawings you sent on April 17th were helpful in determining the location of the proposed tideland lease we discussed over the phone, however, I cannot sign any document granting "complete understanding and permission" for an activity until we've received, reviewed, adjudicated, and approved a complete tideland lease application from the entity requesting the use of state tidelands (whether that be CBJ or Huna Totem Corporation – as it is still unclear who is requesting this use).

The CBJ Development Permit Application does, however, note that alternative written approval may be accepted. I would like to offer this email as a proof that we have received the tentative drawings ("Aak'w Landing Concept Plans 2022.11.22") and have confirmed that this proposal, as indicated on PDF page 6, involves use of state-owned, DMLW-managed submerged lands. Placement of permanent infrastructure and long-term, commercial use of state-managed lands requires written authorization from DNR -DMLW. We look forward to receiving and reviewing your tideland lease application for this requested activity.

I hope this email will sufficiently address your needs to move forward with the City in obtaining your preliminary approvals for this project. Please feel free to give me a call if you have any questions.

Thank you,

Megan G. Hillgartner
Southeast Regional Manager
Department of Natural Resources
Division of Mining, Land and Water
P: (907) 465-3406

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, April 17, 2023 11:27 AM
To: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Subject: Aak'w Landing Tidelands

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,600 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase buildi square feet 1ST PHASE 34,000 sf, per narrative

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	$ 4,000.00	ph I class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$			

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
USE23-003	1-25-23

Project Summary

Aak'W Landing Conditional Use Permit Application

The project proposes a phased development of mixed use, including retail, food and beverage, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail and food and beverage operations, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.

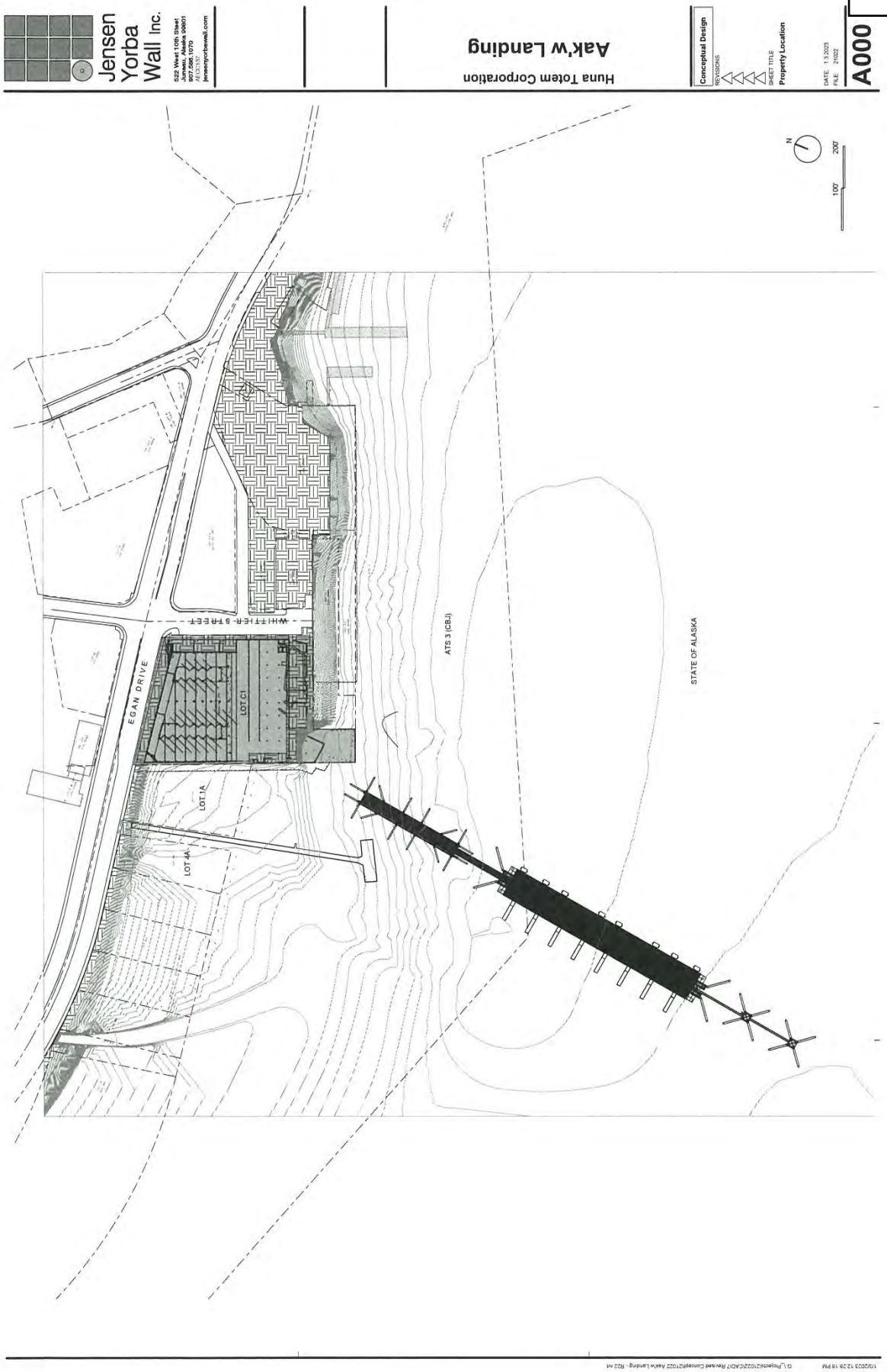
External lighting is to be developed.

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined.

Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

The pier portion of the project will utilize a proven steel float solution that will be built with a deck up to 70-feet wide and 500 feetlong, allowing for the best facility layout and passenger handling solution.

Drawings for the above project are attached.


Jensen Yorba Wall Inc.
522 West 10th Street
Juneau, Alaska 99801
(907) 586-1070
AK13137
jensenyorbawall.com
Huna Totem Corporation
Aak'w Landing
Conceptual Design
REVISIONS
SHEET TITLE
Property Location
DATE 1.3.2023
FILE 21022
A000
N
100'
200'
WHITTIER STREET
EGAN DRIVE
LOT C1
LOT 1A
LOT 4A
ATS 3 (CBJ)
STATE OF ALASKA

Overhead View

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com
Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Conditional Use Application

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.

- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the CBJ Tideland Lots to the west if this is desired in the future.
- The entire Bus Staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the Bus Staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

- The Park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the Park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in

graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.

- Shop and Cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.
- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Cruise Ship Dock.

- 500' x 70' steel floating dock of similar construction to that utilized at Icy Strait Point Berth II and Ward Cove Cruise Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design vessel during cruise season weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for the cruise fleet.
- The opposite side of the dock from the cruise ship berth will not be constructed to take the structural loads of large ships, but could be configured for tour day boat, tenders and other small watercraft such as canoes or kayaks.
- The floating berth shall be accessed with a 140-foot-long gangway rated for port of call standard equipment.
- Mooring locations to be equipped with electric capstans for line handling and will be accessible by catwalks.
- The dock includes basic facility lighting, electrical service, and wash down water from the abutment seaward.
- The proposed design includes the cable trays and structure for integrating future shore power connections once the municipal feed is available.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Total Project Area
475,377 sf. *Discussion: area of Uplands and Dock are combined for the Conditional Use Permit and to show the total size of the project. The two portions of the project are considered individually below.*

Uplands Portion of Project
Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Retail

- 103,100 sf footprint
- 150,000 sf total developed area, including:
  - One-story bus parking and loading garage
  - Two-story car parking garage
  - 34,000 sf Retail, including:
    - 4,400 sf Whittier Street-facing (Seawalk Level)
    - 19,600 sf Seawalk-facing (Seawalk Level)
    - 10,000 sf Welcome Center (Upper Plaza Level)
- 1+ acre of Park and Plaza over bus and vehicle garage

Proposed Future Phase Development: Additional Retail and Use TBD facilities at Park level

- 9,000 sf additional Retail (43,000 sf total, including Phase 1)
- 40,000 sf Future Phase, Use TBD

Parking

Parking Provided. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 117 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 172 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

Phase 1 Parking Required:	34,000 sf Retail (1 stall per 750 sf):	**46 stalls required**
Future Total Parking Required:	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use TBD	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	43 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		70-100 stalls required total

CBJ Parking Requirement:

• Commercial/Retail	1 per 750 sf
• Restaurants	1 per 750 sf
• Museum	1 per 1,500
• Recreational Space	1 per 10 seats
• Housing, 400 sf Eff.	.3 spaces per
• Housing, 1-bedroom	.4 spaces per
• Housing 2-bedroom	.6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

Dock Portion of Project
Parcel: 1C100-K83-0032 (CBJ Tidelands) and unlabeled adjacent Alaska State Tidelands
Project Area: 350,000 sf (125,000 sf on CBJ Tidelands, 225,000 sf on State Tidelands).

Discussion: Project Area is only a portion of the much larger CBJ- and State-owned parcels. Project Area includes area physically occupied by the Dock structures, the "shadow" of the 360-meter long cruise ship floating above, and approximately 20% additional space around the dock and ship to ensure compliance.

Property Zoning: MU2 (taken from adjacent C-1 Lot Zoning)
Maximum Lot Coverage: 80% (280,000 sf)
Minimum Vegetative Cover: 5% (17,500 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)

Discussion: Dimensional standards and requirements listed are for MU2 zoning. Not clear how all standards—particularly vegetative cover—apply to tideland lots which are entirely over water. However, the project will comply with a strict reading of all requirements:

- *The constructed Dock takes up an area much smaller than the allowable Maximum Lot Coverage (143,960 sf vs the allowable 280,000 sf)*
- *The Park on the Uplands is large enough to fulfill Minimum Vegetative Cover requirements (50,000 sf vs. the required 23,769 sf for the Uplands and Dock together)*
- *The Dock height will be lower than the 45' Maximum Height as determined from the datum on the Uplands.*

Allowable Uses:

- Private Moorage: 1,3 (49.25.300, 10.520)

(1, 3. Department approval required if minor dev., conditional use permit required if major development.)

Proposed Development: Floating Dock with access ramps to the adjacent C-1 parcel. No occupiable buildings are proposed in this portion of the development.

Parking: As noted above, all parking is being provided on the Uplands portion of the project.

Discussion: Parking requirements for regular passenger vehicles have been determined by the Uplands development areas without modifiers—i.e., the parking calculations assume that all visitors to the Uplands facilities arrive via personal vehicle and not on the cruise ship.

Parking requirements for the vehicles serving the cruise ship itself are not defined by code. The project includes more parking areas for buses, vans, and coaches than are currently provided at the other cruise ship docks. (For example, the AJ Dock facility provides 21 dedicated coach and bus stalls, the proposed Aak'w Landing project proposes 24 dedicated coaches and bus stalls).

Irene Gallion

From: Irene Gallion
Sent: Tuesday, May 30, 2023 10:16 AM
To: randall.p.vigil@usace.army.mil
Subject: FW: USE23-03: Subport Development - agency comments
Attachments: 03 TIA Aak'w Landing Study 05.19.23 (002).pdf; 04 2023 05 18 HTC CBJ CUP Updated Materials w o TIA.PDF

Hi Randy, resending with correct domain.

From: Irene Gallion
Sent: Tuesday, May 30, 2023 10:01 AM
To: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; 'randall.p.vigil@USACE.army.gov' <randall.p.vigil@USACE.army.gov>; 'matthew.t.brody@usace.army.mil' <matthew.t.brody@usace.army.mil>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; 'dave.d.stiles@uscg.mil' <dave.d.stiles@uscg.mil>
Subject: USE23-03: Subport Development - agency comments

Hello all,

Attached are revised application materials for proposed development of a cruise ship dock and associated uplands infrastructure. You can find additional information at our web site: https://juneau.org/community-development/short-term-projects

The Conditional Use Permit hearing has been scheduled for July 11, 2023.

Please have comments to CBJ by **June 26, 2023** for inclusion in the staff report. Comments received between June 26, 2023 and July 7, 2023 at noon will be forwarded directly to the Planning Commission. Comments received after July 7, 2023 at noon cannot be accepted.

Note that the purpose of the Planning Commission hearing and Conditional Use Permit process is to assure the project meets local codes and complies with local plans. We recognize that this project will still require permits from other local, state and federal agencies.

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 x4130

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Bridget LaPenter
Sent: Tuesday, May 30, 2023 8:43 AM
To: Irene Gallion
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit

Received, thank you. I'll take a look at this ASAP and get back to you with any questions/comments.

Bridget

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, May 30, 2023 8:33 AM
To: Bridget LaPenter <Bridget.LaPenter@juneau.gov>
Subject: FW: USE23-03: Aak'w Landing Conditional Use Permit

HI Bridget,

For this project, a few things that would be good to know from the GE standpoint:

- What utilities are in Whittier Street and do they need updating?
- Does the traffic impact analysis provide anything concerning for CBJ? (Note that DOT will have their say, but that doesn't mean you can't flag it as a concern)
- I am not sure the relationship between Docks and Harbors and Utilities for things like water, sewer or dock electrification.

Iterative versions that you may stumble across have shown angled back-out parking onto Whittier Street. That will not be allowed, and the applicant knows that. They showed it to be helpful, but any parking along Whittier is our baby and cannot count toward their parking requirements. Also, we do not allow back-out parking unless it is residential.

Look it over, and if you need to chat we can. Also, note the web site linked below, the projects are listed by number.

Thanks!

IMG

From: Irene Gallion
Sent: Tuesday, May 30, 2023 8:28 AM
To: Charlie Ford <Charlie.Ford@juneau.gov>; General Engineering <General_Engineering@juneau.gov>; Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Cc: Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; John Bohan <John.Bohan@juneau.gov>; Matthew Creswell <Matthew.Creswell@juneau.gov>
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit

Hello all,

We've received updated materials from the applicant:

- A Traffic Impact Analysis, currently under review by ADOT&PF.

- Updated scope includes a dock concept.

The Planning Commission hearing is scheduled for July 11, 2023. Abutters notices will go out this week.

Please have comments to me by **June 26, 2023** for inclusion in the staff report analysis. Comments received after June 26 but before July 7th at noon will be provided directly to the Commission.

Thank you!

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, February 2, 2023 2:56 PM
To: Charlie Ford <Charlie.Ford@juneau.gov>; General Engineering <General_Engineering@juneau.gov>; Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Cc: Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; John Bohan <John.Bohan@juneau.gov>; Matthew Creswell <Matthew.Creswell@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Aak'w Landing Conditional Use Permit

Hello CBJ Team,

We have received an application from Huna Totem for the uplands development of the subport lot. As part of the review process, we are circulating the application amongst CBJ departments for input that will be provided to the Planning Commission for review.

Attached is the application, draft plans and concept drawings. You can also find information at the short term planning web site: https://juneau.org/community-development/short-term-projects

We do not have the case scheduled for the Planning Commission yet.

If you could provide feedback by **February 16th, 2023**, that would be very helpful. I've attached an Agency Comment Form for your use. If you need more time let me know and we will work something out.

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 X2

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Alexandra Pierce
Sent: Wednesday, May 31, 2023 1:47 PM
To: Irene Gallion
Subject: First blush reaction to TIA

Hi! See below. I've put my comments in bold and then pasted the sections from the document for reference. Let me know if you have any questions!

Trip distribution (p. 10): Huna Totem used the following assumptions for bus trip origin and destinations. I don't understand why or how so many buses would be going to the east or north based on the tour offerings available. There are two tours that would go downtown, both are small bus, small capacity tours.

- 60% to/from Egan Drive from the West
- 30% to/from Egan Drive from the East
- 10% to/from Egan Drive from the North

10th & Egan (p.14): Even only 60% of bus traffic headed to the valley, the applicant recommends longer light times at 10th and Egan. This is concerning to me because it could back up Douglas traffic and negatively impact neighborhoods to facilitate bus traffic. On one hand they are saying that there will be 10-15 buses an hour (not that big a deal). On the other hand, this suggests that there will be so much bus traffic that they need to change the signal timing at an intersection.

- Egan Drive / W 10th Street Intersection
o Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

Estimates (p.42): this is where I really have questions and concerns.

- **The TIA assumes that CBJ would provide a circulator. We are currently evaluating the utility of a circulator but stating that we would provide (and pay for) a circulator that meets HTC's needs is a bold assumption. We have not supplied data on the timing or trips per hour of a future circulator so I am not sure where HTC is getting its assumptions of a municipally provided and funded circulator that operates on a 15 minute interval. The AJ Dock provides its own shuttle and HTC should pe prepared to do the same regardless of the outcome of a circulator study.**
- **Additionally, the buses per hour piece seems unrealistic given how cruise ship arrivals and bus departures work. There are a rush of departures right when a ship arrives and then another rush in the afternoon (if the ship is on a full day port call).**
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- **Finally, CBJ and HTC have never discussed alignment or agreement on the Seawalk. A seawalk a shown on their plans (at my request) but there is no mutually agreed plan for seawalk construction. 3000 pedestrians on Egan seems like a lot without a plan and timing for pedestrian upgrades or seawalk construction.**

TRAFFIC

Busses (Coaches):
• 30 arrivals and departures daily.
• Staggered, with 10-15 coaches leaving per hour in the morning and then 10-15 arriving per hour in the afternoon.
• A maximum of 3 busses leaving at the same time.
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• All of this traffic would turn left onto Egan to go to/from the glacier and Auke Bay.

Private Operators
• 30 arrivals and departures daily
• A mix of smaller school busses and vans. 20 school busses and 10 vans.
• Staggered, with 5-10 busses and 4-6 vans per hour departing in the morning and then returning in the afternoon.
• A maximum of 2 busses and two vans leaving at the same time.
• An average of 30 people per school bus and 15 per van for a total of 750 people per day.
• 75% of this traffic would go left on Egan and 25% would go right towards downtown/Thane.

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• 30 arrivals and departures daily.
• Spread throughout the day, so 10 departures per hour in the morning, 10 arrivals per hour in the afternoon.
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Downtown Circulator
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Alexandra Pierce | Tourism Manager
City & Borough of Juneau, AK
Location: 155 South Seward Street
Cell: 907.500.8677

Irene Gallion

From: Irene Gallion
Sent: Wednesday, May 31, 2023 3:47 PM
To: Fred Parady;Corey Wall
Subject: FW: First blush reaction to TIA

Hi Fred and Corey,

First comments on the TIA are below. Might be worth getting together with your traffic engineer and getting a head start on these. I've not heard back from ADOT&PF yet.

Happy to discuss it,

IMG

From: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Sent: Wednesday, May 31, 2023 1:47 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: First blush reaction to TIA

Hi! See below. I've put my comments in bold and then pasted the sections from the document for reference. Let me know if you have any questions!

Trip distribution (p. 10): Huna Totem used the following assumptions for bus trip origin and destinations. I don't understand why or how so many buses would be going to the east or north based on the tour offerings available. There are two tours that would go downtown, both are small bus, small capacity tours.

- 60% to/from Egan Drive from the West
- 30% to/from Egan Drive from the East
- 10% to/from Egan Drive from the North

10th & Egan (p.14): Even only 60% of bus traffic headed to the valley, the applicant recommends longer light times at 10th and Egan. This is concerning to me because it could back up Douglas traffic and negatively impact neighborhoods to facilitate bus traffic. On one hand they are saying that there will be 10-15 buses an hour (not that big a deal). On the other hand, this suggests that there will be so much bus traffic that they need to change the signal timing at an intersection.

- Egan Drive / W 10th Street Intersection
  o Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

Estimates (p.42): this is where I really have questions and concerns.

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Alexandra Pierce | Tourism Manager
City & Borough of Juneau, AK
Location: 155 South Seward Street
Cell: 907.500.8677

Irene Gallion

From: Irene Gallion
Sent: Thursday, June 1, 2023 9:02 AM
To: Schuler, Michael K (DOT)
Subject: FW: First blush reaction to TIA

Hi Michael!

See note below to Arthur, who is out of town. Hope all is well over there!

IMG

From: Irene Gallion
Sent: Thursday, June 1, 2023 8:45 AM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Subject: FW: First blush reaction to TIA

Hi Arthur,

I got some early feedback from our Tourism Manager and thought it might be good context for the ADOT&PF review. See below.

Thanks!

IMG

From: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Sent: Wednesday, May 31, 2023 1:47 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: First blush reaction to TIA

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Alexandra Pierce | Tourism Manager
City & Borough of Juneau, AK
Location: 155 South Seward Street
Cell: 907.500.8677

Irene Gallion

From: Dan Bleidorn
Sent: Thursday, June 1, 2023 10:57 AM
To: Fred Parady;Irene Gallion
Subject: RE: Updated Materials for CUP Case Number USE23-003
Attachments: 2023 05 26 Dev Permint App Tidelands CBJ.pdf

Sorry, I thought I already emailed this out last week.

From: Fred Parady <FParady@hunatotem.com>
Sent: Thursday, June 1, 2023 9:02 AM
To: Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Updated Materials for CUP Case Number USE23-003

Dan:

Did you receive this and could you sign digitally and return – please and thanks!

Fred

From: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Sent: Thursday, May 25, 2023 11:50 AM
To: Fred Parady <FParady@hunatotem.com>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Updated Materials for CUP Case Number USE23-003

I am free tomorrow at 10 or could sign this digitally if you can send me a copy.

From: Fred Parady <FParady@hunatotem.com>
Sent: Thursday, May 25, 2023 9:48 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Subject: Re: Updated Materials for CUP Case Number USE23-003

Am in Hoonah today…Dan, is there a time tomorrow I can come to your office?

Sent from my iPhone

> On May 25, 2023, at 9:20 AM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:
>
> Fred, can you get a DPA signed by Dan Bleidorn of our Lands Department? Thanks!
>
> IMG
>
> ---
>
> **From:** Fred Parady <FParady@hunatotem.com>
> **Sent:** Thursday, May 18, 2023 5:20 PM
> **To:** Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>; Permits

<Permits@juneau.gov>
Cc: Russell Dick <russell.dick@HunaTotem.com>; Garth Schlemiel <gas@soslaw.com>; Mickey Richardson <Mickey@hunatotem.com>; Bruce Walter <bwalter@dpdii.com>
Subject: Updated Materials for CUP Case Number USE23-003

Irene:

Attached please find the updated materials for our CUP application for the Aak'w Landing project, which reflect both the uplands and the tidelands. Also attached is the completed Traffic Impact Analysis for transmittal to DOTPF.

Thank you for your work with us on this process and its details. Please contact me if you have any questions.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

<image001.png>

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

To be completed by Applicant

PROPERTY LOCATION

Physical Address: O Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1 Tidelands

Parcel Number(s): n/a

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation | Contact Person: Fred Parady

Mailing Address: 9301 Glacier Highway, Suite 200, Juneau 99801 | Phone Number(s): 907.789.8504, 907.723.3903

E-mail Address: fparady

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Dan Bleidorn — CBJ Lands Manager
Landowner/Lessee (Printed Name) — **Title (e.g.: Landowner, Lessee)**

X Daniel Bleidorn — 05/26/2023
Landowner/Lessee (Signature) — **Date**

Landowner/Lessee (Printed Name) — **Title (e.g.: Landowner, Lessee)**

X _____ — _____
Landowner/Lessee (Signature) — **Date**

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Huna Totem Application | Contact Person: Fred Parady

Mailing Address: Same | Phone Number(s): 907.789.8504, 907.723.3903

E-mail Address: Same

X _____ — 5.26.2023
Applicant's Signature — **Date of Application**

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

	Intake Initials
Case Number	Date Received

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

I:\FORMS\PLANFORM\DPA_Final Draft.docx

Updated 6/2022– Page 1 of 1

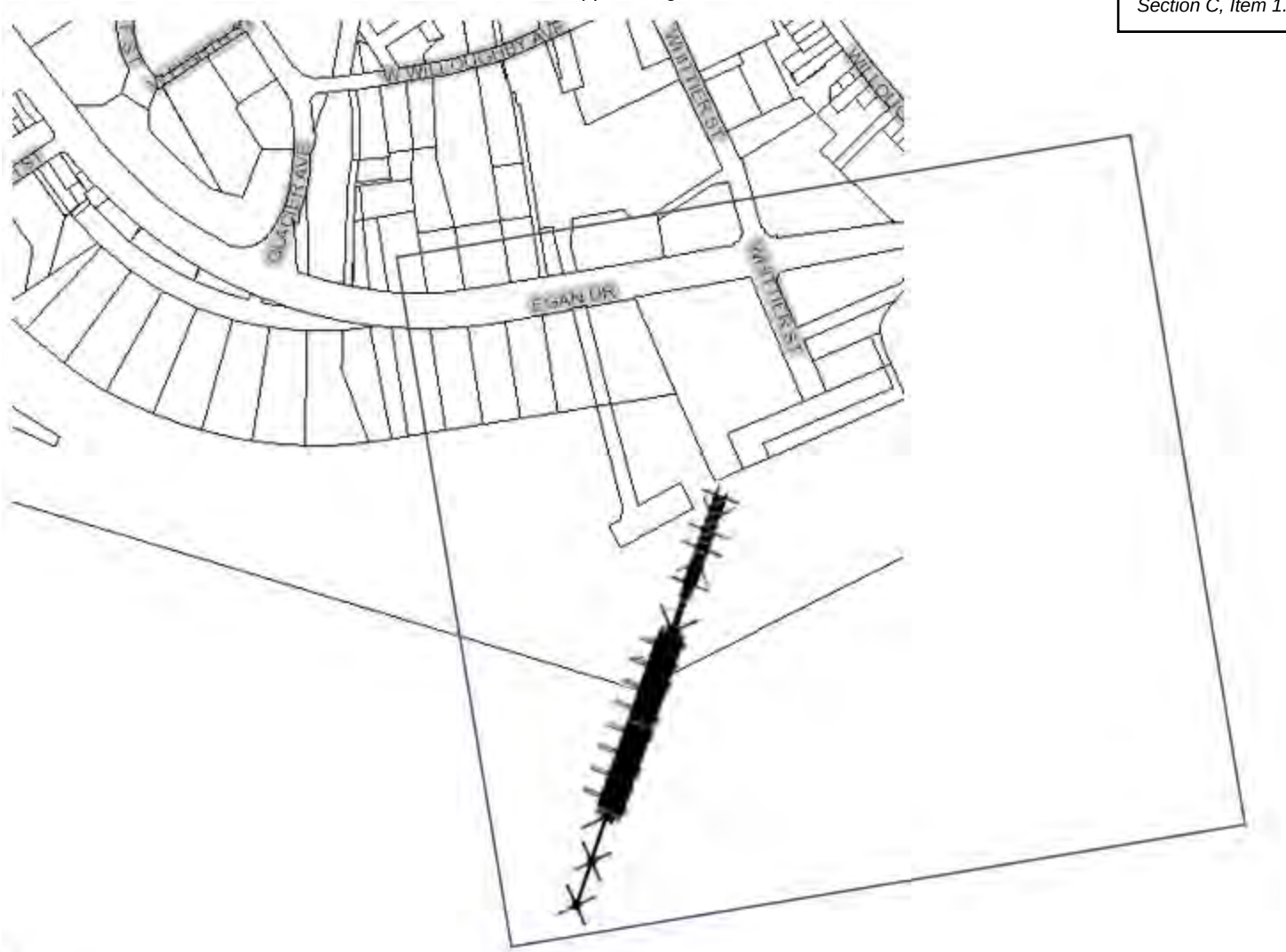
Irene Gallion

From: Irene Gallion
Sent: Thursday, June 1, 2023 9:01 AM
To: Fred Parady;Mickey Richardson
Subject: FW: USE23-03: public notice graphic

Hi Fred,

Thanks for the chat this morning. Does the image below address the coordinate concerns while representing the proposal accurately? This keeps the proposed structures out of the fuel dock tidelands. The blue line would be removed for the abutters notices.

Thanks for the quick turn!

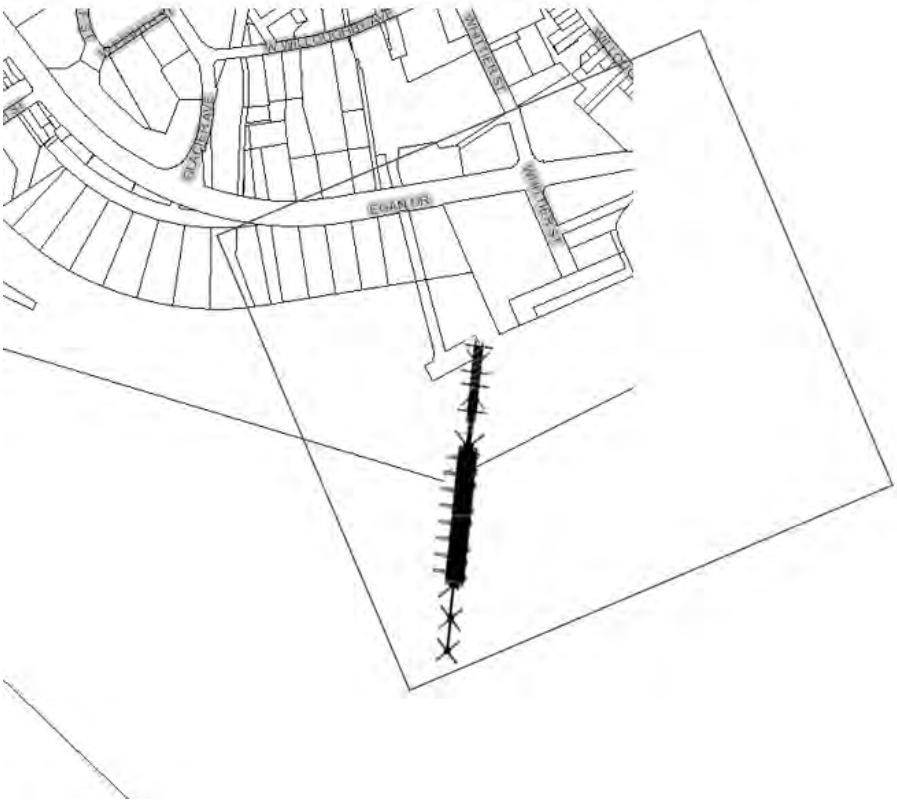


From: Irene Gallion
Sent: Wednesday, May 31, 2023 8:19 AM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: public notice graphic
Importance: High

Hi guys,

Are you planning to use the tidelands held by AJT Mining Company (old fuel dock)?

When I juxtapose the JYW drawing onto our parcel lines it ends up with dock structures in AJT tidelands:



The purpose of the graphic is for the public notice post card, so I don't want to put anything on there that is incorrect or inappropriately alarming. We need to get these notices out this week so a prompt reply is much appreciated.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Thursday, June 1, 2023 4:38 PM
To: Lily Hagerup
Subject: FW: USE23-03: public notice graphic

Tomorrow morning I'll tidy this up.

From: Irene Gallion
Sent: Thursday, June 1, 2023 4:37 PM
To: Fred Parady <FParady@hunatotem.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: FW: USE23-03: public notice graphic
Importance: High

Hi guys,

Unless you throw a flag by tomorrow morning, we'll be moving forward with this graphic. Sorry for the pressure, but we need to get this moving to meet code requirements.

Thanks!

IMG

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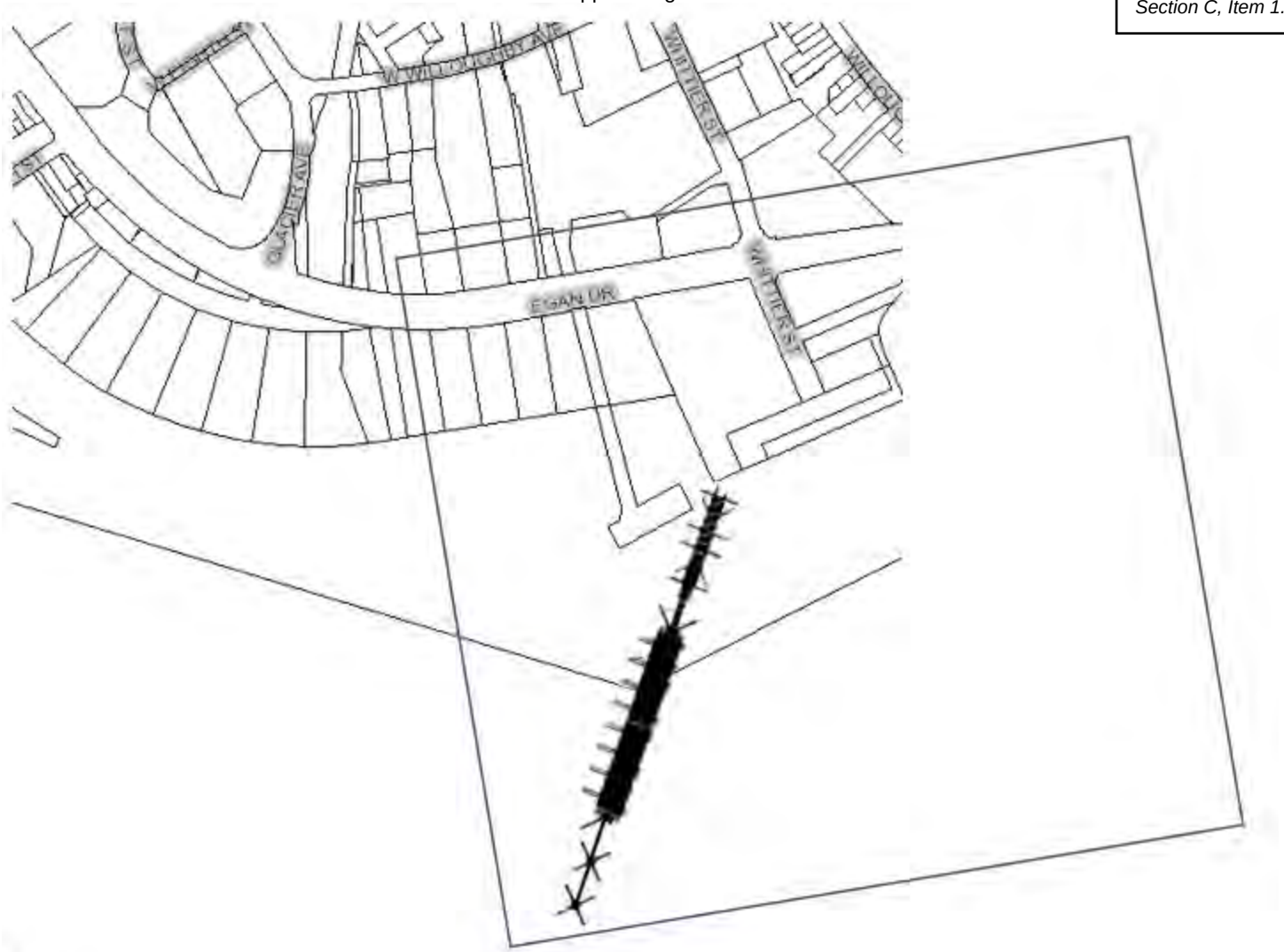

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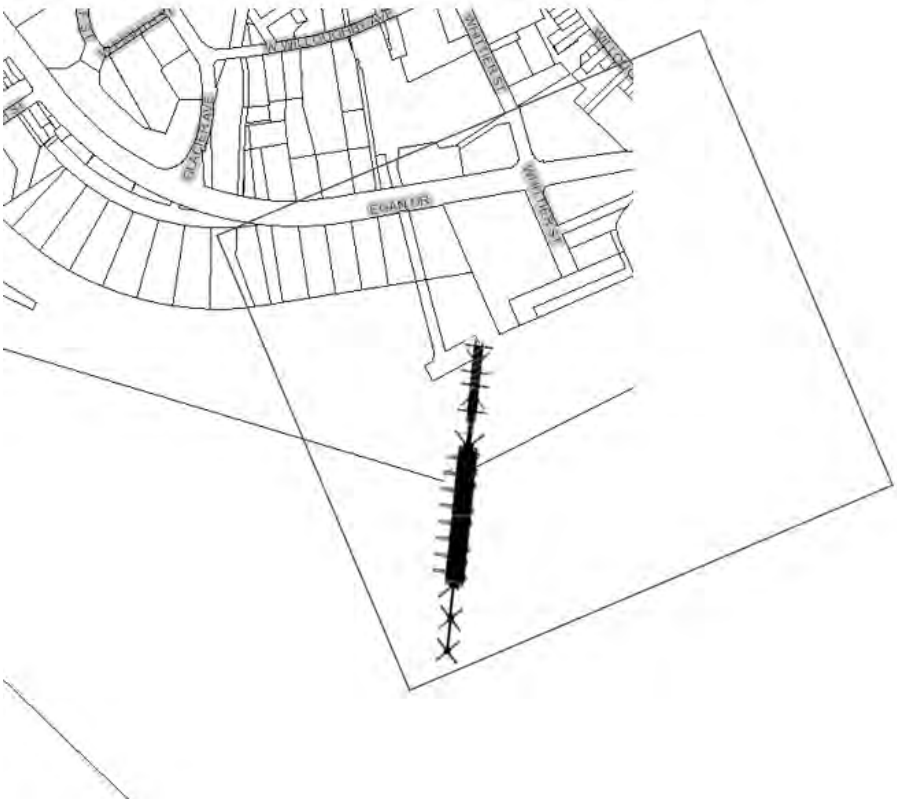

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Irene Gallion

From: Alexandra Pierce
Sent: Thursday, June 1, 2023 12:20 PM
To: Irene Gallion
Subject: RE: Really dumb question
Attachments: Cruise Ship Numbers_AP1.xlsx; State of the Visitor Industry 4.3.23 v.1.pptx; 3.22.23_COW_Tourism v.2.docx

I thought it was too, but it's not there! I wonder if there's something up with the website. I'll look into it when I get back from lunch.

Either way, here is a ship capacity spreadsheet. This was designed to show how we could get to 2 million passengers without a dock, and 2.6 with a new dock given trends in ship building, etc. The numbers coped and pasted below show current actuals for average ship size and total number of passengers at each dock. You will notice that the anchorage is way lower than any of the docks. The "adjusted for additional dock" section shows average ship sizes based on trends in ship building and facility capacity. It's really really hard to anchor and lighter a 4000 passenger ship. We have a 3000 passenger ship at anchor a couple times this year and it's logistically rough. We typically anchor smaller ships and the averages reflect that. The industry is building either 3000+ or 1000- passenger ships these days. There are very few 1500-2500 passenger ships under construction (the type we typically see up here). I've also attached a powerpoint and memo I gave to the COW a few months ago that probably get further into the weeds than you care to venture, but they might have some helpful context.

2023 Actuals

Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
AJD	2749				453,592
FKL	3000				369,718
CT	2500				275,962
AS	1074				458,589
ACT (Anchor)	1718				109,971
		0	0	0	1,667,832

Current Capacity

Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
XL	4000	90,000	550,440	45,000	685,440
XL	3000	67,500	412,830	33,750	514,080
L	2500	56,250	344,025	28,125	428,400
S	700	15,750	96,327	7,875	119,952
L (Anchor)	2000	45,000	275,220	22,500	342,720
					0
		274,500	1,678,842	137,250	2,090,592

Adjusted for Additional Dock

Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
XL	4000	90,000	550,440	45,000	685,440
XL	3000	67,500	412,830	33,750	514,080
L	2500	56,250	344,025	28,125	428,400
L	2000	45,000	275,220	22,500	342,720
XL (docked)	3500	78,750	481,635	39,375	599,760
S	700	15,750	96,327	7,875	119,952
		353,250	2,160,477	176,625	2,690,352

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, June 1, 2023 12:06 PM
To: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: RE: Really dumb question

I thought you did, too. I thought it was under the VITF page, but did not find it there. It is not on our page or D&H.

From: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Sent: Thursday, June 1, 2023 11:50 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Really dumb question

Here you go. I thought we had an updated version with the new appendices online somewhere, but I'm having a hard time finding it.

https://juneau.org/wp-content/uploads/2022/03/CBJ_Waterfront_Plan_FINAL_112204.pdf

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, June 1, 2023 10:08 AM
To: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: Really dumb question

Where is the LRWP? Is there a posted copy with updated appendices?

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 x4130

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MEMORANDUM

DATE: October 11, 2023

TO: Maria Gladziszewski, Chair Assembly Committee of the Whole

FROM: Alexandra Pierce, through Rorie Watt, City Manager

SUBJECT: State of the Visitor Industry 2023

This memo builds on the tourism discussion at the January 23, 2023 Lands, Housing, and Economic Development Committee. The intent of this document and the accompanying presentation and discussion is to help advance the Assembly's knowledge of this complex public policy issue from the multiple perspectives that contribute to public discourse around the visitor industry.

Too often, we talk about cruise tourism in very broad terms, total passengers per season, economic activity generated or in very specific terms from the public – flight seeing noise, whale watching boat wake, neighborhood impact. To better frame our discussions, it is important to acknowledge the varying and valid perspectives.

The cruise line perspective

Starting with cruise lines, the first thing to understand is that the Alaska market is in high demand. According to Bermello Ajamil and Partners, a cruise-industry focused planning and design firm (and authors of CBJ's Long Range Waterfront Plan), the Alaska market will grow from 4% of global market share in 2019 to 6% in 2023. This increase is significant considering the size of the global cruise markets. In individual discussions with cruise lines, most want to be good community partners and conceptually support our local initiatives. However, there is natural tension between the desire to be a good corporate citizen and the reality of being a publicly traded company predicated on growth. Simply put, everyone supports the concept of limits but everyone also wants to bring one or more new ships to Alaska. Juneau had 1.3 million visitors in 2019 and is projected to receive 1.67 million in 2023.

Growth takes several different forms. We have all seen that ships are getting bigger. All the major lines are building new ships. We're also seeing new itineraries and destinations added in an attempt to grow the industry by spreading visitation across more ports. Itineraries are becoming more creative, with lines moving away from the traditional seven day, three ports and a glacier model. Juneau plays an interesting role in this evolution. We are the mature, established Alaska port and we remain a top rated destination. Traditionally, we have been considered a 'linchpin' port due to our size, location in the middle of the region, and shore excursion opportunities. Conventional industry wisdom is that

marketable Alaska cruises depart on a weekend and include Juneau, and such itineraries will remain desirable. In discussions with the cruise lines, we have made the argument that not every ship needs to stop here and we're starting to see lines sell itineraries of varying lengths and destinations. For example, Disney is adding a new ship in Alaska and it will not call in Juneau.

Growth over the past decades has meant larger ships and busier schedules in Ketchikan, Juneau, and Skagway. The future is more complex. Hoonah has added a new dock. Sitka has a double berth. A development in Klawock is on the horizon. Cross Gulf of Alaska itineraries and longer sailings departing out of San Francesco are becoming more common. The landscape in next 10 years is going to look very different from past 10 and growth will not follow the same trajectory. Juneau will continue to be a top selling port, but we can expect to see less predictable schedules, more diversified itineraries, and new developments in the region in years to come. This can be a good thing for Juneau as we consider the right size for our visitor industry. However, we'll also likely see new market entrants. MSC and Virgin, global cruise lines with large ships, have both stated a desire to come to Alaska. While berths in Seattle and Vancouver are filling up, LA and San Francisco have space and Vancouver has stated plans to construct an additional berth.

Another consideration from the cruise line perspective is money. The graphic in the attached presentation shows that ultimately, it's all the same money. A passenger buys a ticket on a cruise ship, and it pays for everything that ship does along its itinerary. That includes passenger fees, public and private dockage fees, and everything that happens on board the ship. This is important when we consider things like passenger fee allocations and public and private infrastructure investments. There are no funds that are not derivative of passengers – any private investment must be backed by visitation and under many scenarios (but not all) that would mean a growth in visitation. Cruise lines and private dock owners have fiduciary responsibility to their investors to maintain and grow profits. That responsibility is difficult to reconcile with community needs.

The shore excursion perspective:

Shore excursions are integral to the local tourism economy. Currently, shore excursion operators are almost all local businesses and employ a lot of Juneau residents. Many of our local operators are members of our community, and are conscious of the need to follow TBMP guidelines, be good stewards of the lands where they operate, work behind the scenes to support efforts to slow or limit growth, and to train seasonal staff to respect the needs of residents. In a healthy cruise tourism market, there are enough shore excursion opportunities to disperse passengers and mitigate the impacts of a large volume of people in town at once. There are two ways that shore excursion operators sell tours: Indirectly through the cruise line in a wholesale model, and directly through online bookings and sales booths. Shore excursions, of course, have impacts. Below is a description of some of the larger shore excursion markets and CBJ's scope of management authority.

Flightseeing remains popular in Juneau and was the subject of extensive public process in the early 2000's, which contributed to the creation of TBMP with some of the early guidelines addressing flight paths and operator behavior. Around the same time, CBJ set up a revolving loan program that allowed Wings of Alaska to convert its planes operating downtown to quieter turbine engines, which translated to fewer flights that are safer and shorter in duration. Flightseeing is also heavily regulated by the FAA and CBJ has virtually no influence over how helicopters and floatplanes operate. The State of Hawaii launched a flightseeing task force in 2020 to evaluate options for regulation. The resulting bill, which would have required helicopter tour operators to submit monthly reports on their flight activity to the

State Department of Transportation, was vetoed because the FAA does not permit state agencies to impose or enforce regulations on aircraft and the state would be unable to take any substantive action based on the information gathered.

According to a 2019 McKinley Research report, Juneau accounts for 60% of the Alaska whale watch market. Whale watching has relatively low barriers to entry and its own jurisdictional challenges. CBJ regulates behavior in its harbors, NOAA regulates behavior related to interactions with wildlife, and the Coast Guard regulates boater safety. TBMP and WhaleSense are valuable programs for voluntary compliance, but CBJ currently lacks any enforcement mechanisms. A new commercial float for whale watch and charter vessels was constructed at Statter Harbor in 2021, and it is already over capacity, with operators docking elsewhere in the harbor or at private facilities. It would be possible to set up a limited permitting system for docking at CBJ facilities. However, Docks & Harbors relies partially on fees from whale watching vessels and because D&H is an enterprise fund that is charged by Ordinance and motivated by increased private activity to fund its harbors. An enterprise fund driven system is not directed to determine and balance community needs. Moreover, a permitting system would not apply to private dock facilities.

Parks & Rec currently permits tour activity on designated CBJ trails based on recommendations from the Commercial Trails Working Group in 2004. While the commercial use list is old and in need of updating, the trail permitting system has worked relatively well for the past 20 years. The Rainforest Trail was constructed using Marine Passenger Fees in 2001 to mitigate resident concerns about tour use on Outer Point Trail. The Juneau Trails Plan, started by CBJ, the USFS, Alaska State Parks, and Trail Mix in 2019, is partially complete. Staff resources were directed elsewhere during the pandemic and we have not had the capacity to staff the project since. If there is a desire to complete this plan in the near term, we would likely need to hire a consultant. Staff estimates the cost of completion at $60,000-$80,000.

The U.S. Forest Service also bases its trail permitting off the Juneau Trails Working Group, and all of its commercially permitted trails are within the Mendenhall Glacier Recreation Area. The glacier currently sees 700,000 visitors per year, and the USFS has conducted an extensive planning process over the past six years to expand this capacity. The final product is likely several years away and funding is uncertain.

CBJ's 2022 Tourism Survey results are evenly split on whether to spread visitors out across the borough or to confine visitor operations to a few known area. Regardless of the direction the Assembly takes on dispersion versus condensation, Juneau appears to be nearing the point where shore excursion capacity does not meet demand. Without new opportunities, we will continue to see growth in markets that already feel 'full' (i.e. whale watching). If the Eaglecrest gondola is constructed in the next few years, we can expect approximately 70,000 visits in the first year. The gondola certainly represents an opportunity for disbursement, but even at full projected capacity, it will not scale up enough to make a major difference. Shore excursion growth should be strategic. New activities should happen in locations supported by public process.

The Public Perspective

CBJ survey data on public perceptions of tourism has remained relatively unchanged over the past two decades. People generally feel that the benefits outweigh the impacts and also agree that CBJ isn't doing enough to manage tourism. It is a complex public policy issue and with so many competing but also interrelated interests, jurisdictions and choices it is hard to understand the full effect of our tourism-related decisions. The VITF did a good job of synthesizing and reporting on public comments and making

a set of moderate and balanced recommendations including establishing limits, building infrastructure that supports both the public and visitors, and getting more involved in ship scheduling. Staff is working on all these recommendations and more, but in the face of steady growth, it's easy to see why many residents feel that CBJ isn't doing enough. To be blunt, growth is faster than negotiated policy work.

We conduct surveys because we typically hear from the people who feel disproportionately affected, either positively or negatively, by the visitor industry. It's valuable to hear from a random sample of residents. However, each time there is a proposal for tourism activity in a new area, we hear from people who are concerned about being displaced. The Marine Passenger Fee budget has not yet gone to Finance. Based on the recommendations of the VITF and the recent Assembly discussion about the Pioneer Road, staff proposes moving $100,000 - $120,000 in Marine Passenger Fees off the Seawalk to fund a public process around commercial use throughout the borough. The policy component should be fairly straightforward, building on the work of the VITF, but we need a focused public process about the best areas of town for visitor industry activity and that has not yet taken place.

The Assembly Perspective

The Assembly is tasked with a number of big tourism decisions in the coming months, all of which are related to the issues discussed above. The proposed fifth dock is top of mind for many of you. Without some sort of detailed capacity agreement, a fifth dock will lead to growth. A larger ship can fit at dock than at anchor. Ships are getting bigger, and with more diversified itineraries, the traditional gaps in the schedule are filling. A fifth dock will also likely spread passengers through downtown and along the waterfront. It may catalyze seawalk development and bring more people to businesses outside of the South Franklin corridor. Like everything tourism-related, it comes with benefits and drawbacks.

The concept of Juneau's visitor "capacity" has been discussed for years as our volume increases. Some believe we are past our capacity and some feel that we have room to grow. At some point, highly rated destinations lose their appeal due to overcrowding and/or lack of infrastructure and services to manage volume. CBJ's current approach is to address concerns about growth through open communication and negotiated agreements with the industry. A result of the recently signed five ship MOA is that visitation for 2024 is projected to be level with 2023 while other ports are growing. We have good relationships with most major cruise lines and with CLIA, and are treated as an example of a port that engages proactively. Our next steps are to enter into a contractual agreement with CLAA and become more involved in scheduling. The 'best ship at best dock' may take some experimentation before we know what works, but we anticipate having more influence over port operations.

We often see the perception that CBJ does whatever the industry wants, or that staff and the Assembly are beholden to industry might. The reality is more complex. The negotiated agreement approach is largely untested elsewhere in the world and presents new and challenging territory for the cruise lines. Beyond that, we only have blunt management tools at our disposal. We can close our lightering float. We can leave a city dock empty on certain days. We can move to acquire private docks. As anyone who was present for the CLIA lawsuit knows, these tools all come with consequences. It is critical that we decide what kind of destination we want to be in the future and use the right tools to meet the right outcomes.

In conclusion, there are no easy answers and while staff continues to push for a regional strategy, that is only a piece of the solution. Our goal with this memo and the accompanying presentation is to help the

Assembly understand the complexities of the situation so you can consider all the necessary factors in your difficult decisions ahead.

Summary of Recommendations:

1. Trail Plan Funding
2. Commercial Use Funding

Summary of Upcoming:

1. Adoption of Passenger Fee expenditures in the budget
2. Planning Commission consideration of the HTC Subport Dock (date)
3. Record Cruise Ship Passenger Visitation this summer
4. Ongoing negotiations of Seawalk connection between AJ Dock & Franklin Dock
5. Contractual Relationship with Cruise Line Agencies of Alaska for scheduling and use of CBJ facilities under draft.

Attachments

A. Slide Deck of Presentation by CLIA at Juneau Chamber
B. CLIA letter regarding Huna Totem development

2023 Actuals

Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax
AJD	2749			
FKL	3000			
CT	2500			
AS	1074			
ACT (Anchor)	1718			
		0	0	0

Current Capacity

Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax
XL	4000	90,000	550,440	45,000
XL	3000	67,500	412,830	33,750
L	2500	56,250	344,025	28,125
S	700	15,750	96,327	7,875
L (Anchor)	2000	45,000	275,220	22,500
		274,500	1,678,842	137,250

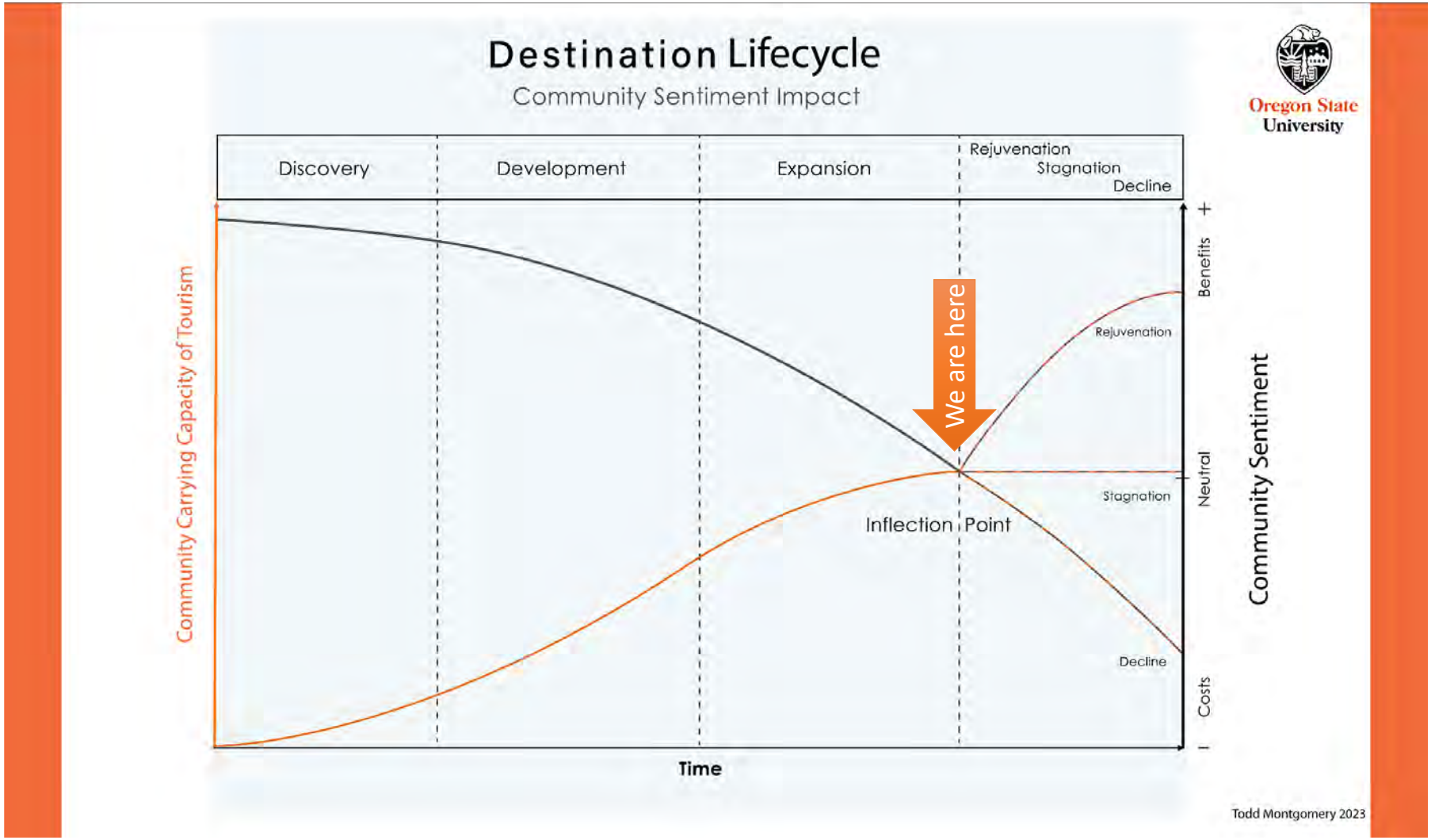
Adjusted for Additional Dock

Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax
XL	4000	90,000	550,440	45,000
XL	3000	67,500	412,830	33,750
L	2500	56,250	344,025	28,125
L	2000	45,000	275,220	22,500
XL (docked)	3500	78,750	481,635	39,375
S	700	15,750	96,327	7,875
		353,250	2,160,477	176,625

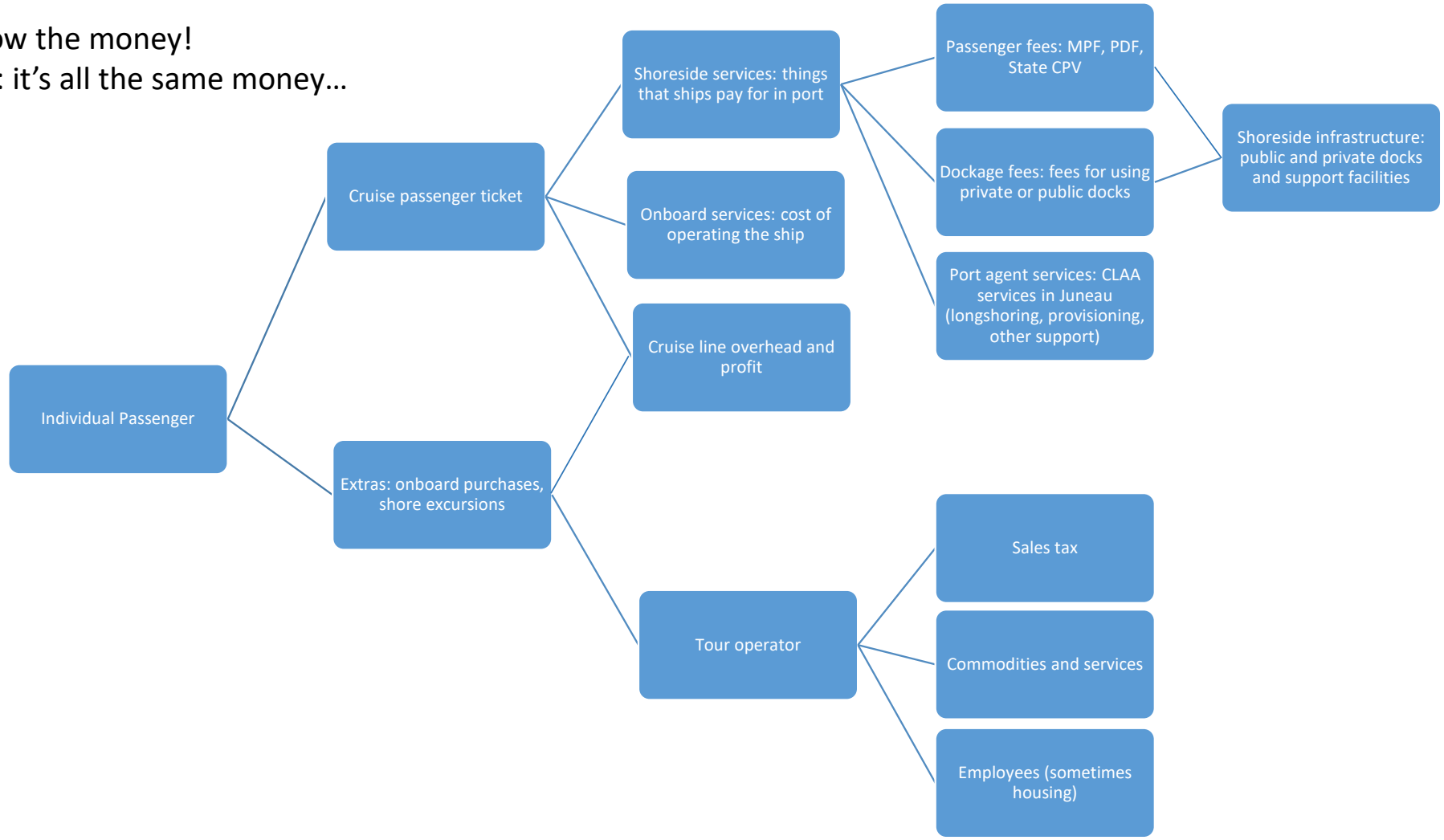
Total
453,592
369,718
275,962
458,589
109,971
1,667,832

Total
685,440
514,080
428,400
119,952
342,720
0
2,090,592

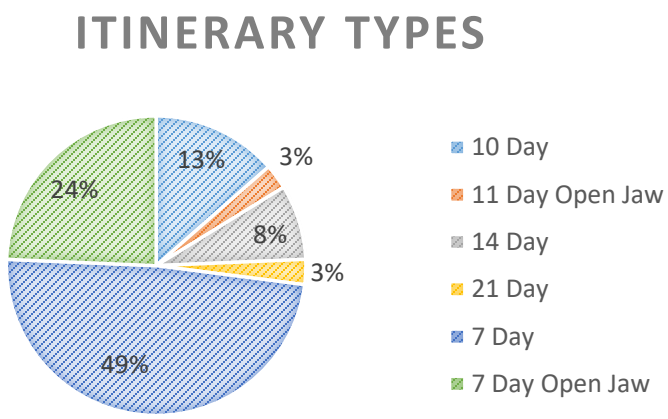
Total
685,440
514,080
428,400
342,720
599,760
119,952
2,690,352

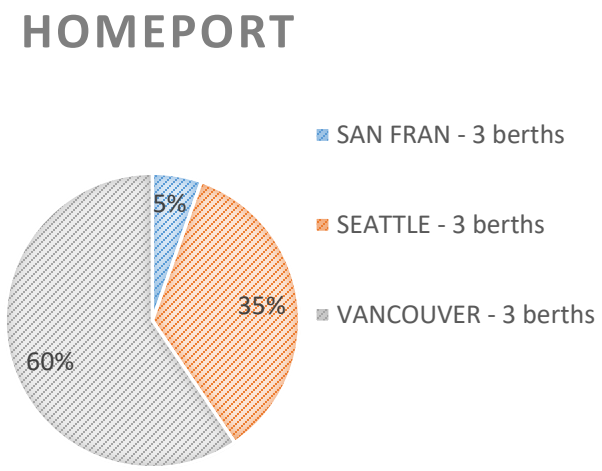

Destination Lifecycle
Community Sentiment Impact
Oregon State University
Discovery
Development
Expansion
Rejuvenation
Stagnation
Decline
We are here
Community Carrying Capacity of Tourism
Rejuvenation
Stagnation
Inflection Point
Decline
Benefits
Neutral
Costs
Community Sentiment
Time
Todd Montgomery 2023

Follow the money!
Hint: it's all the same money…

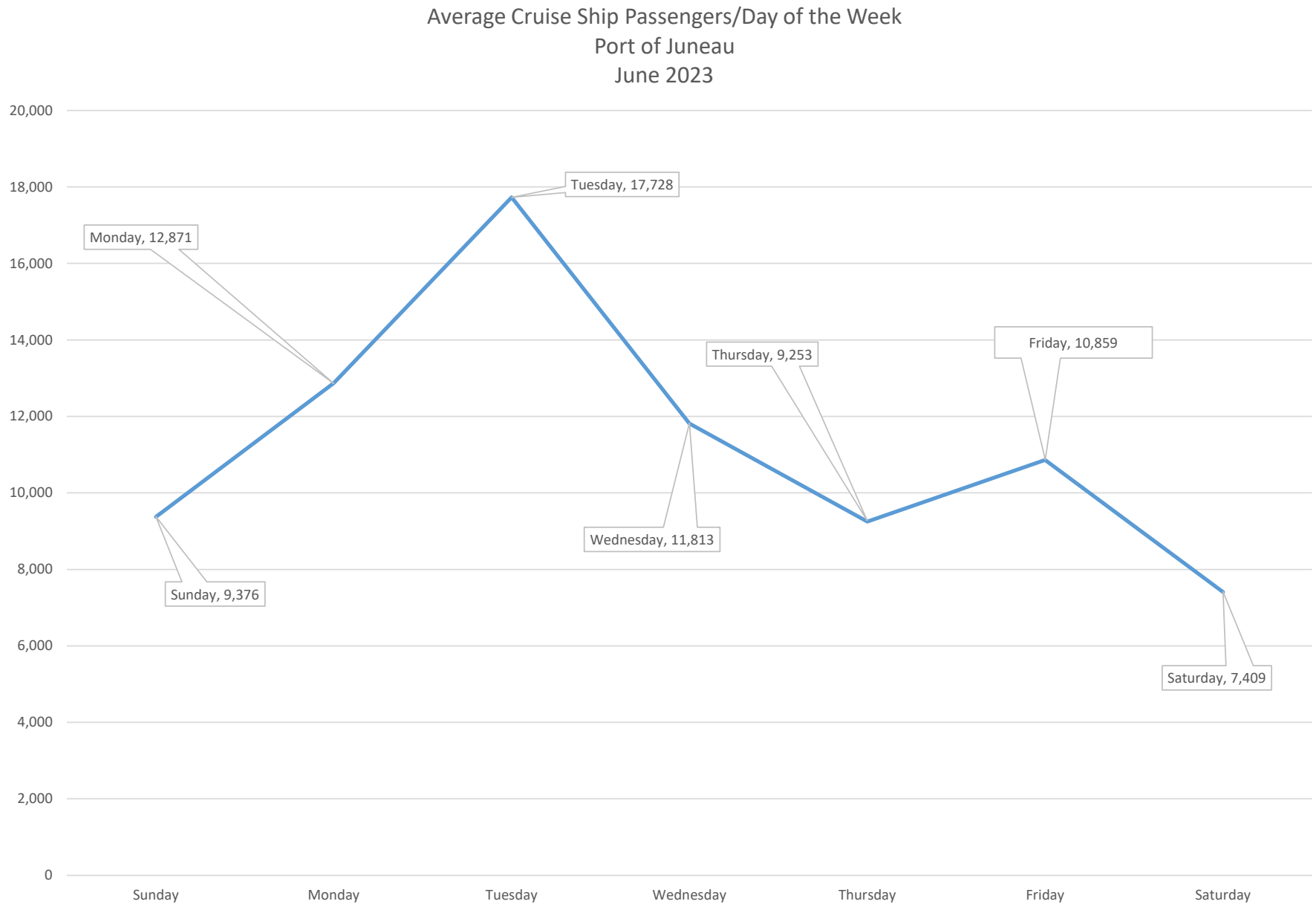


Itineraries

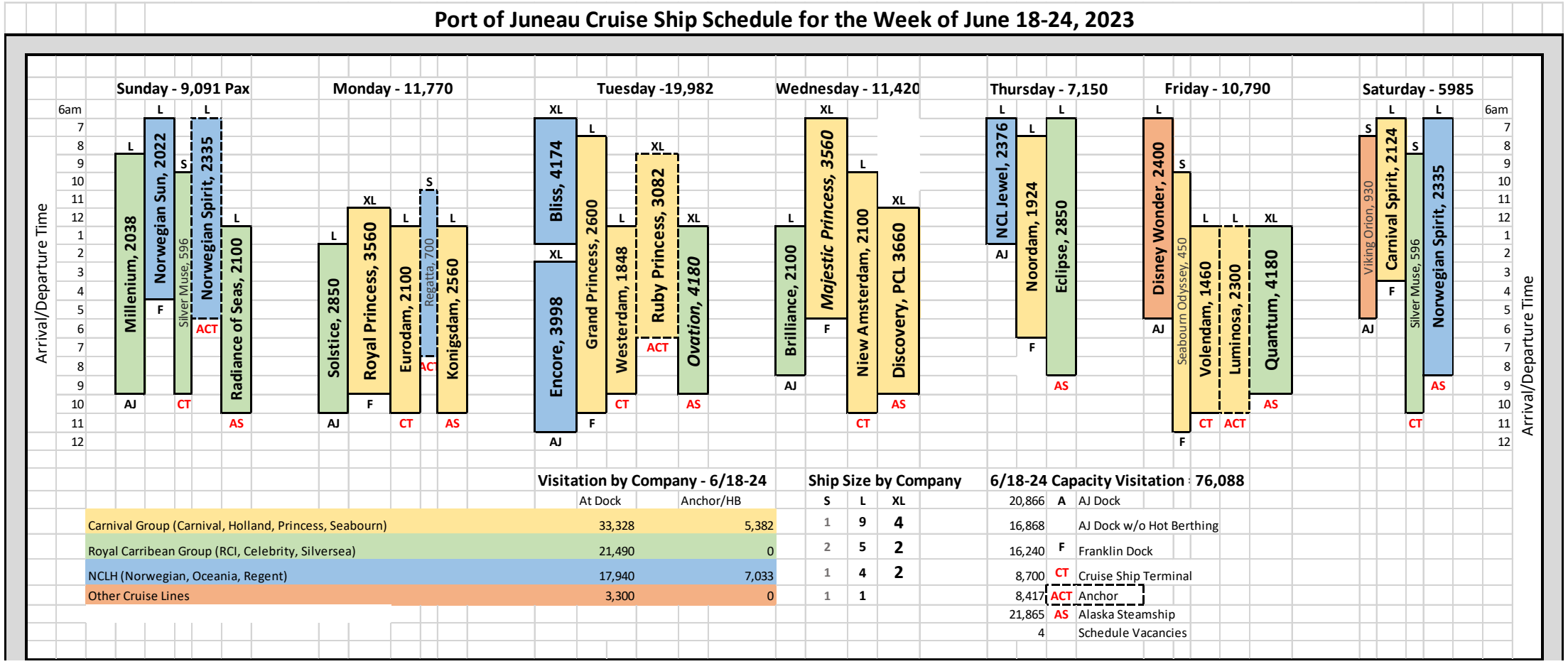




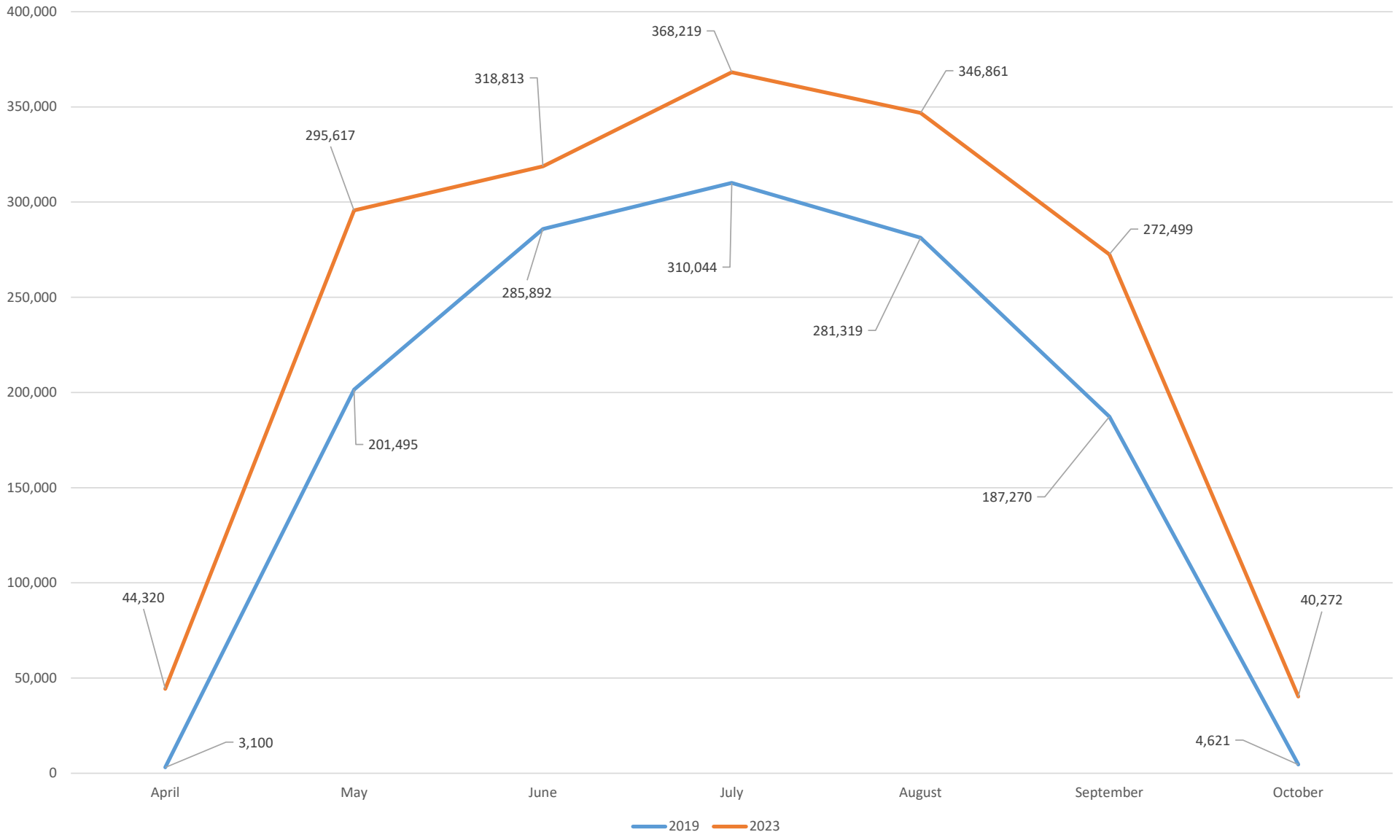
- Traditional Itinerary: 7 days round trip, Vancouver or Seattle
- Open Jaw Itinerary: 7 days point to point, Seward or Whittier, typically includes an interior tour
- Outlier Itineraries: Queen Elizabeth – rotates between 7/10/12 day itineraries, Majestic Princess – rotates between 7 day open jaw and 14 day round trip, Viking Orion – sails 11 day open jaw and spends 3 days in Seward


Average Cruise Ship Passengers/Day of the Week
Port of Juneau
June 2023
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Monday, 12,871
Tuesday, 17,728
Wednesday, 11,813
Thursday, 9,253
Friday, 10,859
Sunday, 9,376
Saturday, 7,409
Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday

Weekly Snapshot, June 2023



Port of Juneau, Cruise Visitation Trends/Passengers per Month – 2019 vs 2023



Theoretical Maximum Visitation

Current Capacity					
Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
XL	4000	90,000	550,440	45,000	685,440
XL	3000	67,500	412,830	33,750	514,080
L	2500	56,250	344,025	28,125	428,400
S	700	15,750	96,327	7,875	119,952
L (lightered)	2000	45,000	275,220	22,500	342,720
					0
		274,500	1,678,842	137,250	2,090,592

Adjusted for Additional Dock					
Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
XL	4000	90,000	550,440	45,000	685,440
XL	3000	67,500	412,830	33,750	514,080
L	2500	56,250	344,025	28,125	428,400
S	1000	22,500	137,610	11,250	171,360
XL (docked)	3500	78,750	481,635	39,375	599,760
S	700	15,750	96,327	7,875	119,952
		330,750	2,022,867	165,375	2,518,992

- This represents how we get to 2 million passengers at our current capacity and how we get to 2.5 million with a new dock
- Many assumptions are made in this table – the port is full every day, we will see a 4000 passenger ship every day, etc. but it shows the path for growth.
- Data is based on current ship sizes and on trends in ship building.
  - New builds trend toward the small luxury market (<1000 pax) and the large mass market (>3000 pax)

Proposed Subport Dock
Aak'w Landing (HTC)
14+ Bus Spaces
AJ Dock
18+ Bus Spaces
Steamship Wharf (CBJ)
12 Bus Spaces
Cruise Ship Terminal (CBJ)
12+ Bus Spaces
Franklin (aka Princess)
15+ Bus Spaces
Peratrovich Plaza
12 Small Bus/Van Spaces

Alaska: current and future business

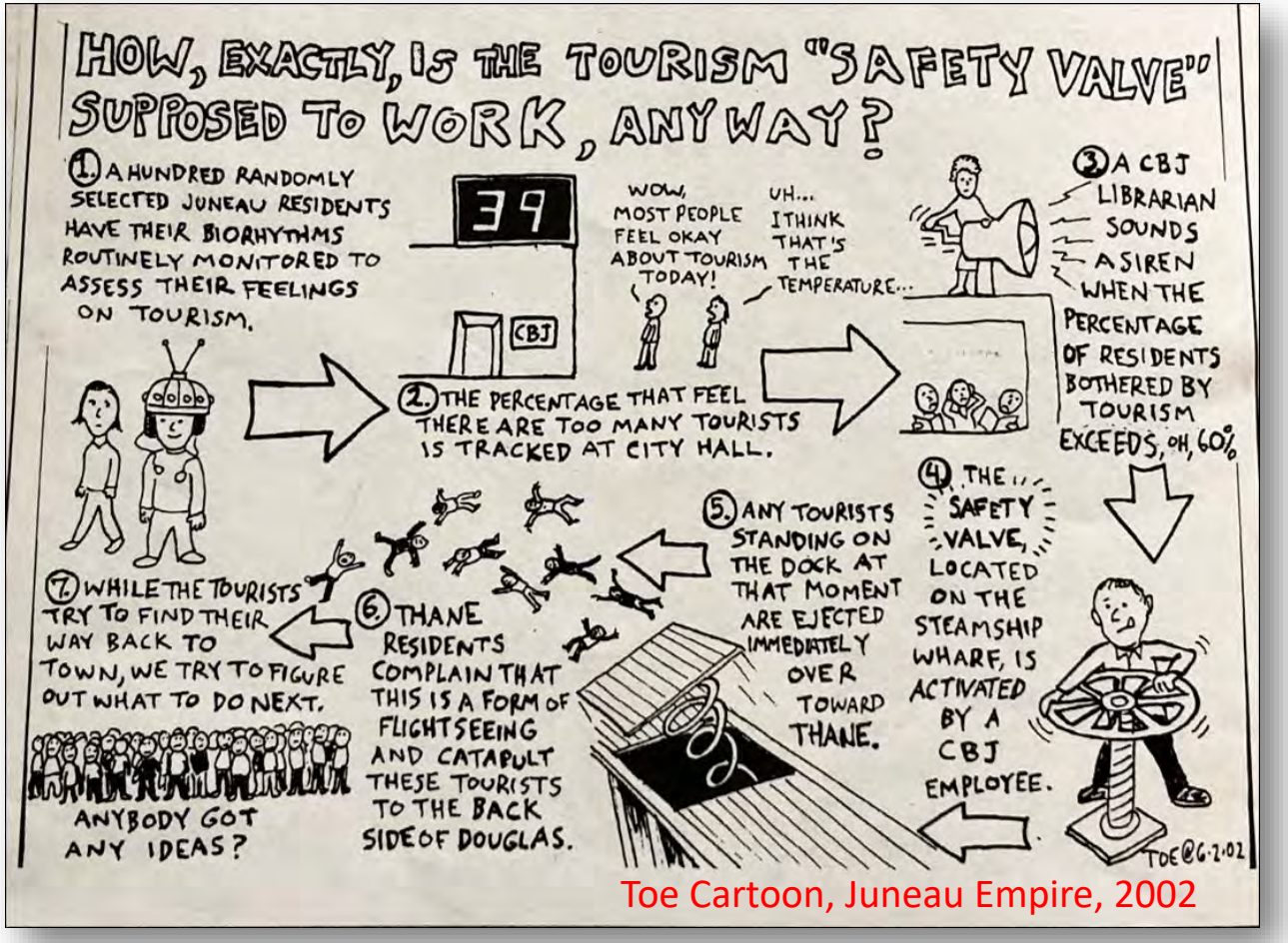
Coming to Alaska	Planning to Come to Alaska
Carnival – Holland America, Princess, Carnival, Cunard, Seabourn, etc. (90 ships, 8 ordered, 42% of pax 2021)	MSC – MSC, Explora (19 ships, 3 ordered, 10% of pax 2021), other business: shipping (560 ships)
Royal Caribbean – Royal Caribbean, Celebrity, Silversea (60 ships, 4 ordered, 24% of pax 2021)	Virgin (2 ships, 2 ordered, 1% of pax 2021), other business: airlines, media, etc.
Norwegian Cruise Line – Norwegian, Regent, Oceania (18 ships, 5 ordered, 10% of pax, 2021)	
Disney (5 ships, 3 ordered, 2% of pax 2021), other business: theme parks, media, merchandise, etc.	
Viking (82 ships, 9 ordered, 1% of pax 2021), mostly river cruise ships, all new builds are ocean ships	

Shoreside Activities

McDowell Group, 2016

- Local economic benefits of tourism are derived from the activities passengers do on shore
  - Tours, shopping, dining out, ancillary benefits
- The goal of any destination is to maximize local economic benefits while minimizing negative impacts
- A near-term public process on shore excursion disbursement and longer-term regional strategy should focus on several key principles:
  - Minimizing resident impacts
  - Recognizing that all tourism management decisions are interconnected
  - Articulating community goals and priorities (starting with the VITF recommendations)
  - Promoting a managed and sustainable industry locally and regionally
  - Maximizing local employment, business ownership, and economic activity
  - Industry-buy in and incentives to reward “good neighbor” operators

Commercial Use, Shore Excursions, Public Experience



Toe Cartoon, Juneau Empire, 2002

Irene Gallion

From: Alexandra Pierce
Sent: Thursday, June 1, 2023 8:23 AM
To: Irene Gallion
Subject: Re: USE23-03: Thoughts

I have a spreadsheet with all of that and an offsite meeting this morning. I'll get it to you as soon as I'm back in the office.

On Jun 1, 2023, at 7:55 AM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:

You said we had 100,000 visitors who came to town and were lightered.

How many days did we have boats that were at anchor? Was anchoring used as frequently as a dock would be? If we assume a ship docked every day, how does that differ from the lighter numbers?

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 x4130
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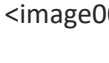

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Friday, June 2, 2023 3:30 PM
To: Dan Bleidorn
Subject: RE: USE23-03: Construction of seawalk over CBJ tidelands

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From: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Sent: Friday, June 2, 2023 2:26 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: USE23-03: Construction of seawalk over CBJ tidelands

Does Parks manage the seawalk? Yep. They will need an easement across private property.

I thought Carl worked on this in the past and might have a good idea of the process needed. I'll ask him. I'd guess that, at a bare minimum, we need a DPA signed by you.

On CBJ property: nothing needed from me but would there be an appropriations ordinance to pay for it? I am not sure. I THINK the idea is that Huna Totem builds it with their own funds as part of their facility, but I should get clarification.

CDD and the PC for building permits and conformity with plans… PC will determine conformity with code and plans. More qualitative items would be attached as conditions on the tidelands lease, according to public record.

but we'd have to check in with Law to make sure the Assembly doesn't need to be involved. Such a hot topic, I bet they would want it directed through a committee. I think, where I am, the Commish approves or denies, and that is considered the compliance review. This is PC authority, and does not get approved by the Assembly. Might need a PAD the land lease? Or does the CUP cover it? If there is a PAD that will be another opportunity for the Assembly to weigh in and maybe refer to committee.

How does this connect to the north and south? As proposed, the west side hits the Egan sidewalk, and the east side exits onto Whittier, which is currently lacking pedestrian facilities. That might impact CG parking and access, and NOAA access.

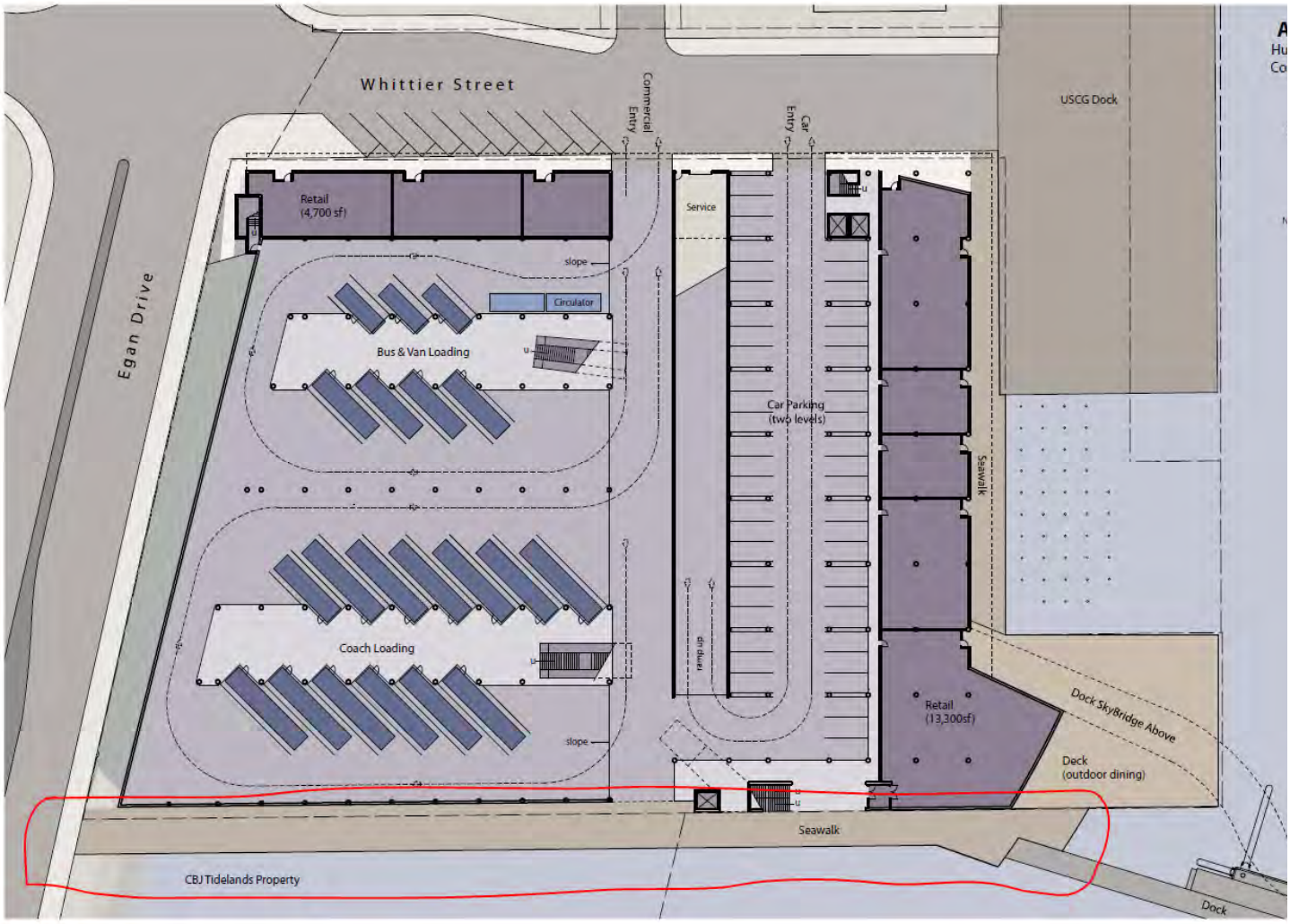
What do Carl and Alix think of this plan? Don't know for sure. Alix has concerns about the development in general, and feels it is a little wobbly at this point, may be because we are early in the development process, where things are not yet totally funded and sussed out. The Applicant will not want to put real money into design until they have a good idea of if they are going in the right direction. Haven't heard from Carl/D&H yet.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, June 2, 2023 1:16 PM
To: Dan Bleidorn <Dan.Bleidorn@juneau.gov>
Subject: USE23-03: Construction of seawalk over CBJ tidelands

Huna Totem is proposing construction of a seawalk over CBJ tidelands.

The seawalk will need to be managed and maintained by CBJ P&R. Parts of the seawalk on private land w eased in favor of CBJ.

For the parts over what is currently CBJ tidelands, what process/paperwork would be needed to construct?



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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Friday, June 2, 2023 8:59 AM
To: George Schaaf
Cc: Michele Elfers
Subject: RE: P&R Comments re Aak'w Landing
Attachments: Ord2005-29(am)-Seawalk.pdf; Plat 2009-37.pdf

Thanks George!

FYI, right now they do propose a seawalk, partly over CBJ tidelands and partly on their property (blue line):

They are anticipating a 16 foot wide per Ordinance 2005-29 (attached). We can ask for 20 – they may already have it, depending on scaling errors.

My understanding (and I need to find documentation for this) is that Heat Street was developed to accommodate seawalk around the back of the Coast Guard and NOAA (Plat 2009-37, attached). Also, I know Goldbelt and D&H are working on rationalizing a patchwork of land ownership at the Seadrome, which may result in some development that could accommodate a swoop to a coastal seawalk. Lots of dynamic stuff going on.

Thanks!

IMG

From: George Schaaf <George.Schaaf@juneau.gov>
Sent: Friday, June 2, 2023 8:40 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>

Cc: Michele Elfers <Michele.Elfers@juneau.gov>
Subject: P&R Comments re Aak'w Landing

Hi Irene,

I'm attaching comments from P&R regarding Huna Totem's CU permit application for Aak'w Landing.

Thanks for the opportunity – please let me know if you have any questions.

Best,
George

George Schaaf (he/him – *what's this?*)
Director
Parks & Recreation Department

City & Borough of Juneau
155 S. Seward St.
Juneau, Alaska 99801
Ph: (907) 586-5226

Presented by: The Manager
Introduced: 09/12/2005
Drafted by: J.W. Hartle

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2005-29(am)

An Ordinance Relating to the Seawalk in the Area Encompassed by the Long Range Waterfront Plan.

WHEREAS, the Assembly has adopted the Long Range Waterfront Plan; and

WHEREAS, that plan includes a seawalk extending along the entire downtown waterfront to provide a useable transportation corridor; and

WHEREAS, the CBJ Land Use Code currently requires property owners developing or redeveloping their property to construct the seawalk and dedicate an easement for it; and

WHEREAS, having the City and Borough construct the seawalk will facilitate development of a coherent, useable corridor; and

WHEREAS, the LID process can be used to provide for construction of the seawalk along properties not under development.

NOW, THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough code.

Section 2. Amendment of Subsection. CBJ 49.70.960 Special waterfront areas, is amended at subsection (c)(6) to read:

...

(6) Seawalk. A pedestrian access easement and walkway intended to provide a continuous pedestrian path along the entire downtown waterfront area, shall be included with all future development or redevelopment along the downtown waterfront shoreline. This walkway, to be known as the seawalk, shall be a continuous path along the entire downtown waterfront as depicted in the Long Range Waterfront Plan. In lieu of constructing the required seawalk, property owners developing or redeveloping property along the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan shall pay a fee to the City and Borough equal to twenty percent of the final project cost for a seawalk constructed to public assembly standards for the section abutting their property. Unless the alignment of the seawalk requires otherwise, owners of property along

the waterfront shoreline within the area encompassed by the Long Range Waterfront Plan developing or redeveloping their property shall dedicate all easements necessary for construction of a seawalk sixteen feet in width.

(A) *Reserved.*

(B) *Reserved.*

(C) The seawalk shall not be required for existing buildings located along the water's edge until additions or alterations, or both, in excess of 50 percent of the gross square footage of the existing structure are proposed or undertaken within a 36-month period as determined by the City and Borough building division. General maintenance or repair work is exempt from this requirement.

(D) *Reserved.*

...

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 10th day of October, 2005.

Bruce Botelho, Mayor

Attest:

Laurie J. Sica, Clerk

DOWL HKM
7712-S

5/8"x36" REBAR WITH
YELLOW PLASTIC CAP

TYPICAL MONUMENT DETAIL

N.T.S.

LINE TABLE

LINE	BEARING & DIST.	RECORD BEARING & DIST.
L1	N 22°52'55"W – 13.49	
L2	N 67°07'05"E – 3.00	
L3	N 10°12'47"W – 3.00	
L4	S 46°14'10"E – 27.55	
L5	N 41°22'50"E – 35.47	
L6	N 81°09'10"E – 54.43	
L7	S 47°39'43"W – 78.98	(S 47°56'37"W – 79.41)
L8	N 49°54'50"W – 6.42	(N 46°18'41"W – 5.99)
L9	S 23°20'00"E – 36.15	

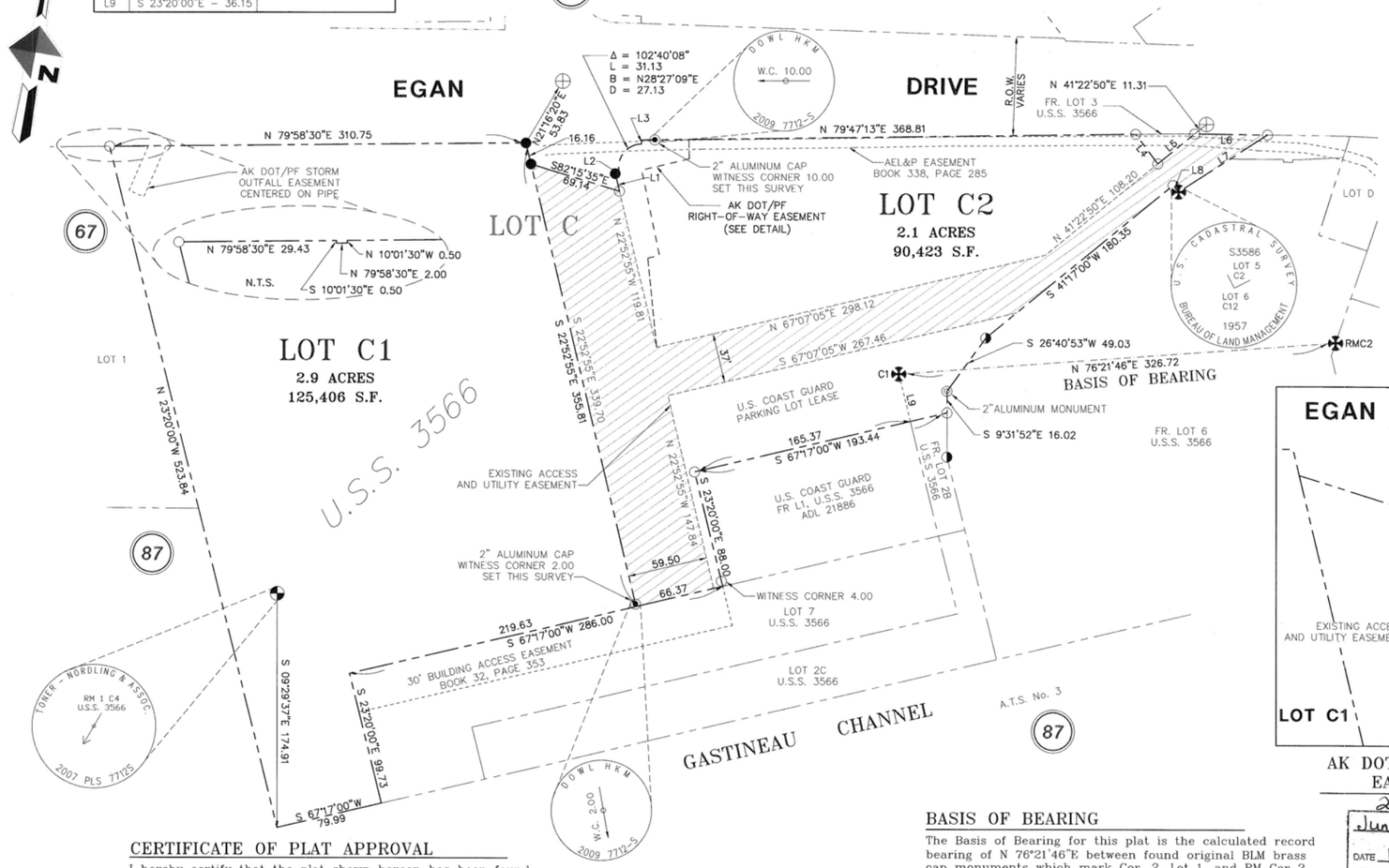
LEGEND

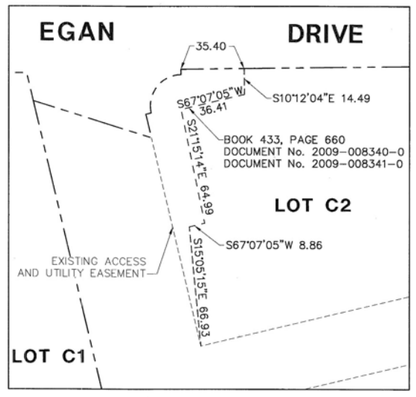
- BLM Brass cap primary monument (U.S.S. 3566) recovered this survey marked as noted.
- AK DOT/PF brass cap centerline or reference monument recovered this survey.
- Primary monument recovered this survey.
- Secondary monument set this survey.
- 5/8" rebar with plastic cap secondary monument marked T–N 7712–S, recovered this survey.
- 5/8" rebar with plastic cap secondary monument by others recovered this survey.
- Set 2" Aluminum Cap witness corner monument.
- Found 2" Aluminum Cap, reset of secondary monument by others.
- Property Line
- Easement Line
- 67 Block Number

NOTES

1) All distances are measured in U.S. Survey Feet.
2) The error of closure in this survey does not exceed 1:5000.
3) Record information derived from the official plat Juneau Subport Sudivision, a Subdivision of Portions of Lots 1, 2A, 2B, 4 and 5, U.S. Survey 3566, Plat No. 2007–29, Juneau Recording District, Juneau, Alaska.
4) Water and sewer provided by CBJ Public Utilities.
5) Where record information differs from measured, record information is shown in parentheses, e.g. (325.27).

VICINITY MAP
SCALE: N.T.S.
SOURCE: CBJ BASEMAP SERIES





AK DOT/PF RIGHT-OF-WAY EASEMENT DETAIL

2009-37
Juneau REC DIST
DATE 12-11 2009
TIME 3:43 P M
Requested By CBJ
Address

CERTIFICATE OF OWNERSHIP AND DEDICATION

I, Marcia M. Menefee, hereby certify that I am the Acting Executive Director of the Alaska Mental Health Trust Land Office, and that the Alaska Mental Health Trust Authority is the owner of the real property shown and described hereon. Pursuant to AS 38.05.801, and the regulations promulgated thereunder, I hereby adopt this plan of subdivision by my free consent, and dedicate all rights–of–way and public areas to public use and grant all easements to the use shown hereon:

By: M. Menefee Date: Dec 3, 2009, 2009
Marcia M. Menefee
Acting Executive Director
Mental Health Trust Land Office
Department of Natural Resources

NOTARY ACKNOWLEDGEMENT

STATE OF ALASKA }
THIRD JUDICIAL DISTRICT } ss.

This is to certify that on this 3rd day of December, 2009, personally appeared Marcia M. Menefee, known to me to be the Acting Executive Director of the Alaska Mental Health Trust Land Office and who acknowledged to me that she executed the foregoing instrument, on behalf of the Mental Health Trust Land Office, as agent for the Alaska Mental Health Trust Authority, a public corporation within the Alaska Department of Revenue (AS 47.30.011 et. seq.), pursuant to AS 37.14.009(a)(2), freely and voluntarily and for the purposes therein stated.

Notary Public for Alaska
My commission expires: With Office

NOTARY PUBLIC STATE OF ALASKA

50 25 0 50 100 150
SCALE IN FEET

CERTIFICATE OF PLAT APPROVAL

I hereby certify that the plat shown hereon has been found to comply with Title 4 Community Development Regulations and Title 49 of the Code of the City and Borough of Juneau and is approved by the City and Borough of Juneau Department of Community Development for recording in the office of the Juneau Recording District, Juneau, Alaska.

Dated: December 9, 2009

Director
City and Borough of Juneau
Department of Community Development

Attested:
Clerk
City and Borough of Juneau

BASIS OF BEARING

The Basis of Bearing for this plat is the calculated record bearing of N 76°21'46"E between found original BLM brass cap monuments which mark Cor. 2, Lot 1, and RM Cor 2, U.S. Survey No. 3566.

SURVEYOR'S CERTIFICATE

I hereby certify that I am a Professional Land Surveyor registered in the State of Alaska, and that this plat represents the survey made by me or under my direct supervision, that the accuracy of the survey is within the limits required by Title 4 Community Development Regulations and Title 49 of the Code of the City and Borough of Juneau, that all dimensional and relative bearings are correct, and that monuments are set in place and noted upon this plat as presented.

Dated: Sept. 15, 2009

STATE OF ALASKA
49th
William T. Pence
No. 7712-S
REGISTERED PROFESSIONAL LAND SURVEYOR

TRUST LAND SURVEY 2009-03

PLAT OF
LOT C1 & LOT C2
A SUBDIVISION OF LOT C
JUNEAU SUBPORT SUBDIVISION
U.S. SURVEY No. 3566
CITY AND BOROUGH OF JUNEAU, ALASKA
Juneau Recording District, Juneau, Alaska

DOWL HKM
CIVIL ENGINEERING–LAND SURVEYING–CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907–780–3533

OWNER
ALASKA MENTAL HEALTH TRUST AUTHORITY
718 L STREET, SUITE 202
ANCHORAGE, ALASKA 99501

SCALE:	DATE:	PROJECT NO:	FILE NO:	SHEET NO:
1"= 50'	SEPT. 2009	D59890		1

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Friday, June 2, 2023 9:16 AM
To: Irene Gallion
Cc: Mickey Richardson
Subject: Re: USE23-03: public notice graphic

Good to go…

Sent from my iPhone

On Jun 1, 2023, at 4:37 PM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:

Hi guys,

Unless you throw a flag by tomorrow morning, we'll be moving forward with this graphic. Sorry for the pressure, but we need to get this moving to meet code requirements.

Thanks!

IMG

From: Irene Gallion
Sent: Thursday, June 1, 2023 9:01 AM
To: Fred Parady <FParady@hunatotem.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: FW: USE23-03: public notice graphic
Importance: High

Hi Fred,

Thanks for the chat this morning. Does the image below address the coordinate concerns while representing the proposal accurately? This keeps the proposed structures out of the fuel dock tidelands. The blue line would be removed for the abutters notices.

Thanks for the quick turn!

<image003.png>

From: Irene Gallion
Sent: Wednesday, May 31, 2023 8:19 AM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: public notice graphic
Importance: High

Hi guys,

Are you planning to use the tidelands held by AJT Mining Company (old fuel dock)?

When I juxtapose the JYW drawing onto our parcel lines it ends up with dock structures in AJT tidelands:

<image001.png>

The purpose of the graphic is for the public notice post card, so I don't want to put anything on there that is incorrect or inappropriately alarming. We need to get these notices out this week so a prompt reply is much appreciated.

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 x4130
.

<image002.jpg>

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Alexandra Pierce
Sent: Monday, June 5, 2023 6:27 PM
To: Michele Elfers;George Schaaf;Irene Gallion
Subject: RE: USE23-03: Seawalk questions

Hi all,

Michele's summary is consistent with my understanding. We would seek a similar easement on a HTC owned seawalk.

Thank you!

From: Michele Elfers <Michele.Elfers@juneau.gov>
Sent: Friday, June 2, 2023 12:53 PM
To: George Schaaf <George.Schaaf@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: RE: USE23-03: Seawalk questions

We have this type of situation at Franklin Dock, where the upland portion is owned by Franklin Dock Enterprises, and the tideland portion is on an easement from FDE to CBJ for a public seawalk. Along the seawalk, anywhere there is seawalk on private land we get an easement. CBJ entirely maintains the portions on the easement, we empty trash, repair the structure, and any other type of maintenance or management of public use. FDE/the private entity entirely takes care their portion of the seawalk. CBJ requires the actual "seawalk" to be either owned by CBJ or under an easement. So for example, Huna Totem saying 10' of the seawalk is owned by HT and 10' is under easement to CBJ is no good because then we have no control or guarantee a suitable seawalk is available for the public and maintained appropriately.

I have attached the easement we have for Franklin Dock/Miner's Cove area and the one for Taku Fisheries area. I also cc'd Alix as she is working with Eng on additional easements to the south. She may have more to add or change if thinking has evolved more recently.
Michele

From: George Schaaf <George.Schaaf@juneau.gov>
Sent: Friday, June 2, 2023 12:03 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Michele Elfers <Michele.Elfers@juneau.gov>
Subject: Re: USE23-03: Seawalk questions

I will need to phone a friend who knows more about this than I do. Michele?

I do know that this is similar to the situation at the south end of the existing Seawalk, near the AJ dock. In that area, the sea walk is physically connected to a private structure.

George Schaaf (he/him – *what's this?*)
Director
Parks & Recreation Department

City & Borough of Juneau
155 S. Seward St.
Juneau, Alaska 99801
Ph: (907) 586-5226

Sent from my mobile device; please pardon any typos.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, June 2, 2023 12:01:22 PM
To: George Schaaf <George.Schaaf@juneau.gov>
Subject: USE23-03: Seawalk questions

Hi George,

How do we deal with maintenance of privately-constructed or held seawalk?

For instance, say Huna Totem builds their seawalk. There is part over CBJ tidelands, and part on their own property. Some of it may structurally connect to their building.

Here comes P&R ready to maintain it.

- Do we treat sections of the seawalk differently? For instance, the parts over CBJ tidelands vs the parts on Huna Totem land?
- Is CBJ liable for damage to the seawalk?
- Would management or ownership be transferred to CBJ?
- What happens when a chunk needs to be replaced?
- If CBJ is maintaining the seawalk, does that include trash?
- Is there a contract that works for all this? Do we have this in place with other private holders of continuity?

Of note, part or all of your response may be used in developing the staff report. 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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

ALASKA

2013-003117-0

Recording District 101 Juneau

04/29/2013 12:36 PM Page 1 of 7

When recorded return to:
Engineering Dept.
City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

SEAWALK EASEMENT

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 350 North Franklin Street., Suite 2, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 1A and 2A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on Exhibit 'A', attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 1A, Franklin Dock Enterprises Subdivision II, Juneau Plat 96-71; thence along the southeasterly boundary line of said Lot 1A, N 58° 28' 45" E, 65.38 feet to a point on the seaward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along said edge of seawalk, N 16° 27' 49" W, 42.25 feet; thence continuing along said edge, N 37° 01' 09" W, 35.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 37° 01' 09" W, 63.17 feet; thence continuing along said edge, S 73° 32' 13" W, 12.82 feet; thence continuing along said edge, N 16° 27' 47" W, 34.18 feet; thence continuing along said edge, N 37° 01' 09" W, 43.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 39° 34' 50" W,

59.89 feet to the seaward edge of the existing wood timber seawalk; thence along said edge of existing seawalk, S 58° 57' 33" E, 49.99 feet; thence continuing along said edge of existing seawalk, coincidental with the landward edge of the as-constructed timber seawalk, S 37° 01' 09" E, 239.80 feet; thence continuing along said landward edge, S 42° 22' 41" E, 22.06 feet; thence continuing along said landward edge, S 28° 00' 05" E, 20.70 feet to a point on the southerly boundary line of said Lot 1A; thence leaving said landward edge along said southerly boundary line, S 58° 28' 45" W, 29.79 feet to the point of beginning and terminus of this description.

Containing in all 5,643 square feet more or less.

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 240 Main St., Suite 600, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 2A and 3A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on "Exhibit A", attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 2A, Franklin Dock Enterprises Subdivision II, Juneau Plat No. 96-71, said point also being a corner of Lot 3A, Franklin Dock Enterprises Subdivision II; thence along the southeasterly boundary line of said Lot 2A, N 27° 08' 15" E, 0.83 feet to a point on the landward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along the landward edge of the as-constructed timber seawalk S 59° 41' 14" E, 36.64 feet; thence along the edge of said timber seawalk S 30° 18' 30" W, 16.00 feet; thence continuing along said edge S 50° 51' 52" W, 8.54 feet to the corner of said as-constructed timber seawalk; thence along the seaward edge of said timber seawalk N 39° 08' 05" W, 22.78 feet; thence continuing along said edge N 60° 05' 10" W, 25.00 feet; thence continuing along said edge N 42° 43' 07" W, 18.33 feet; thence continuing along said edge S 67° 50' 15" W, 8.54 feet; thence continuing along said edge N 22° 09' 45" W, 22.78 feet, thence continuing along said edge N 42° 43' 07" W, 11.35 feet to a point on the northwesterly boundary line of said Lot 3A; thence leaving said edge, along said boundary line, N 87° 44'

45" E, 9.73 feet to a point on the southerly boundary line of said Lot 2A; thence along the westerly boundary line of said Lot 2A, N 30° 14' 15" W, 39.77 feet to a point on the landward edge of the as-constructed timber seawalk; thence along said edge of timber seawalk, S 42° 43' 07" E, 83.55 feet; thence continuing along said edge S 59° 41' 14" E, 10.87 feet to the point of beginning and terminus of this description.

Containing in all 1,901 square feet more or less.

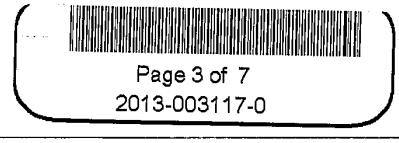
The purpose of this easement is to grant CBJ, its agents and assigns, the right to access, design, install, construct, maintain, and make improvements to a seawalk and utilities along the waterfront on Lot 1A, 2A, and 3A for public uses and purposes. This easement includes, but is not limited to, all development, modification, maintenance, repair and public use and access rights, as well as all maintenance, garbage & sanitation and emergency vehicle access rights necessary, useful, or convenient for the enjoyment of the public easement herein granted. This easement does not include the right to lease space to private vendors.

This exclusive and perpetual easement shall at all times be a continuing covenant running with the land and shall be binding upon and in favor of the successors and assigns of the respective parties hereto.

GRANTEE agrees to maintain the easement and all improvements in good and safe repair and condition and shall indemnify, defend, and hold harmless GRANTOR from and against all claims, actions, liabilities, damages, and expenses arising out of the GRANTEE'S and/or the public's use of the easement, except for that part of any claim, action, liability, damage or expense, attributable to the negligence of GRANTOR, its agents, tenants or assigns.

The GRANTOR hereby agrees not to construct or have constructed any improvements or structures on the easement, or to otherwise impede GRANTEE'S or the public's use of the easement described herein, without the consent of GRANTEE.

Effective upon execution of this Easement and until completion of the contemplated work, CBJ and its agents and contractors will have the right and license to enter upon Lots 1 and 2 for the purpose of construction/reconstruction and staging activities relating to and including, but not limited to construction of all seawalk, utility, and other related improvements. CBJ shall give 10 day notice to Franklin Dock Enterprises prior to beginning construction activities on Lot 1A, 2A and 3A. This notice shall include a work schedule as well as a site plan showing which portion of the lots shall be utilized for construction activities and which portion of Lots 1 and 2 shall be used for staging activities and storage of materials. Storage of materials shall be limited to those materials ~~that shall be used in the short term; long term storage of materials shall not be permitted.~~ Franklin Dock Enterprises shall approve the schedule and plan in writing prior to construction beginning. CBJ shall coordinate construction activities and usage of Lot 1A, 2A and 3A with Franklin Dock Properties to schedule all construction activities outside of the cruise ship season.



CBJ shall indemnify and hold Franklin Dock Enterprises and its officers, directors and employees harmless for, from and against any and all liability, responsibility, obligations, claims, or damages incurred or sustained by any of such parties arising from the activities of CBJ, its contractors, agents and employees, on Lot 1A, 2A and 3A.

CBJ shall pay for and execute the repair to equal or better condition of property damages incurred from driving piles or performing other construction activities on Lot 1A, 2A and 3A. These damages could include concrete or asphalt cracking or damages to other structures caused by settling or vibration as a result of construction activities. CBJ recognizes that some damages may not be visible for up to three years after construction activity ceases.

If the GRANTEE fails to commence construction of the Seawalk prior to September 30, 2015 or if the project is otherwise abandoned or completion made impossible, GRANTEE agrees to release this easement upon request of the GRANTOR.

The parties agree to comply with the terms and conditions of this easement and further agree to communicate and work together to resolve compliance concerns that may arise. GRANTOR has the right to revoke this easement if, after 90 days written notice and opportunity to cure, GRANTEE remains non-compliant with a material term and/or condition of the Easement. Unless otherwise agreed by the parties, in the event of revocation, the easement improvements may be retained by GRANTOR, upon payment to the CBJ for the fair market value of the improvements.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date and year set forth below.

GRANTEE:
CITY AND BOROUGH OF JUNEAU

By: _____

Name: Kimberly A. Kiefer

Its: City and Borough Manager

GRANTOR:
FRANKLIN DOCK ENTERPRISES, LLC

By: _____

Name: Reed Stoops

Its: Managing Member

GRANTOR ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the 18 day of April, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Reed Stoops III, to me known to be the

Page 4 of 7
2013-003117-0

identical individual(s) described in and who executed the foregoing instrument as the Managing Member, who on oath stated that s/he was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that s/he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Natalia Gilley
Notary Public in and for the State of Alaska
My Commission Expires: June 12, 2016

GRANTEE ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the _____ day of _____, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Kimberly Kiefer to me known to be the Manager of the City and Borough of Juneau, Alaska, a municipal corporation which executed the above and foregoing instrument, who on oath stated that she was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that she signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Veeraya R Branum
Notary Public in and for the State of Alaska
My Commission Expires: 6-15-2015

STATE OF ALASKA
OFFICIAL SEAL
Veeraya R. Branum
NOTARY PUBLIC
My Commission Expires: 6-15-2015

When recorded, Return to:

CITY AND BOROUGH OF JUNEAU
ENGINEERING DEPARTMENT
155 SOUTH SEWARD ST.
JUNEAU, AK 99801

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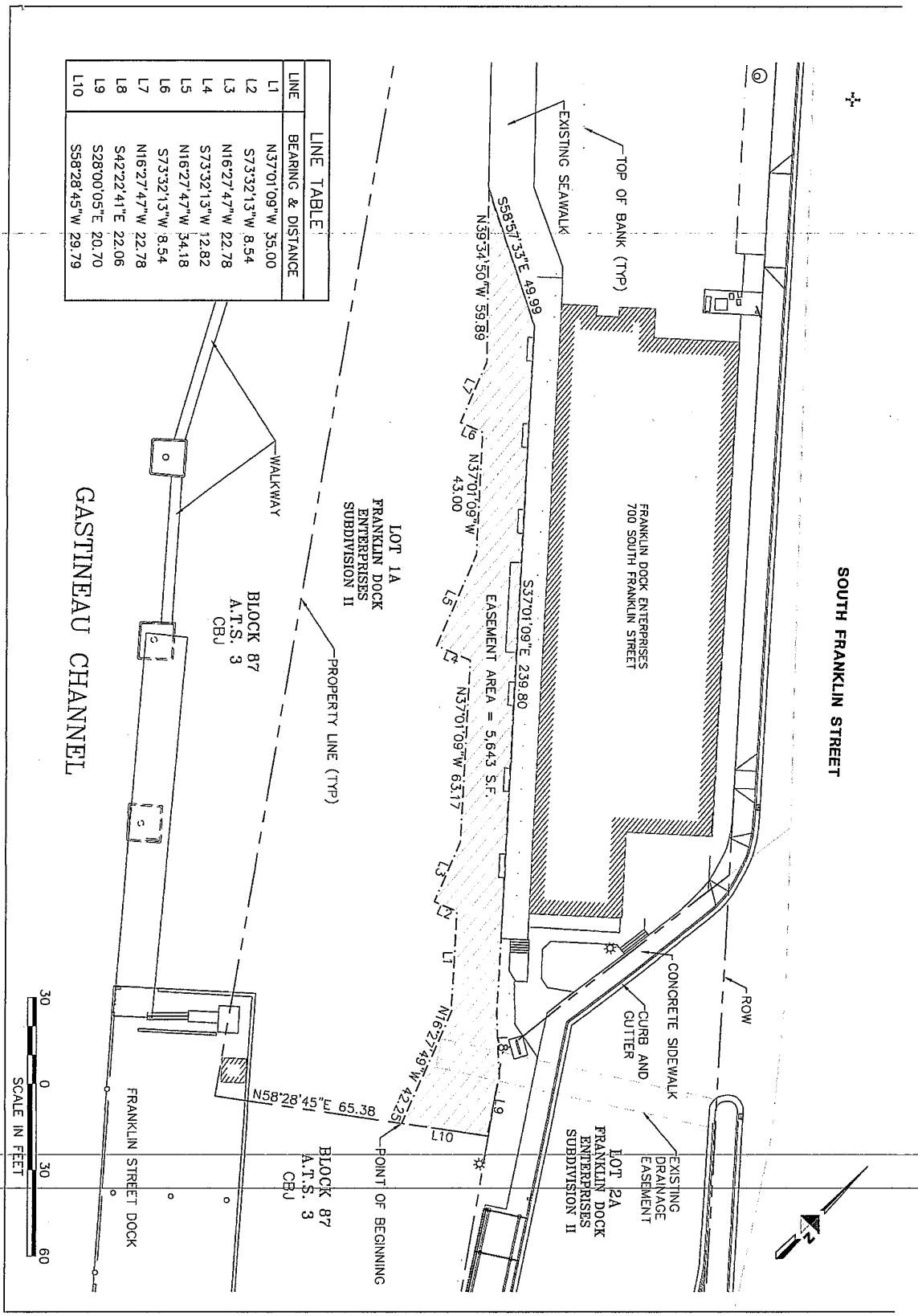

LINE TABLE	
LINE	BEARING & DISTANCE
L1	N37°01'09"W 35.00
L2	S73°32'13"W 8.54
L3	N16°27'47"W 22.78
L4	S73°32'13"W 12.82
L5	N16°27'47"W 34.18
L6	S73°32'13"W 8.54
L7	N16°27'47"W 22.78
L8	S42°22'41"E 22.06
L9	S28°00'05"E 20.70
L10	S58°28'45"W 29.79

EXHIBIT 'A'

SEAWALK EASEMENT
ACROSS LOT 1A AND LOT 2A
FRANKLIN DOCK ENTERPRISES
SUBDIVISION II

CLIENT
CITY & BOROUGH OF JUNEAU
155 S. SEWARD STREET
JUNEAU, ALASKA 99801

DOWL HKM
5368 Commercial Boulevard
Juneau, AK 99801
(907) 780-3633
Fax (907) 780-3633

Revision	
By	Date

Drawn by: STAFF
Checked by: BP
Date: JUNE 2012

Proj. No. J70502

SHEET
1 OF 1

2013-003117-0
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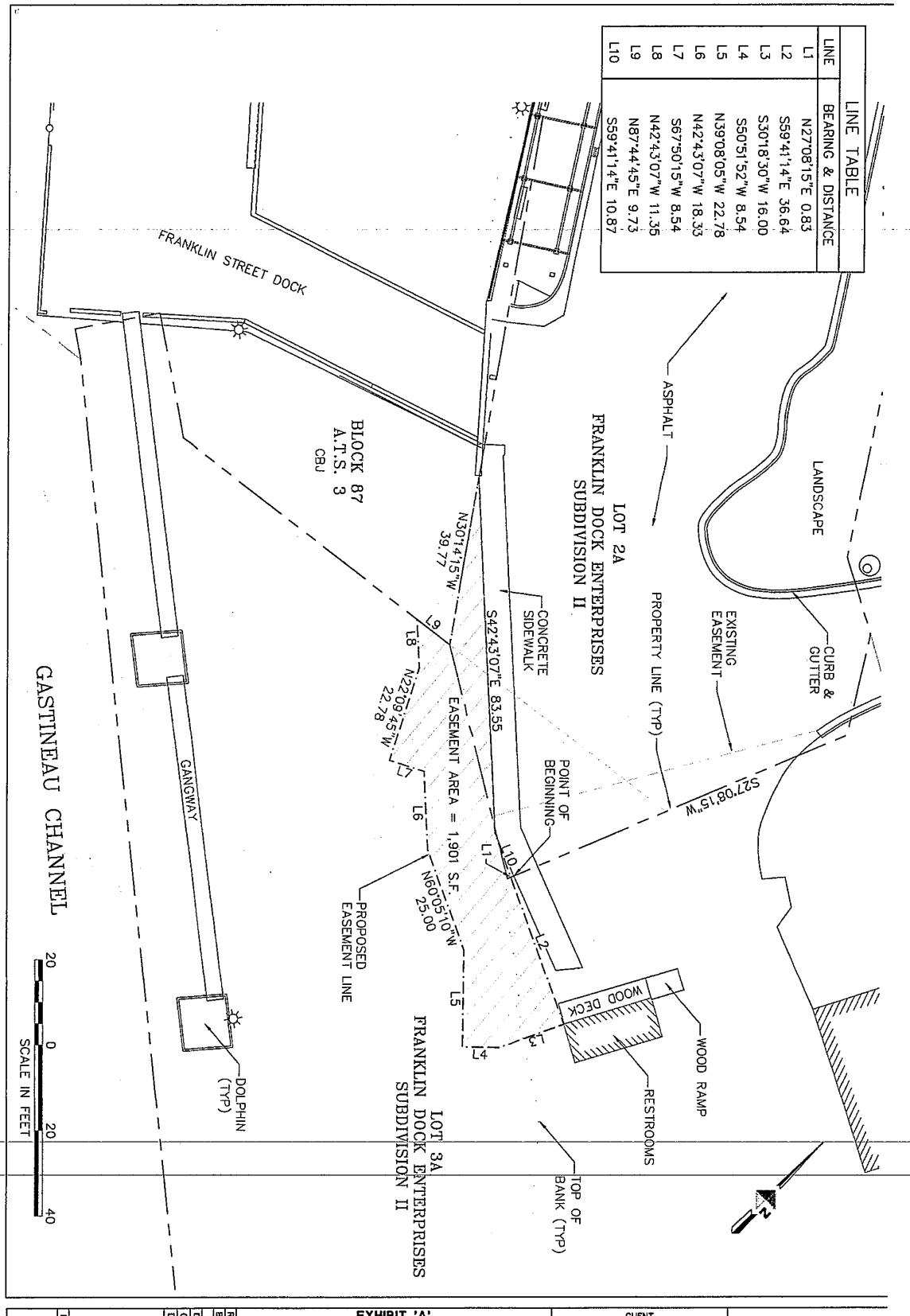


EXHIBIT 'A'

SEAWALK EASEMENT ACROSS LOT 2A AND LOT 3A FRANKLIN DOCK ENTERPRISES SUBDIVISION II

CLIENT
CITY & BOROUGH OF JUNEAU
155 S. SEWARD STREET
JUNEAU, ALASKA 99801

DOWL HKM
6358 Commercial Boulevard
Juneau, AK 99801
(907) 780-3533
Fax (907) 780-3533

Revision	By	Date

Drawn by: STAFF
Checked by: BP
Date: JUNE 2012
Proj. No. JT0502
SHEET 1 OF 1

Page 7 of 7
2013-003117-0

When recorded return to:

City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

SEAWALK EASEMENT

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 350 North Franklin Street., Suite 2, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 1A and 2A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on Exhibit 'A', attached hereto, and more particularly described as follows:

> Commencing at the most south corner of Lot 1A, Franklin Dock Enterprises Subdivision II, Juneau Plat 96-71; thence along the southeasterly boundary line of said Lot 1A, N 58° 28' 45" E, 65.38 feet to a point on the seaward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along said edge of seawalk, N 16° 27' 49" W, 42.25 feet; thence continuing along said edge, N 37° 01' 09" W, 35.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 37° 01' 09" W, 63.17 feet; thence continuing along said edge, S 73° 32' 13" W, 12.82 feet; thence continuing along said edge, N 16° 27' 47" W, 34.18 feet; thence continuing along said edge, N 37° 01' 09" W, 43.00 feet; thence continuing along said edge, S 73° 32' 13" W, 8.54 feet; thence continuing along said edge, N 16° 27' 47" W, 22.78 feet; thence continuing along said edge, N 39° 34' 50" W,

59.89 feet to the seaward edge of the existing wood timber seawalk; thence along said edge of existing seawalk, S 58° 57' 33" E, 49.99 feet; thence continuing along said edge of existing seawalk, coincidental with the landward edge of the as-constructed timber seawalk, S 37° 01' 09" E, 239.80 feet; thence continuing along said landward edge, S 42° 22' 41" E, 22.06 feet; thence continuing along said landward edge, S 28° 00' 05" E, 20.70 feet to a point on the southerly boundary line of said Lot 1A; thence leaving said landward edge along said southerly boundary line, S 58° 28' 45" W, 29.79 feet to the point of beginning and terminus of this description.

Containing in all 5,643 square feet more or less.

FRANKLIN DOCK ENTERPRISES, LLC, an Alaska limited liability corporation registered to do business in Alaska, with its principal office at 240 Main St., Suite 600, Juneau, Alaska, 99801 ("GRANTOR") for and in consideration of one dollar and other good and valuable consideration in hand paid, hereby grants, conveys and dedicates to the CITY AND BOROUGH OF JUNEAU, an Alaska municipal corporation, with its principal office at 155 South Seward Street, Juneau, Alaska 99801 ("GRANTEE" or "CBJ"), an exclusive, perpetual public easement upon portions of the lands within Lots 2A and 3A of Franklin Dock Enterprises Subdivision II, according to Plat No. 96-71, Juneau Recording District, State of Alaska, which easement is shown on "Exhibit A", attached hereto, and more particularly described as follows:

Commencing at the most south corner of Lot 2A, Franklin Dock Enterprises Subdivision II, Juneau Plat No. 96-71, said point also being a corner of Lot 3A, Franklin Dock Enterprises Subdivision II; thence along the southeasterly boundary line of said Lot 2A, N 27° 08' 15" E, 0.83 feet to a point on the landward edge of the as-constructed timber seawalk, said point being the true point of beginning for this description; thence along the landward edge of the as-constructed timber seawalk S 59° 41' 14" E, 36.64 feet; thence along the edge of said timber seawalk S 30° 18' 30" W, 16.00 feet; thence continuing along said edge S 50° 51' 52" W, 8.54 feet to the corner of said as-constructed timber seawalk; thence along the seaward edge of said timber seawalk N 39° 08' 05" W, 22.78 feet; thence continuing along said edge N 60° 05' 10" W, 25.00 feet; thence continuing along said edge N 42° 43' 07" W, 18.33 feet; thence continuing along said edge S 67° 50' 15" W, 8.54 feet; thence continuing along said edge N 22° 09' 45" W, 22.78 feet, thence continuing along said edge N 42° 43' 07" W, 11.35 feet to a point on the northwesterly boundary line of said Lot 3A; thence leaving said edge, along said boundary line, N 87° 44'

45" E, 9.73 feet to a point on the southerly boundary line of said Lot 2A; thence along the westerly boundary line of said Lot 2A, N 30° 14' 15" W, 39.77 feet to a point on the landward edge of the as-constructed timber seawalk; thence along said edge of timber seawalk, S 42° 43' 07" E, 83.55 feet; thence continuing along said edge S 59° 41' 14" E, 10.87 feet to the point of beginning and terminus of this description.

Containing in all 1,901 square feet more or less.

The purpose of this easement is to grant CBJ, its agents and assigns, the right to access, design, install, construct, maintain, and make improvements to a seawalk and utilities along the waterfront on Lot 1A, 2A, and 3A for public uses and purposes. This easement includes, but is not limited to, all development, modification, maintenance, repair and public use and access rights, as well as all maintenance, garbage & sanitation and emergency vehicle access rights necessary, useful, or convenient for the enjoyment of the public easement herein granted. This easement does not include the right to lease space to private vendors.

This exclusive and perpetual easement shall at all times be a continuing covenant running with the land and shall be binding upon and in favor of the successors and assigns of the respective parties hereto.

GRANTEE agrees to maintain the easement and all improvements in good and safe repair and condition and shall indemnify, defend, and hold harmless GRANTOR from and against all claims, actions, liabilities, damages, and expenses arising out of the GRANTEE'S and/or the public's use of the easement, except for that part of any claim, action, liability, damage or expense, attributable to the negligence of GRANTOR, its agents, tenants or assigns.

The GRANTOR hereby agrees not to construct or have constructed any improvements or structures on the easement, or to otherwise impede GRANTEE'S or the public's use of the easement described herein, without the consent of GRANTEE.

Effective upon execution of this Easement and until completion of the contemplated work, CBJ and its agents and contractors will have the right and license to enter upon Lots 1 and 2 for the purpose of construction/reconstruction and staging activities relating to and including, but not limited to construction of all seawalk, utility, and other related improvements. CBJ shall give 10 day notice to Franklin Dock Enterprises prior to beginning construction activities on Lot 1A, 2A and 3A. This notice shall include a work schedule as well as a site plan showing which portion of the lots shall be utilized for construction activities and which portion of Lots 1 and 2 shall be used for staging activities and storage of materials. Storage of materials shall be limited to those materials that shall be used in the short term; long term storage of materials shall not be permitted. Franklin Dock Enterprises shall approve the schedule and plan in writing prior to construction beginning. CBJ shall coordinate construction activities and usage of Lot 1A, 2A and 3A with Franklin Dock Properties to schedule all construction activities outside of the cruise ship season.

CBJ shall indemnify and hold Franklin Dock Enterprises and its officers, directors and employees harmless for, from and against any and all liability, responsibility, obligations, claims, or damages incurred or sustained by any of such parties arising from the activities of CBJ, its contractors, agents and employees, on Lot 1A, 2A and 3A.

CBJ shall pay for and execute the repair to equal or better condition of property damages incurred from driving piles or performing other construction activities on Lot 1A, 2A and 3A. These damages could include concrete or asphalt cracking or damages to other structures caused by settling or vibration as a result of construction activities. CBJ recognizes that some damages may not be visible for up to three years after construction activity ceases.

If the GRANTEE fails to commence construction of the Seawalk prior to September 30, 2015 or if the project is otherwise abandoned or completion made impossible, GRANTEE agrees to release this easement upon request of the GRANTOR.

The parties agree to comply with the terms and conditions of this easement and further agree to communicate and work together to resolve compliance concerns that may arise. GRANTOR has the right to revoke this easement if, after 90 days written notice and opportunity to cure, GRANTEE remains non-compliant with a material term and/or condition of the Easement. Unless otherwise agreed by the parties, in the event of revocation, the easement improvements may be retained by GRANTOR, upon payment to the CBJ for the fair market value of the improvements.

IN WITNESS WHEREOF, the parties have executed this Easement as of the date and year set forth below.

GRANTEE:
CITY AND BOROUGH OF JUNEAU

By: _____

Name: Kimberly A. Kiefer

Its: City and Borough Manager

GRANTOR:
FRANKLIN DOCK ENTERPRISES, LLC

By: _____

Name: Reed Stoops

Its: Managing Member

GRANTOR ACKNOWLEDGMENT

STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the 18 day of April, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Reed Stoops, III, to me known to be the

identical individual(s) described in and who executed the foregoing instrument as the Managing Member, who on oath stated that s/he was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that s/he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Natalia Kildey
Notary Public in and for the State of Alaska
My Commission Expires: June 12, 2016

GRANTEE ACKNOWLEDGMENT

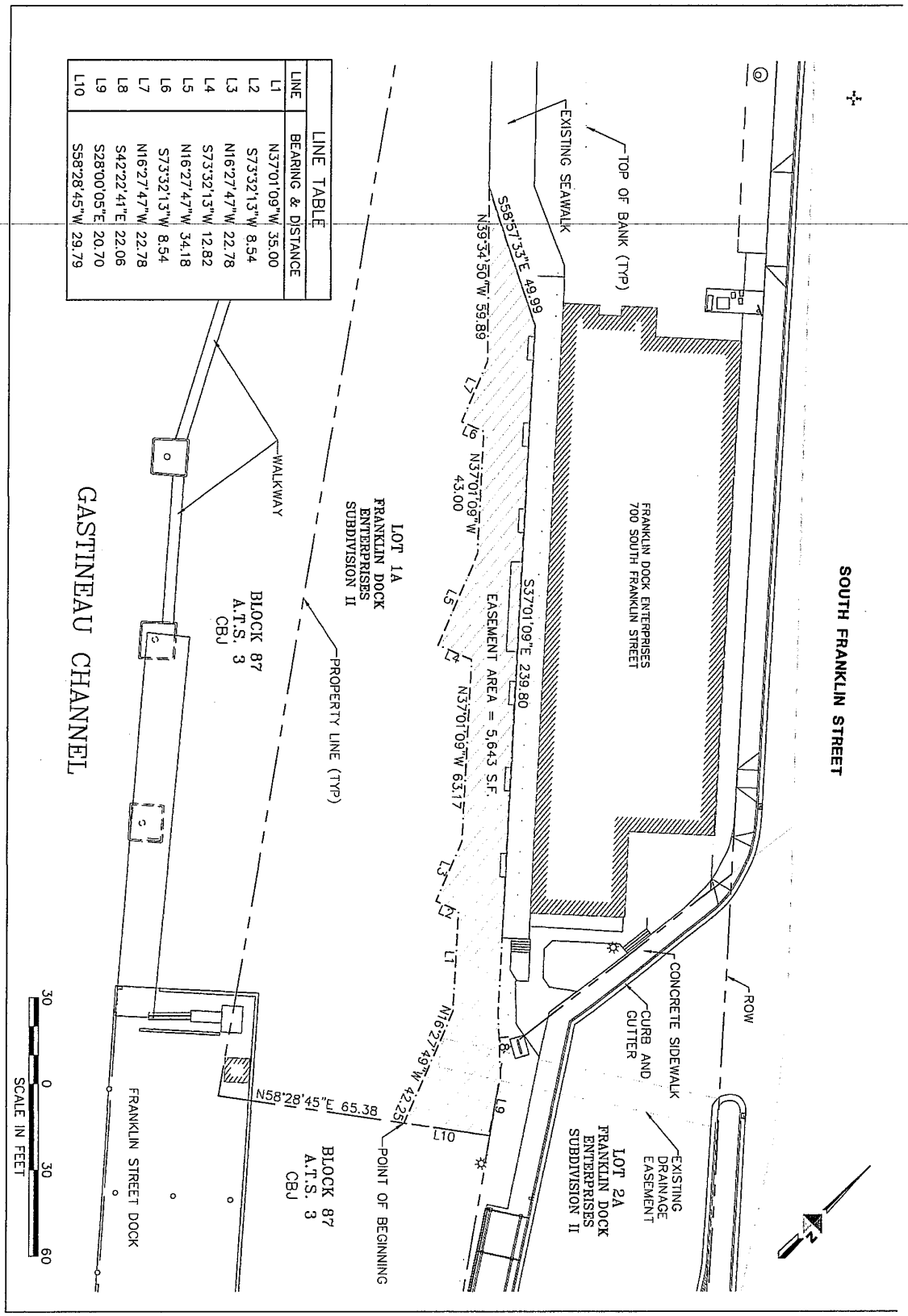
STATE OF ALASKA)
) : ss.
First Judicial District)

This is to certify that on the _____ day of _____, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Kimberly Kiefer to me known to be the Manager of the City and Borough of Juneau, Alaska, a municipal corporation which executed the above and foregoing instrument, who on oath stated that she was duly authorized to execute said instrument on behalf of said corporation, who acknowledged to me that she signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal on the day and year in this certificate first above written.

Veeraya R Branum
Notary Public in and for the State of Alaska
My Commission Expires: 10-15-2015

STATE OF ALASKA
OFFICIAL SEAL
Veeraya R. Branum
NOTARY PUBLIC
My Commission Expires: 10-15-2015



LINE TABLE	
LINE	BEARING & DISTANCE
L1	N37°01'09"W 35.00
L2	S73°32'13"W 8.54
L3	N16°27'47"W 22.78
L4	S73°32'13"W 12.82
L5	N16°27'47"W 34.18
L6	S73°32'13"W 8.54
L7	N16°27'47"W 22.78
L8	S42°22'41"E 22.06
L9	S28°00'05"E 20.70
L10	S58°28'45"W 29.79

EXHIBIT 'A'

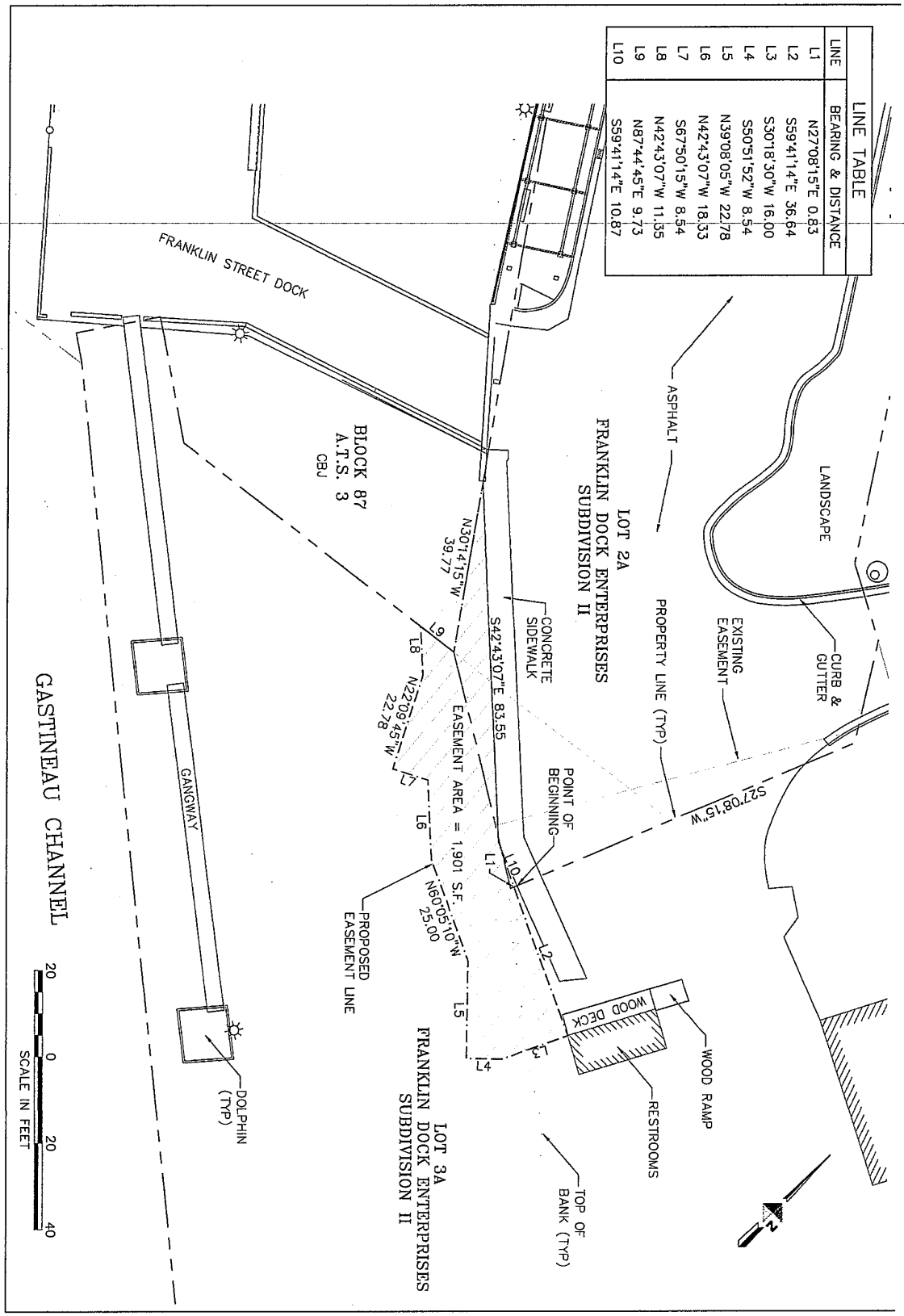
SEAWALK EASEMENT ACROSS LOT 1A AND LOT 2A FRANKLIN DOCK ENTERPRISES SUBDIVISION II

CLIENT
CITY & BOROUGH OF JUNEAU
155 S. SEWARD STREET
JUNEAU, ALASKA 99801

DOWL HKM
5368 Commercial Boulevard
Juneau, AK 99801
(907) 780-3333
Fax (907) 780-3333

Revision By	Date
Drawn by: STAFF	
Checked by: BP	
Date: JUNE 2012	
Proj. No. J70502	

SHEET 1 OF 1



Proj. No. J70502	Revision / By / Date	EXHIBIT 'A' SEAWALK EASEMENT ACROSS LOT 2A AND LOT 3A FRANKLIN DOCK ENTERPRISES SUBDIVISION II	CLIENT CITY & BOROUGH OF JUNEAU 155 S. SEWARD STREET JUNEAU, ALASKA 99801
SHEET 1 OF 1	Drawn by: STAFF Checked by: BP Date: JUNE 2012		DOWL HKM 5368 Commercial Boulevard Juneau, AK 99801 (907) 780-3333 Fax (907) 780-3333

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, June 5, 2023 2:15 PM
To: Irene Gallion
Cc: Mickey Richardson
Subject: FW: USE23-03: Public Meetings

Irene:

These are the meetings we pulled from our calendars. I'm including some of the private ones as well since I think information was shared publicly after these meetings.

- 11.18.2020 - 1st NCL Community Meeting/Presentation (online)
- 12.2.2020 - 2nd NCL Community Meeting/Presentation (online)
- 2.18.2021 - 3rd NCL Community Meeting/Presentation (online)
- 5.14.2021 - HTC Presentation to NCL (not public)
- 2.9.2022 – Southeast Conference – Mid-Session Summit, Juneau
- 4.12.2022 - HTC Presentation to NCL (not public)
- 9.20.2022 - CBJ / HTC Subport Process Initial Meeting
- 10.26.2022 - Conditional Use Pre-Application Meeting
- 10/29/2023: Juneau Chamber Luncheon
- 11.7.2022 - CBJ Committee of the Whole Presentation
- 11/10/22: Juneau Chamber Luncheon
- 12.2.2022 - Gallery Walk Public Presentation
- 1/11/23: Juneau Rotary - Alaska Room at Juneau Airport
- 1.30.2023 - Hanger Ballroom Presentation
- 2/1/2023: Southeast Conference – Mid-Session Summit - Juneau
- 3.19 - 3.25.2023 - Gold Metal Basketball Pop-Up Informational Booth

Thanks!

Fred

> **From:** Irene Gallion <Irene.Gallion@juneau.gov>
> **Date:** May 25, 2023 at 9:32:56 AM AKDT
> **To:** Fred Parady <FParady@hunatotem.com>
> **Subject: USE23-03: Public Meetings**
>
> Hi Fred,
>
> Please provide a list of the public meetings already conducted for this project, including private functions or functions for specific entities (such as Chamber or Rotary).
>
> 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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 7, 2023 10:19 AM
To: Corey Wall
Subject: RE: USE23-03: Questions on apparently conflicting documents

No.

IMG

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Wednesday, June 7, 2023 10:09 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Fred Parady <FParady@hunatotem.com>
Subject: Re: USE23-03: Questions on apparently conflicting documents

Will changing and resubmitting the drawings impact the timeline?

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 7, 2023 10:02 AM
To: Corey Wall <corey@jensenyorbawall.com>; Fred Parady <FParady@hunatotem.com>
Subject: RE: USE23-03: Questions on apparently conflicting documents

Thanks Corey!

I'd suggest tightening things up between the two documents, but particularly clarifying the site plan. The site plan shares information in a clear way that verbiage does not.

Thanks!

IMG

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Wednesday, June 7, 2023 9:56 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Fred Parady <FParady@hunatotem.com>
Subject: Re: USE23-03: Questions on apparently conflicting documents

Yes, this was confusing and I apologize. The narrative is for overall square footage—an estimate of the final total area of the built spaces that will impact the overall planning concerns for the project. The drawings show the area of the footprint in that plan view. You'll note that there are not developed drawings of the mezzanine level of the Seawalk Level retail or the 2nd floor of the Plaza Level. The assumption was that the Seawalk-facing retail would have about half again the floor level in a mezzine connecting to the 2nd-level car parking.

I can certainly add a note about this on the Seawalk Level & Site Plan if you think it clarifies things. We can also tighten everything up so the sf matches exactly from document to document if that is required at this conceptual level.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 7, 2023 9:21 AM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: Questions on apparently conflicting documents

Hi Fred and Corey,

I have a 6,500 square foot discrepancy between the latest documents received and the original site plan I was looking at. Let me know if I'm missing something.

I've attached:

- A spreadsheet showing the differences
- The site plans I'm looking at
- The narrative page that I was looking at.

If these numbers are correct, I'd suggest we update either the site plans or narrative so they are consistent, to avoid confusion and concern by the Commission.

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 x4130

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 7, 2023 3:23 PM
To: Corey Wall;Fred Parady
Subject: USE23-03: Seawalk

Hello Corey and Fred,

What is the precise width of the seawalk proposed? (my scaling capabilities are limited).

How would you feel about providing a 20 foot wide seawalk?

Ordinance requires a 16-foot wide seawalk, but Parks and Recreation (who will be taking over the seawalk, and leasing it on private lands) would *like* 20 feet for ease of maintenance.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 7, 2023 3:26 PM
To: Fred Parady
Subject: USE23-03: Further question

Hi Fred,

Just a note to follow up on the questions we discussed the other day:

- The west seawalk is shown over CBJ tidelands. Our understanding is that Huna Totem will build it, then turn it over to CBJ. Let me know if that is not your understanding.
- Please provide a plan for drainage and snow removal. Note that snow from the surfaces should not be pushed into the channel in accordance with DEC regulations.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Alexandra Pierce
Sent: Wednesday, June 7, 2023 4:31 PM
To: Irene Gallion
Subject: Re: USE23-03: Conditions: Opening thoughts

These look good.

I think we should remove the shore power condition. They just need to be honest that they aren't providing shore power and let the assembly decide whether to grant a lease given the complexity.

You might also add a condition about constructing the Seawalk to the west but let the assembly negotiate the terms.

On Jun 7, 2023, at 3:19 PM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:

Are these conditions reasonable and measurable?

Condition: The dock owner will, at their own expense, provide shore power within two years after an appropriately-sized power line is within XX feet of the property line. When shore power is provided, large ships using the dock will be required to use it instead of ship power.

Condition: The dock is limited to one large cruise ship (750 feet or more in length **OR** 950 or more passengers passengers) each 24 hour period beginning at midnight.

Condition: The dock will not accommodate hot berthing.

Condition: The dock will not accommodate lightering from a large cruise ship at anchor. (Do smaller ships use lightering? Will we allow that?)

I've not hit the traffic or pedestrian stuff yet, as DOT is still looking over the TIA.

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 x4130
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<image001.jpg>

Fostering excellence in development for this generation and the next.
How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Thursday, June 8, 2023 8:59 AM
To: Corey Wall
Subject: USE23-03: Parking numbers

Hi Corey,

I just want to verify parking numbers. You and I differ by about 10 spaces, and I am wondering if that was just a typo.

Here is what you have, 43 stalls for retail.

Parking

Parking Provided. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 117 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 172 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

Phase 1 Parking Required:	34,000 sf Retail (1 stall per 750 sf):	**46 stalls required**
Future Total Parking Required:	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use TBD	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	43 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		70-100 stalls required total

Here is what I came up with, 53 spaces for retail.

Use	Square Feet	Metric	Parking Required	ADA Required
PHASE I				
Retail	34,000	1/750 sf	45	2
		PHASE I PROJECT TOTAL	45	2
PHASE II				
Retail	9,000	1/750 sf	12	1
		PHASE I/II PROJECT TOTAL	57	3
Phase III				
Cultural Center **OR**	40,000	1/1,500 sf	26	2
Retail **OR**	40,000	1/750 sf	53	3
Housing (32 1-bedroom)	40,000	0.4 spaces per	12	1
COMPLETED PROJECT				
w/ Cultural Center			83	4
w/ Retail			110	5
w/ Housing (32 1-bedroom)			69	3

Let me know if you think I'm off, 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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Thursday, June 8, 2023 5:00 PM
To: Fred Parady;Corey Wall
Subject: USE23-03: Revised materials and abutters notice
Attachments: ABN_USE23-03_FINAL.pdf

Hi Fred and Corey,

If we can please have any revised materials by **June 19, 2023**, that will assure they can be included in the staff report. If there are modifications after that, we can send them to the Commission if they are received by July 7th at noon, but they will not be addressed in the staff report.

For your records, attached is the public notice that was mailed to properties within 500 feet of your proposed project. These notices usually generate a few calls, so you might prepare for a little more active interest in the project.

Thank you,

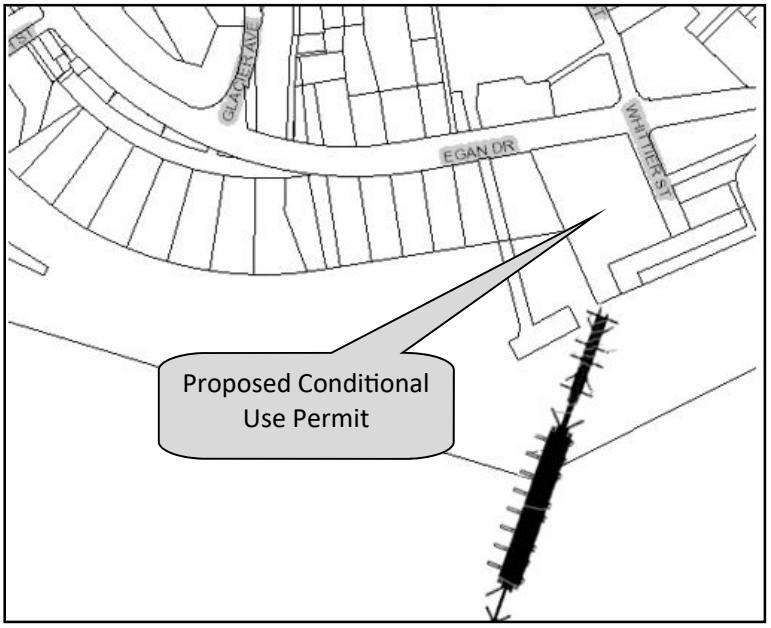
Irene Gallion | Senior Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street | 4th Floor Marine View Building
Office: 907.586.0753 x4130

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Invitation to Comment

On a proposed Conditional Use Permit at the Southwest corner of Egan Drive and Whittier Street (subport).



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 a **Conditional Use Permit for mixed use development:** Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Project includes a steel dock up to 70 feet wide and 500 feet long. Uplands located at southwest corner of **Egan Drive and Whittier Street**, zoned **Mixed Use 2**. Dock extends into **tidelands,** zoned **Waterfront Commercial**.

PROJECT INFORMATION:
Project Information can be found at:
https://juneau.org/community-development/short-term-projects

PLANNING COMMISSION DOCUMENTS:
Staff Report expected to be posted **July 3rd, 2023** at
https://juneau-ak.municodemeetings.com/
Find hearing results, meeting minutes, and more here, as well.

Now through June 19th

Comments received during this period will be sent to the Planner, **Irene Gallion,** to be included as an attachment in the staff report.

June 20 — noon, July 7

Comments received during this period will be sent to Commissioners to read in preparation for the hearing.

HEARING DATE & TIME: 7:00 pm, July 11,

This meeting will be held in person and by remote participation. For remote participation: join the Webinar by visiting https://juneau.zoom.us/j/88134375638 and use the Webinar ID: 881 3437 5638 OR join by telephone, calling: 1-253-215-8782 and enter the Webinar ID (above).

You may also participate in person in City Hall Assembly Chambers, 155 S. Seward Street, Juneau, Alaska.

July 12, 2023

The results of the hearing will be posted online.

FOR DETAILS OR QUESTIONS,

Phone: **(907)586-0753 ext. 4130**
Email: **pc_comments@juneau.gov**
Mail: **Community Development, 155 S. Seward Street, Juneau AK 99801**

Printed June 2, 2023

Case No.: USE2023 0003
Parcel No.: 1C060K010031
CBJ Parcel Viewer: http://epv.juneau.org

Irene Gallion

From: Irene Gallion
Sent: Thursday, June 8, 2023 10:23 AM
To: Fred Parady
Subject: USE23-03: Sign ready for pick up

Hi Fred,

The public notice sign for the USE23-03 hearing is available for pick-up at the 4th floor permit center.

Please check in with permit staff to complete paperwork. If you have not already paid it, there will be a $150 sign fee.

Please post the sign by **June 26, 2023**. Send me a picture of the posted sign via e mail – this will be used to time- and date-stamp the installation.

The sign must be visible from the right-of-way.

If you return the sign by the Monday following the Planning Commission hearing, you will be refunded $100 of the sign fee.

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 x4130

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Irene Gallion

From: Alexandra Pierce
Sent: Friday, June 9, 2023 12:46 PM
To: Irene Gallion
Subject: Huna Totem USE Permit application - agency comments
Attachments: Agency Comments Form_AP_2.13.23.pdf

Hi Irene,

Please find attached the Tourism office's comments on Huna Totem Corporation's application.

Let me know if you have any questions.

Thanks,

Alexandra Pierce | Tourism Manager
City & Borough of Juneau, AK
Location: 155 South Seward Street
Cell: 907.500.8677

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

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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Docks & Harbors

STAFF PERSON/TITLE: Carl Uchytil/Port Director

DATE: June 22, 2023

APPLICANT: Huna-Totem Corporation (HTC)

TYPE OF APPLICATION: Conditional Use Permit (CUP)

PROJECT DESCRIPTION:
Mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

1. Docks & Harbors requests a navigability study be conducted to ensure the alignment of the proposed HTC dock does not impede access to the AS/CT Docks or to the USCG/NOAA Docks. The study should also evaluate any unreasonable impact to larger vessels (i.e. fuel/material barges) transiting Gastineau Channel under the bridge. The AJT Dock (former Standard Oil Dock) also should be addressed as the proposed HTC appears to block reasonable access to this derelict pier which is legally on patented private tidelands.
2. Docks & Harbors recommends that Wings and FAA be consulted to ensure access, landing and taxiing to the float plane docks are not unduly restricted.
3. Docks & Harbors, on behalf of CBJ requests as a condition of the permit, the ability to petition the State of Alaska (DNR) for state submerged tidelands to be conveyed to CBJ in accordance with AS 38.05.820 (Occupied Tide and Submerged Land) necessary for the HTC dock construction.
4. Docks & Harbors recommends the CUP address dock electrification and expected commitment from HTC to achieve shore power (conceptual planning document, by date certain, anticipated financial investment, etc.).
5. Docks & Harbors requests the applicant provide clarity to the finger floats shown in the renderings. What size of slips are proposed and how will these slips be utilized in the off-season.

AGENCY COMMENTS (CONTINUED):

6. Docks & Harbors requests to know if HTC will be providing navigation safety measures such as real time current monitoring and/or meteorological sensors.

7. Given a that very large cruise ships will be moored perpendicular to shore and in close proximity to the bride, request a hydraulic study be conducted to determine whether disruptions to the tidal flushing under the bridge or if siltation issues will be anticipated. Additionally, evaluate safety concerns to very large cruise ships mooring with current abeam in the proposed dock alignment.

8. An evaluation to view-shed impacts should be considered/addressed for both the dock (with vessel) as well as the proposed upland building.

Irene Gallion

From: Jill Maclean
Sent: Friday, June 9, 2023 10:07 AM
To: Scott Ciambor
Subject: RE: If June 27 meeting is happening…

Let's plan to place the ad tentatively with the 5PM special and a 7PM regular, both on June 27 just in case (if it needs to be put in today). Really, they should listen to the sessions and nothing more. I agree with your concerns.

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Friday, June 9, 2023 9:40 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Subject: RE: If June 27 meeting is happening...

Yes, lets do that….I'm leaning against the session; it is out of the ordinary and puts the department in the middle of the debate. It's a good idea to have as informed a body as possible, but…

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Friday, June 9, 2023 9:38 AM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: RE: If June 27 meeting is happening...

Can Admin hold off until Monday for the ad? Or put it in with a 5PM time, and then we can pull it necessary?

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Friday, June 9, 2023 9:24 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: If June 27 meeting is happening...

Hi Jill – That is what I was going to work on today; was going to give Mike a call. Admin has the ads deadline for today.

I also thought that we could encourage the Commission to watch the previous presentation to the Assembly to understand the larger picture.

Thanks scott

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Friday, June 9, 2023 9:06 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: RE: If June 27 meeting is happening...

Let's discuss next week. The tourism manager is consider the public—similar to city engineers or fire marshal. As such, they don't give presentations. I'm also not holding a 7pm meeting in June so that a presentation can happen without anything else on the agenda. Possibly, we could schedule a special 1 hour meeting at 5pm with an end time—no going on until infinity. I still need to verify that the tourism manager can even do so and if allowed, what door does that open for everyone else? Also, the presentation will need to be polished up and shortened—it was a long presentation by the TM.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 7, 2023 11:46 AM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>
Subject: If June 27 meeting is happening...

...Rorie would be supportive of a Tourism 101 for the Commission in advance of the July 11 Huna Totem Dock hearing.

- Presentation (attached) would be the same as the one given to the Assembly in March
- Would give the Commish the opportunity to ask questions on policy in general
- Would allow the Tourism Manager to skip July 11 meeting, keeping the managers office and the assembly away from the decision-making process.

Alix is leaving town on Friday and will be back on the 26th, but will be ready to do this presentation if the need arises.

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 x4130

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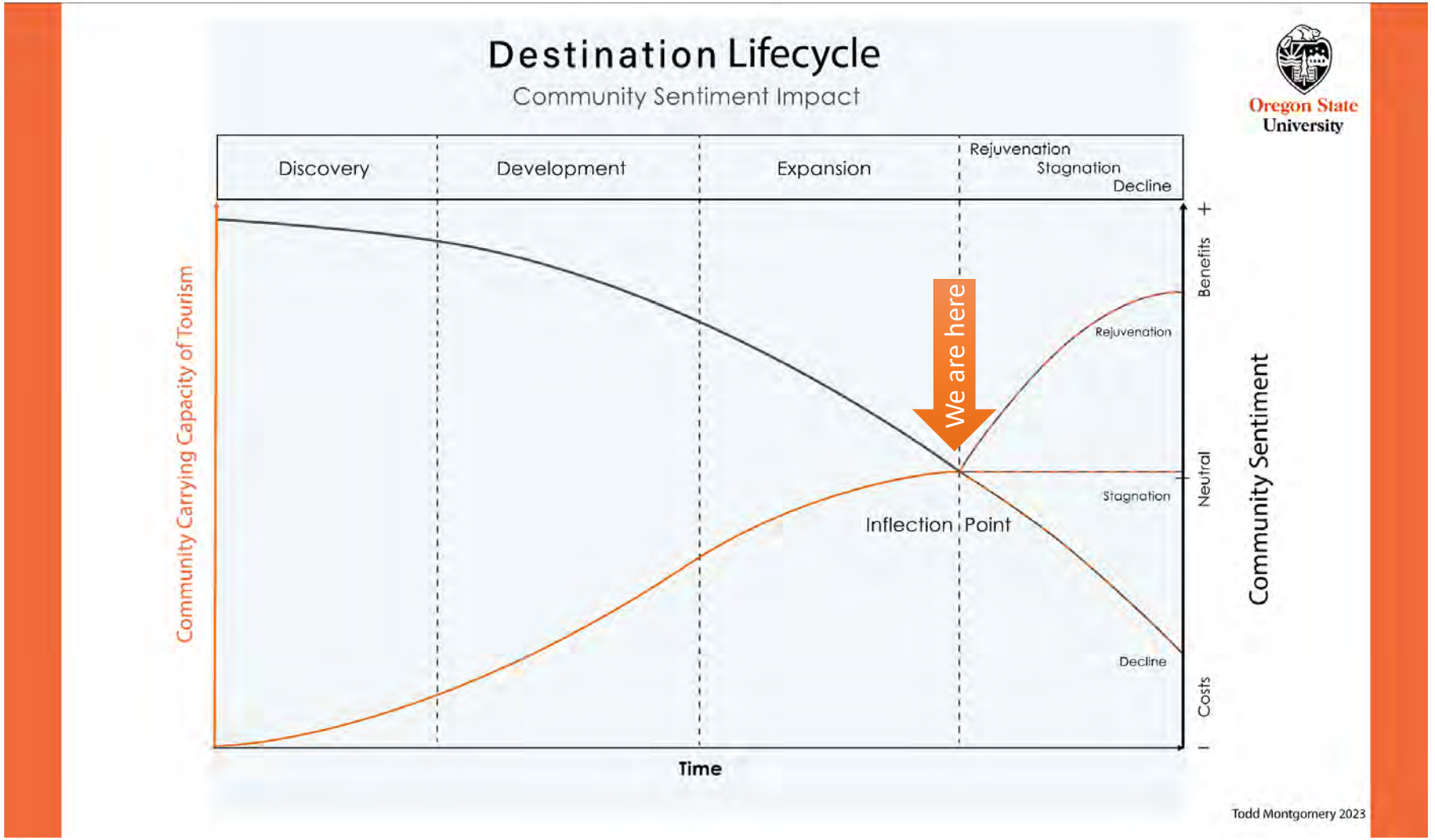
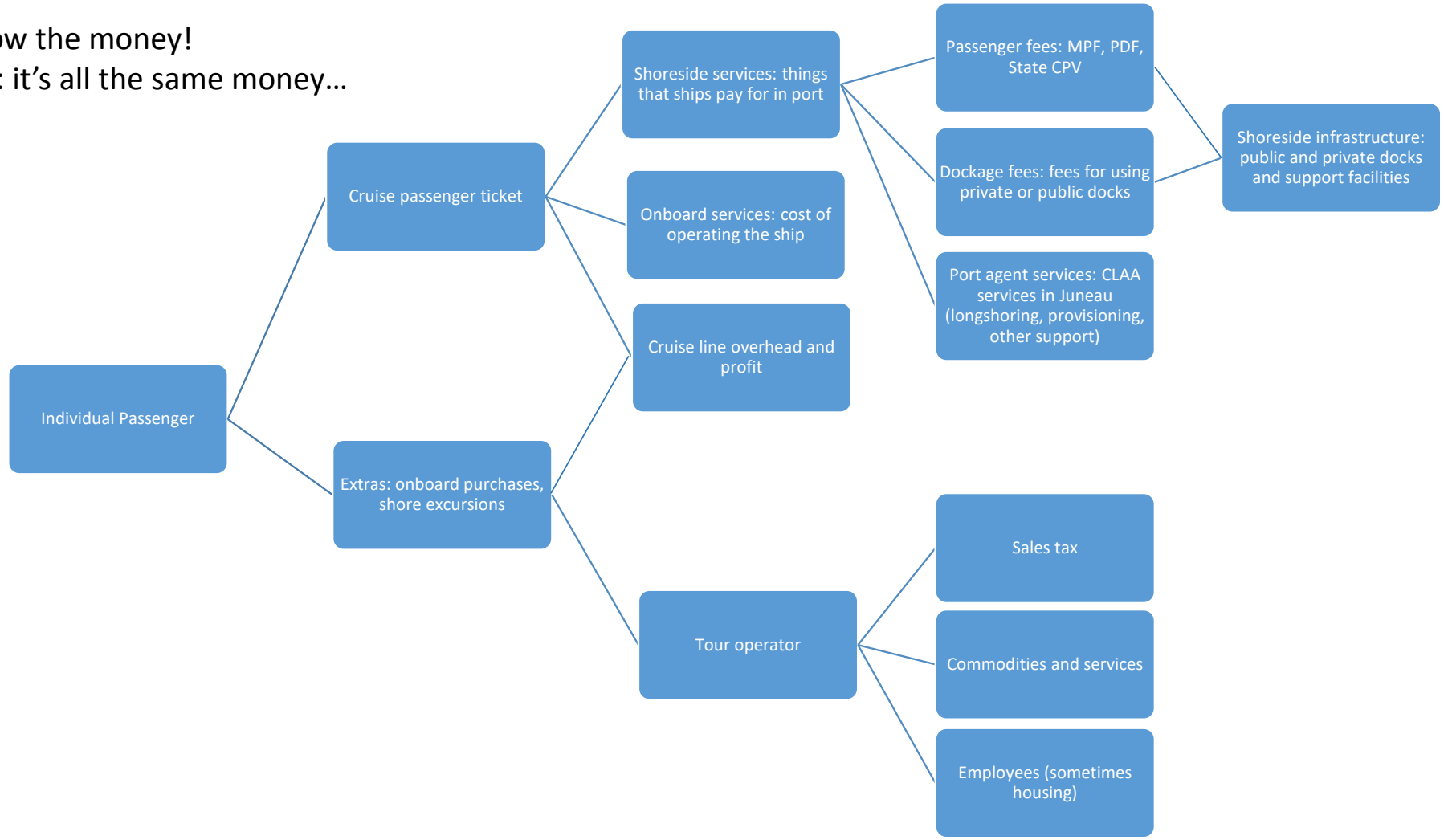
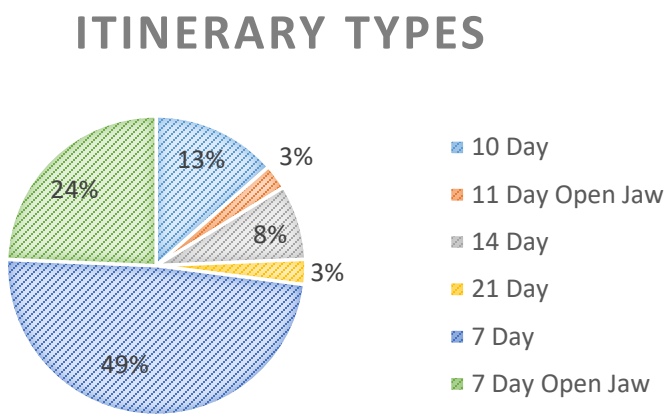
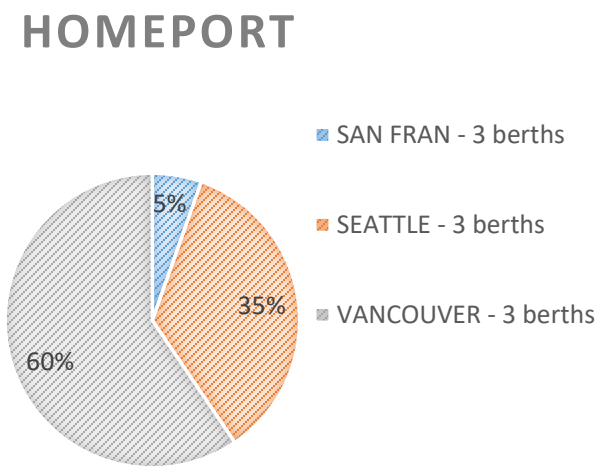

Destination Lifecycle
Community Sentiment Impact
Oregon State University
Discovery
Development
Expansion
Rejuvenation
Stagnation
Decline
Community Carrying Capacity of Tourism
We are here
Rejuvenation
Stagnation
Inflection Point
Decline
Benefits
+
Neutral
Costs
−
Community Sentiment
Time
Todd Montgomery 2023

Follow the money!
Hint: it's all the same money…

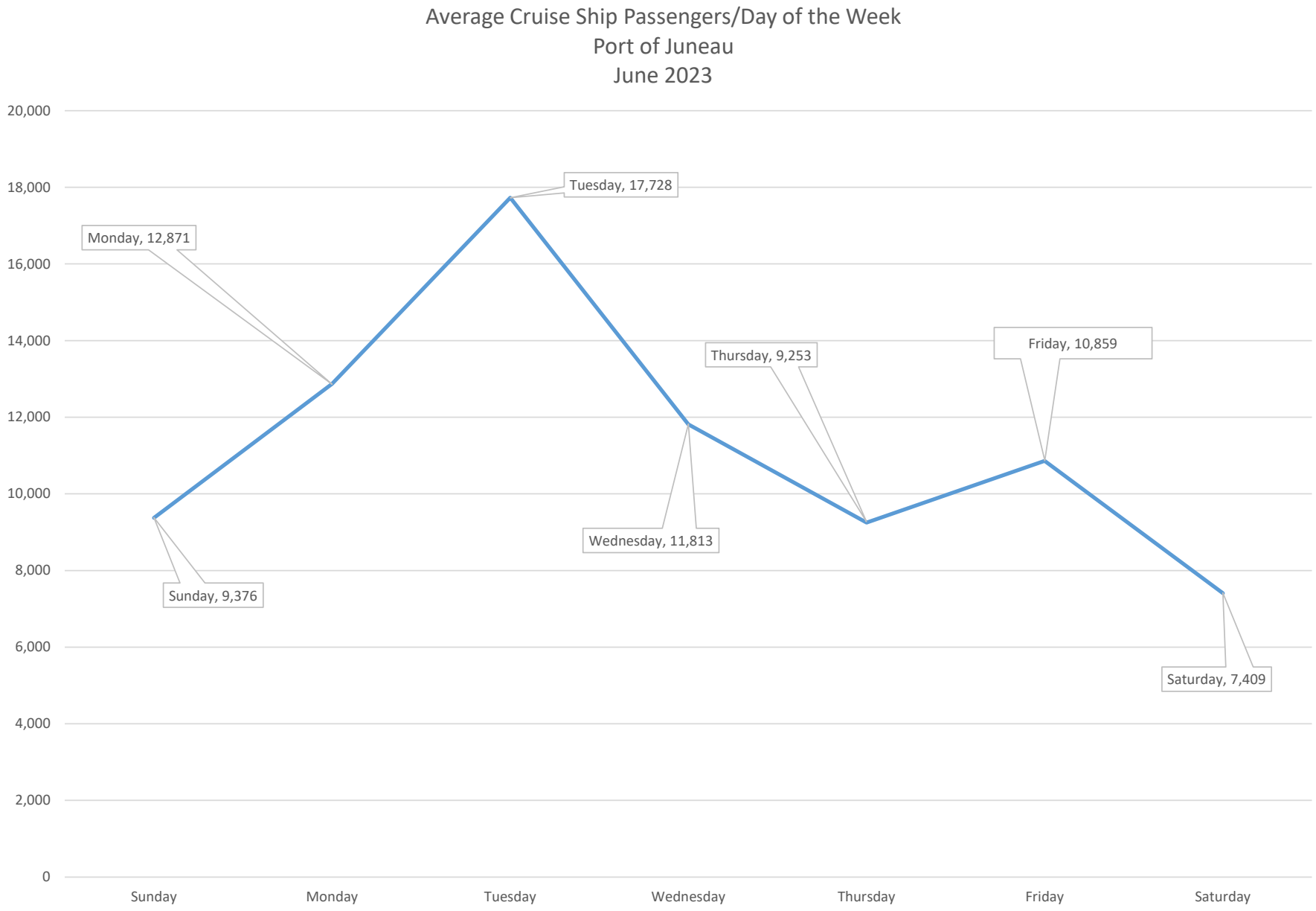


Itineraries

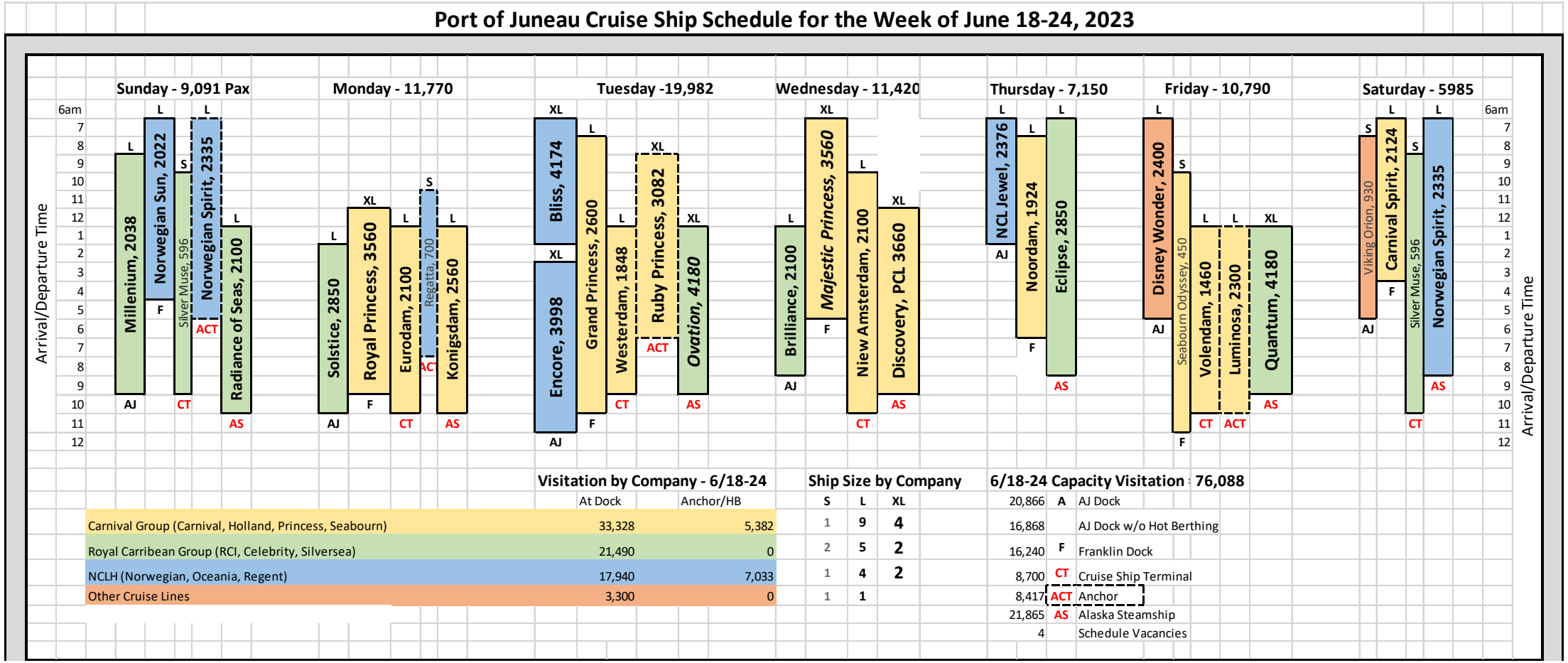




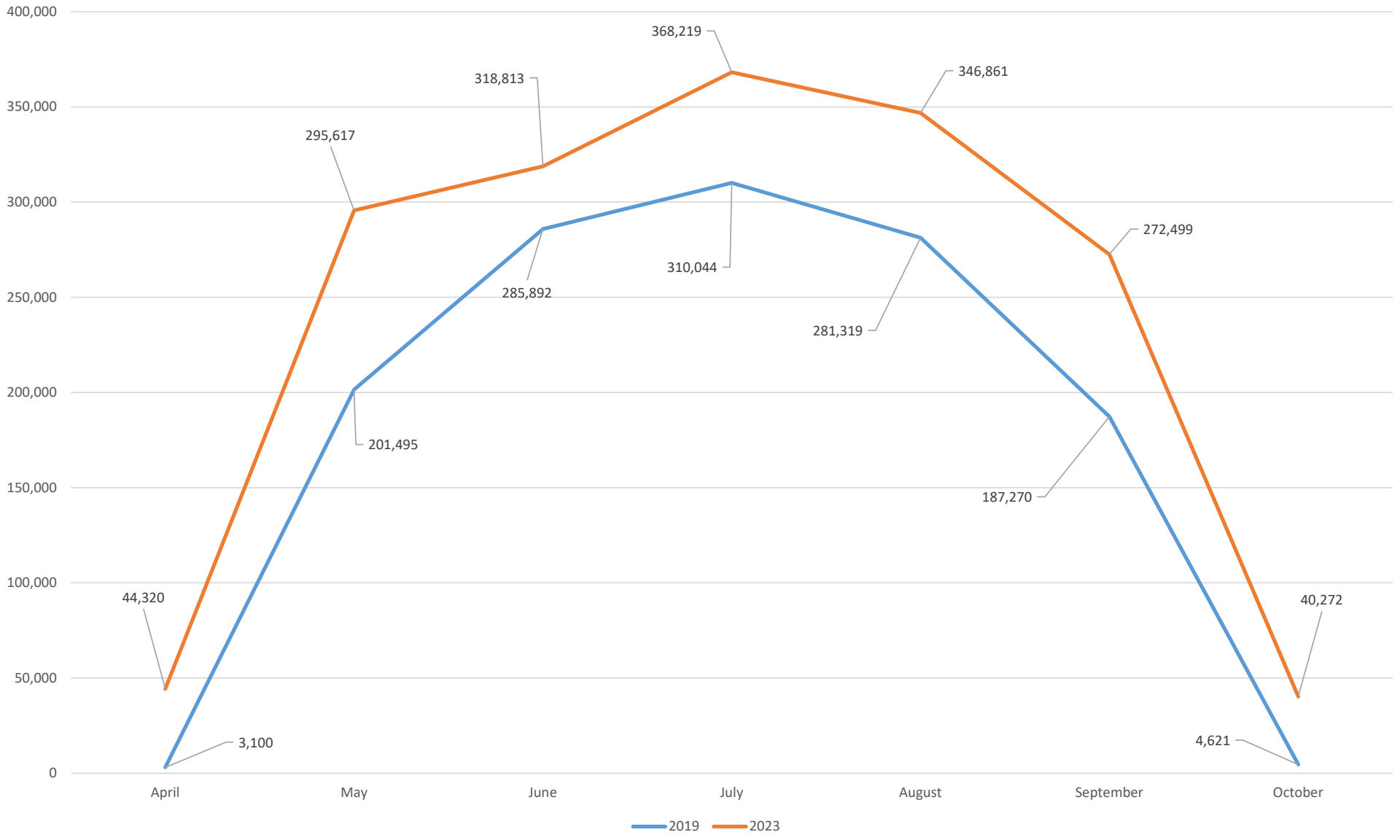
- Traditional Itinerary: 7 days round trip, Vancouver or Seattle
- Open Jaw Itinerary: 7 days point to point, Seward or Whittier, typically includes an interior tour
- Outlier Itineraries: Queen Elizabeth – rotates between 7/10/12 day itineraries, Majestic Princess – rotates between 7 day open jaw and 14 day round trip, Viking Orion – sails 11 day open jaw and spends 3 days in Seward


Average Cruise Ship Passengers/Day of the Week
Port of Juneau
June 2023
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Monday, 12,871
Tuesday, 17,728
Wednesday, 11,813
Thursday, 9,253
Friday, 10,859
Sunday, 9,376
Saturday, 7,409
Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday

Weekly Snapshot, June 2023



Port of Juneau, Cruise Visitation Trends/Passengers per Month – 2019 vs 2023



Theoretical Maximum Visitation

Current Capacity					
Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
XL	4000	90,000	550,440	45,000	685,440
XL	3000	67,500	412,830	33,750	514,080
L	2500	56,250	344,025	28,125	428,400
S	700	15,750	96,327	7,875	119,952
L (lightered)	2000	45,000	275,220	22,500	342,720
					0
		274,500	1,678,842	137,250	2,090,592

Adjusted for Additional Dock					
Dock/Ship Type	Passengers	Spring Season Pax	Peak Season Pax	Fall Season Pax	Total
XL	4000	90,000	550,440	45,000	685,440
XL	3000	67,500	412,830	33,750	514,080
L	2500	56,250	344,025	28,125	428,400
S	1000	22,500	137,610	11,250	171,360
XL (docked)	3500	78,750	481,635	39,375	599,760
S	700	15,750	96,327	7,875	119,952
		330,750	2,022,867	165,375	2,518,992

- This represents how we get to 2 million passengers at our current capacity and how we get to 2.5 million with a new dock
- Many assumptions are made in this table – the port is full every day, we will see a 4000 passenger ship every day, etc. but it shows the path for growth.
- Data is based on current ship sizes and on trends in ship building.
  - New builds trend toward the small luxury market (<1000 pax) and the large mass market (>3000 pax)

Proposed Subport Dock
Aak'w Landing (HTC)
14+ Bus Spaces
AJ Dock
18+ Bus Spaces
Cruise Ship Terminal (CBJ)
12+ Bus Spaces
Steamship Wharf (CBJ)
12 Bus Spaces
Franklin (aka Princess)
15+ Bus Spaces
Peratrovich Plaza
12 Small Bus/Van Spaces

Alaska: current and future business

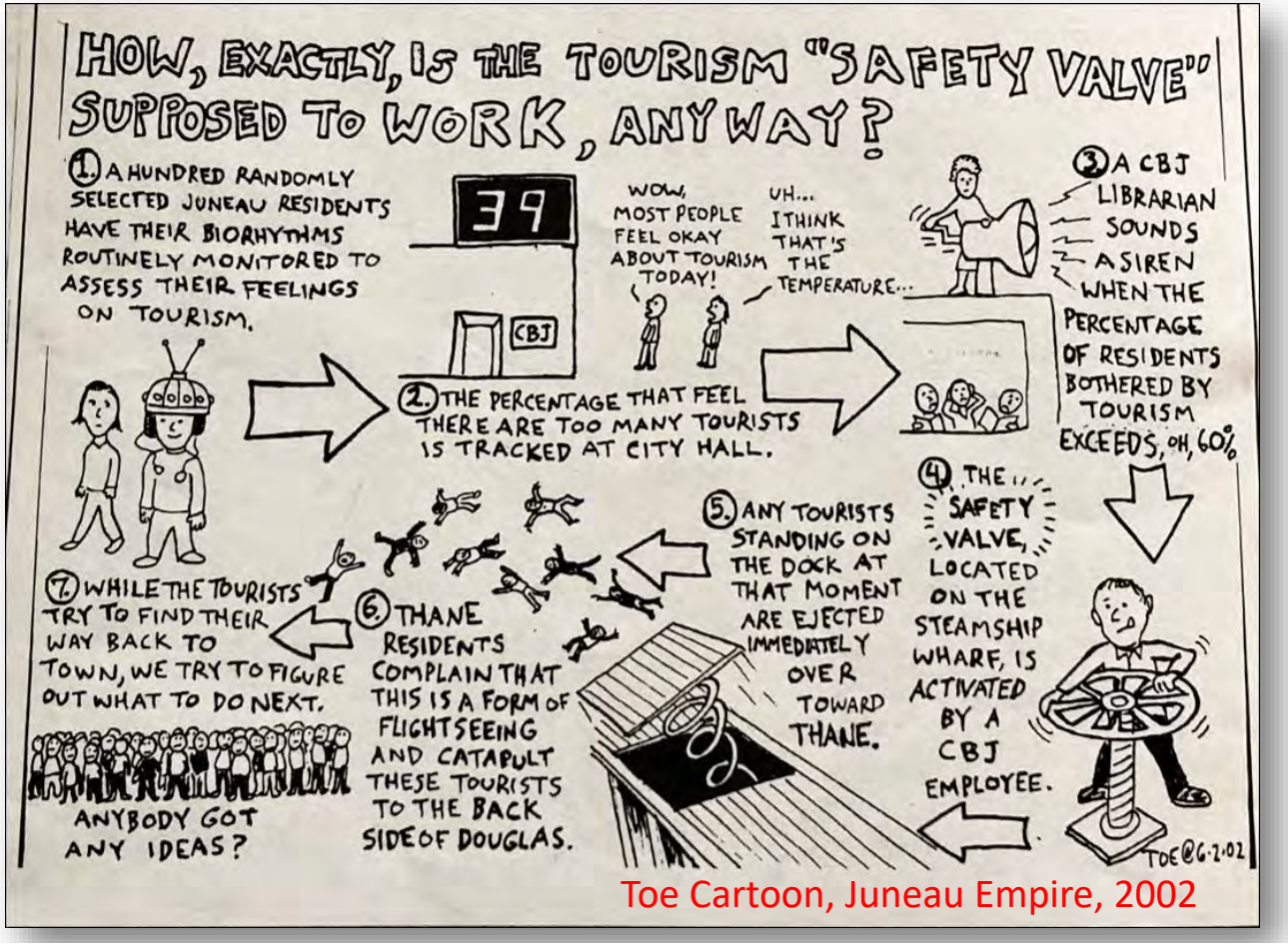
Coming to Alaska	Planning to Come to Alaska
Carnival – Holland America, Princess, Carnival, Cunard, Seabourn, etc. (90 ships, 8 ordered, 42% of pax 2021)	MSC – MSC, Explora (19 ships, 3 ordered, 10% of pax 2021), other business: shipping (560 ships)
Royal Caribbean – Royal Caribbean, Celebrity, Silversea (60 ships, 4 ordered, 24% of pax 2021)	Virgin (2 ships, 2 ordered, 1% of pax 2021), other business: airlines, media, etc.
Norwegian Cruise Line – Norwegian, Regent, Oceania (18 ships, 5 ordered, 10% of pax, 2021)	
Disney (5 ships, 3 ordered, 2% of pax 2021), other business: theme parks, media, merchandise, etc.	
Viking (82 ships, 9 ordered, 1% of pax 2021), mostly river cruise ships, all new builds are ocean ships	

Shoreside Activities

McDowell Group, 2016

- Local economic benefits of tourism are derived from the activities passengers do on shore
  - Tours, shopping, dining out, ancillary benefits
- The goal of any destination is to maximize local economic benefits while minimizing negative impacts
- A near-term public process on shore excursion disbursement and longer-term regional strategy should focus on several key principles:
  - Minimizing resident impacts
  - Recognizing that all tourism management decisions are interconnected
  - Articulating community goals and priorities (starting with the VITF recommendations)
  - Promoting a managed and sustainable industry locally and regionally
  - Maximizing local employment, business ownership, and economic activity
  - Industry-buy in and incentives to reward “good neighbor” operators

Commercial Use, Shore Excursions, Public Experience



Toe Cartoon, Juneau Empire, 2002

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, June 12, 2023 3:54 PM
To: Irene Gallion;Mickey Richardson
Subject: RE: Meet

That works for me.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 12, 2023 3:42 PM
To: Mickey Richardson <Mickey@hunatotem.com>; Fred Parady <FParady@hunatotem.com>
Subject: RE: Meet

Hi Mickey, thanks! I've set aside 2:30 on Wednesday. Fred, if that does not work let me know and we can juggle.

IMG

From: Mickey Richardson <Mickey@hunatotem.com>
Sent: Monday, June 12, 2023 12:04 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Fred Parady <FParady@hunatotem.com>
Subject: RE: Meet

Both times on Wednesday work for me.

Mickey

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 12, 2023 11:14 AM
To: Fred Parady <FParady@hunatotem.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Meet

That pushes me into Wednesday. I can do 11 am or after 2:30 on Wednesday.

Sorry about the delay.

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, June 12, 2023 11:09 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Meet

Irene:

We have a Board Shareholder's Committee Meeting at that time (making plans for our 50th anniversary). Is there another time that works for you?

Fred

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 12, 2023 11:07 AM
To: Fred Parady <FParady@hunatotem.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Meet

How about Tuesday, June 13th (tomorrow) at 3 pm?

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, June 12, 2023 10:12 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Meet

Irene:

The Seawalk and going over some of the application details. Half hour should suffice.

Fred

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 12, 2023 10:09 AM
To: Fred Parady <FParady@hunatotem.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: RE: Meet

Hi Fred, can you provide me an agenda of items to discuss? How long do you think you need?

Thanks, IMG

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, June 12, 2023 9:34 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Mickey Richardson <Mickey@hunatotem.com>
Subject: Meet

Irene:

Would you have time for Mickey and I to stop by this week to discuss our application?

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, June 12, 2023 3:45 PM
To: Irene Gallion
Subject: Accepted: Huna Totem mtg

Irene Gallion

From: Mickey Richardson <Mickey@hunatotem.com>
Sent: Monday, June 12, 2023 3:44 PM
To: Irene Gallion
Subject: Accepted: Huna Totem mtg

Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 14, 2023 3:58 PM
To: Jill Maclean
Subject: USE23-03: Conflicts?

Trying to get ahead of the ball:

- Corey Wall, the architect on the project, is on the AWARE Board, for which Mandy is the Executive Director. Undue influence?
- Nina Keller is with DOWL, the firm that did the traffic impact analysis. She was not involved in the analysis, and is not a partner in the firm. Conflict?

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 x4130

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Irene Gallion

Subject: Huna Totem Staff Report - final deets
Location: My office or yours

Start: Wed 6/14/2023 1:30 PM
End: Wed 6/14/2023 2:30 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Irene Gallion
Required Attendees Jill Maclean

To touch base on the approach and direction as it stands.

Irene Gallion

From: Nina Keller Horne <nkellerhorne@dowl.com>
Sent: Thursday, June 15, 2023 3:56 PM
To: Irene Gallion
Subject: RE: [EXT] No conflict apparent on Huna Totem, USE23-03

Thank you.

I left her a message and will figure out what she needs from me.

I wasn't involved in this project, but will chat with her about potential conflicts in general.

Thanks for reaching out.

Nina

Nina Keller
Transportation and Environmental Planner

DOWL

(907) 780-3533 | office
(907) 865-1246 | direct
dowl.com

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, June 15, 2023 3:50 PM
To: Nina Keller Horne <nkellerhorne@dowl.com>
Subject: [EXT] No conflict apparent on Huna Totem, USE23-03

WARNING: *External Sender - use caution when clicking links and opening attachments.*

Hi Nina,

Jill asked Law if you would have a conflict because DOWL had done the TIA for this project. Law says you do not appear to at this time, but you should disclose. They have some language they like to use, so if you could call and check in with Sherri she can give you that.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Friday, June 16, 2023 12:51 PM
To: Jill Maclean
Subject: RE: Huna Totem - 49.25.300 10.500 Moorage

Thanks!

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Friday, June 16, 2023 12:21 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Huna Totem - 49.25.300 10.500 Moorage

Hi – in our discussion the other day, we discussed the TPU. Moorage is covered by 49.25.300 10.500, and 10.510 is for public / commercial use and requires a CUP in MU2. Code doesn't define moorage, but a common definition includes a dock. Then, 21.300 covers visitor and cultural facilities, also a CUP.

I interpret 9.600 as different because it's under "Boat or Motor Vehicle, Sales and Service Operations"—the dock isn't sales or service. It's strange, but it wouldn't fit under that category. 9.600 is one that really shouldn't be under that Header. It belongs under 10.000.

Jill Maclean, AICP | Director
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4118

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Irene Gallion
Sent: Friday, June 16, 2023 4:03 PM
To: Jill Maclean;Scott Ciambor
Subject: USE23-03: Huna Totem Staff Report

We anticipate having the modified materials by the morning of June 20 (Tuesday). I will tighten up the report and have it to you, ideally that day for review.

ADOT may not have their review to us until the 26th, so I may need to ask for a quick review of that element before it goes to Admin.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Friday, June 16, 2023 1:53 PM
To: Drown, Arthur EE (DOT)
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

Not nagging, just checking – does it look like you'll have comments by June 26th?

Thank you, have a good weekend!

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Tuesday, May 30, 2023 7:59 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thank you for this information Irene,

I put the TIA out for Department wide review, I will compile any comments provided and return a summary to you prior to the deadline.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, May 26, 2023 4:18 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

The Huna Totem project is scheduled for the July 11 Planning Commission meeting.

For DOT analysis or concerns to be considered in the staff report, it must be received by June 26.

If you miss that deadline, review notes and memos can still be accepted through July 7 at noon, but will n in the staff analysis. If this is the case, I'd recommend that DOT develop a memo that clearly states conditions they'd like to see added to the permit.

Thanks! Have a good weekend,

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:50 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Perfect, thank you Scott.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 3:49 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

You don't often get email from scott.ciambor@juneau.gov. Learn why this is important

Hi Arthur –
This study was one of the last items needed for their Conditional Use Permit application. The Planning Commission hearing on this case will likely be in July/August – I'll be sure to have Irene reach out once it is set. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:36 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Scott,

Thank you for passing this along. I will disseminate to the appropriate parties within the department for review. Is there currently public hearing or planning commission agenda regarding the review of the development? If there is it may be good to loop us in after the TIA is reviewed in order to provide comment.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 2:02 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Some people who received this message don't often get email from scott.ciambor@juneau.gov. Learn why this is important

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Arthur and Michael -
Since Irene is on vacation, I wanted to forward the Traffic Impact Analysis for Huna Totem Aak'w Landing project that we received on Friday. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

CITY AND BOROUGH OF JUNEAU
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Irene Gallion

From: Jill Maclean
Sent: Friday, June 16, 2023 10:40 AM
To: Irene Gallion
Subject: Huna Totem - public access

Hi,

Just following up on our conversation the other day. We were discussing the seawalk, and the code reference I was thinking of isn't the one directly related to seawalk – rather it's general about access to public waters – 49.35.620. They seem to be meeting this requirement with the seawalk and ped access.

Jill Maclean, AICP | Director
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4118

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Jill Maclean
Sent: Monday, June 19, 2023 12:23 PM
To: Irene Gallion
Subject: Huna Totem - PSA?

Hi,

I'm wondering if we shouldn't issue a PSA through Meredith for Huna Totem. The abutter list only included a few property owners. It may be proactive to issue a PSA, so we can see what comments may arise at the hearing. It would give us time to prepare. Thoughts? I'm happy to draft the PSA.

Thanks,

Jill Maclean, AICP | Director
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4118

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Irene Gallion

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Tuesday, June 20, 2023 5:45 PM
To: Irene Gallion;Fred Parady;Mickey Richardson
Subject: Re: USE23-03: dock description
Attachments: Aak'w Landing Architectural Narrative.pdf

Hi Irene-

Good catch—please find attached the architectural narrative which should be included in the packet for the Commission. Some of this is a bit redundant now that we've expanded the Zoning and Planning Memo, but some of--like the dock info—is still important.

Thanks,
C

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 20, 2023 5:17 PM
To: Fred Parady <FParady@hunatotem.com>; Mickey Richardson <Mickey@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: dock description

Hi Team,

In previous documents there was a discussion of the proposed dock that explicitly limited the capacity of the dock (below). That section seems to be missing in the revised documents.

Did I miss it? What is the intent?

Thanks!

Cruise Ship Dock.

- 500' x 70' steel floating dock of similar construction to that utilized at Icy Stra Cove Cruise Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design ve weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for t
- The opposite side of the dock from the cruise ship berth will not be construct loads of large ships, but could be configured for tour day boat, tenders and ot as canoes or kayaks.
- The floating berth shall be accessed with a 140-foot-long gangway rated for p equipment.
- Mooring locations to be equipped with electric capstans for line handling and catwalks.
- The dock includes basic facility lighting, electrical service, and wash down wat seaward.
- The proposed design includes the cable trays and structure for integrating fut connections once the municipal feed is available.

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 x4130

Fostering excellence in development for this generation and the next.
How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Conditional Use Application

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.
- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the CBJ Tideland Lots to the west if this is desired in the future.
- The entire Bus Staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the Bus Staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

- The Park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the Park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.
- Shop and Cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.

- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the [illegible] planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Cruise Ship Dock.

- 500' x 70' steel floating dock of similar construction to that utilized at Icy Strait Point Berth II and Ward Cove Cruse Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design vessel during cruise season weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for the cruise fleet.
- The floating berth shall be accessed with a 140-foot-long gangway rated for port of call standard equipment.
- Mooring locations to be equipped with electric capstans for line handling and will be accessible by catwalks.
- The dock includes basic facility lighting, electrical service, and wash down water from the abutment seaward.
- The proposed design includes the cable trays and structure for integrating future shore power connections once the municipal feed is available.

Irene Gallion

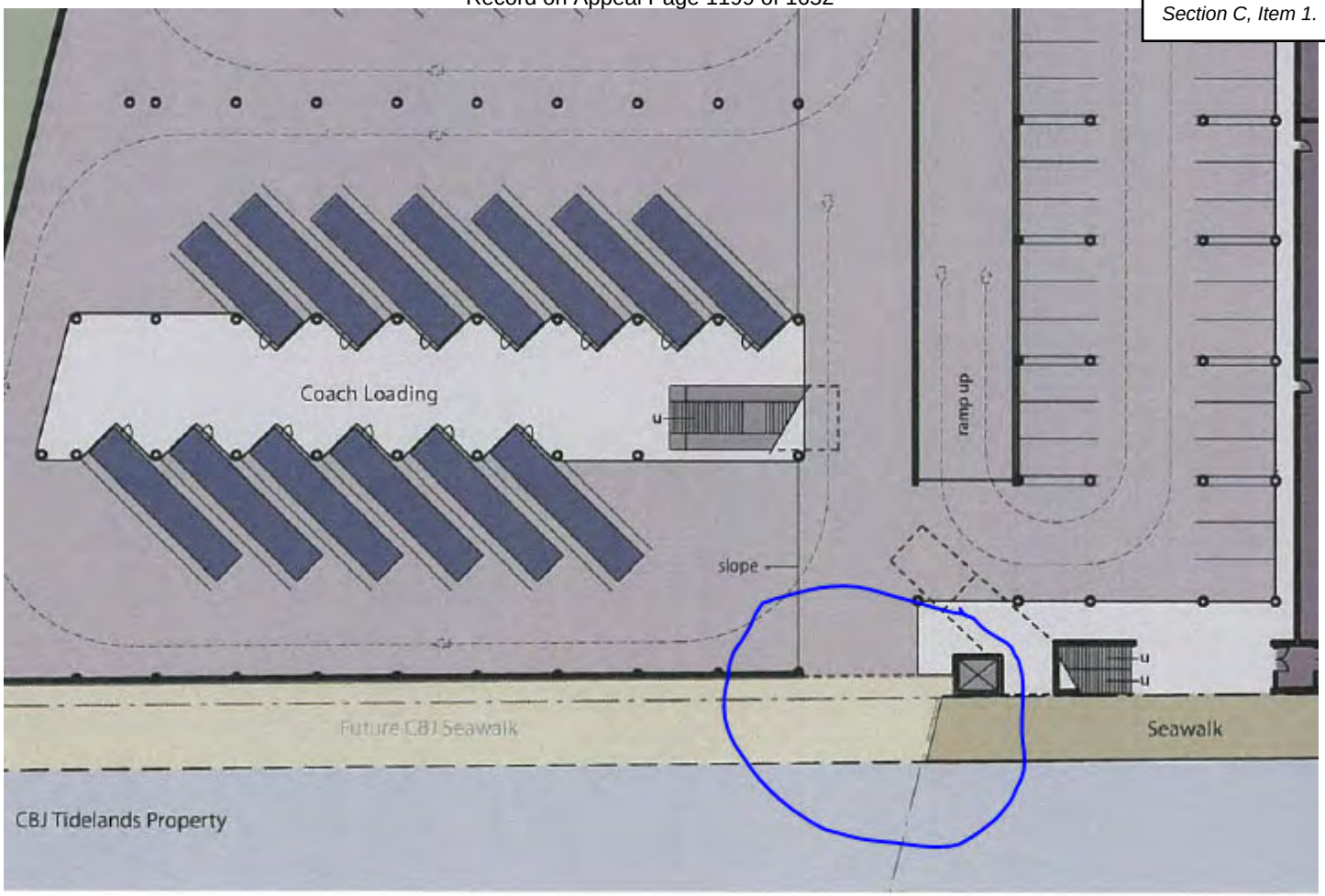
From: Corey Wall <corey@jensenyorbawall.com>
Sent: Tuesday, June 20, 2023 4:37 PM
To: Irene Gallion;Fred Parady
Subject: Re: Aak'w Landing Additional Materials

There will be plenty of room to the right of your circle, we will just have to coordinate the construction of the pedestrian island, stairs and elevator. There is 83' from the corner of Lot 1A south to the face of the as-drawn vestibule into the corner Retail, so we've lots of room to create a safe emergency vehicle lane if CBJ really doesn't want to extend the Seawalk down Lot 1A.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 20, 2023 3:57 PM
To: Corey Wall <corey@jensenyorbawall.com>; Fred Parady <FParady@hunatotem.com>
Subject: RE: Aak'w Landing Additional Materials

Thanks Corey!

On the emergency vehicle access, how does the ambulance get there? I thought it was through the garage, but the CBJ section of seawalk is not being constructed, so leaves a gap.



Thanks for the prompt replies!

IMG

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Tuesday, June 20, 2023 12:30 PM
To: Fred Parady <FParady@hunatotem.com>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Re: Aak'w Landing Additional Materials

Hi Irene-

We address those issues on page 5 of the Zoning and Planning Memo, which is the 6th page of the PDF.

Let me know if you need anything else.

Thanks,
Corey

From: Fred Parady <FParady@hunatotem.com>
Sent: Tuesday, June 20, 2023 11:59 AM
To: Corey Wall <corey@jensenyorbawall.com>
Subject: Fwd: Aak'w Landing Additional Materials

Sent from my iPhone

Begin forwarded message:

From: Irene Gallion <Irene.Gallion@juneau.gov>
Date: June 20, 2023 at 11:20:36 AM AKDT
To: Fred Parady <FParady@hunatotem.com>
Subject: RE: Aak'w Landing Additional Materials

Hi Fred,

Where is drainage and snow storage addressed? It is not jumping out at me. Thanks!

IMG

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, June 19, 2023 5:01 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Corey Wall <corey@jensenyorbawall.com>; Mickey Richardson <Mickey@hunatotem.com>
Subject: Aak'w Landing Additional Materials

Irene:

Attached please find a cover letter with attachments and pdf's of drawings for our Aak'w Landing project. The traffic response spreadsheet is marked draft pending comments from DOT.

We look forward to next steps.

Fred

Fred Parady
Chief Operating Officer
Huna Totem Corporation
907.789.8504 (w)
907.723.3903 (c)

Huna Totem Corporation

WOOSH-JEE-EEN • PULLING TOGETHER

June 19, 2023

Ms. Irene Gallion
Senior Planner
Community Development Division
City and Borough of Juneau
4th Floor – Marine View Center
230 South Franklin Street
Juneau, Alaska 99801

Dear Ms. Gallion:

Attached please find the following materials for Huna Totem Corporation's Conditional Use Permit Application USE23-003 for the Aak'w Landing project:

- A Zoning and Planning memo dated today from Corey Wall with Jensen Yorba Wall that provides additional information that clarifies and integrates the Uplands and Tidelands portions of the project.
- A spreadsheet responding to the traffic comments that have been received to date.
- Revised drawings for the project.

We would appreciate your review of these materials and their inclusion in the packet for the July 11th meeting of CBJ's Planning Commission. Please contact me with any questions.

Cordially,

Fred Parady
Chief Operating Officer

9301 Glacier Hwy Suite 200 Juneau, AK 99801 Phone (907) 789-8500 Fax (907) 789-1896

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: June 19, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Planning Study

Total Project Area
475,377 sf.

Discussion: Area of Uplands and Dock are combined for the Conditional Use Permit and to show the total size of the project. The two portions of the project are considered individually below.

Uplands Portion of Project
Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Park above. Retail both at Seawalk and Upper Plaza (Park) level. 103,100 sf footprint

- 150,000 sf total developed area, including:
  - One-story bus parking and loading garage
  - Two-story car parking garage
  - 34,000 sf Retail, including:
    - 4,700 sf Whittier Street-facing (Seawalk Level)
    - 19,300 sf Seawalk-facing (Seawalk Level & Mezzanine)
    - 10,000 sf Welcome Center (Upper Plaza Level)
- 1+ acre of Park and Plaza over bus and vehicle garage

Proposed Future Phase Development: Additional Retail and Use TBD facilities at Upper Plaza (Park) level

- 9,000 sf additional Retail (43,000 sf total, including Phase 1)
- 40,000 sf Future Phase, Use TBD

Parking

Parking Provided. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, for a total of 117 bus and car stalls. Alternate "Off-Hours" striping in the bus garage will allow for passenger car parking after-hours or off-season for a total of 79 car stalls (plus the Circulator) in this area of the garage for a building total of 172 car stalls.

Discussion: CBJ Codes calculations are based on car-sized parking stalls. Given the large capacity of the buses, using the "Off-Hours" striping stall total to determine parking capacity seems reasonable. However, the proposed development is allowable even if parking capacity is determined with bus stalls counted as a single stall.

Phase 1 Parking Required:	34,000 sf Retail (1 stall per 750 sf):	**46 stalls required**
Future Total Parking Required:	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use TBD	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	53 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		70-110 stalls required total

CBJ Parking Requirement:

- Commercial/Retail 1 per 750 sf
- Restaurants 1 per 750 sf
- Museum 1 per 1,500
- Recreational Space 1 per 10 seats
- Housing, 400 sf Eff. .3 spaces per
- Housing, 1-bedroom .4 spaces per
- Housing 2-bedroom .6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

Dock Portion of Project
Parcel: 1C100-K83-0032 (CBJ Tidelands) and unlabeled adjacent Alaska State Tidelands
Project Area: 350,000 sf (125,000 sf on CBJ Tidelands, 225,000 sf on State Tidelands).

Discussion: Project Area is only a portion of the much larger CBJ- and State-owned parcels. Project Area includes area physically occupied by the Dock structures, the "shadow" of the 360-meter long cruise ship floating above, and approximately 20% additional space around the dock and ship to ensure compliance.

Property Zoning: MU2 (taken from adjacent C-1 Lot Zoning)
Maximum Lot Coverage: 80% (280,000 sf)
Minimum Vegetative Cover: 5% (17,500 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)

Discussion: Dimensional standards and requirements listed are for MU2 zoning. Not clear how all standards—particularly vegetative cover—apply to tideland lots which are entirely over water. However, the project will comply with a strict reading of all requirements:

- *The constructed Dock takes up an area much smaller than the allowable Maximum Lot Coverage (143,960 sf vs the allowable 280,000 sf)*
- *The Park on the Uplands is large enough to fulfill Minimum Vegetative Cover requirements (50,000 sf vs. the required 23,769 sf for the Uplands and Dock together)*
- *The Dock height will be lower than the 45' Maximum Height as determined from the datum on the Uplands.*

Allowable Uses:

- Private Moorage: 1,3 (49.25.300, 10.520)

(1, 3. Department approval required if minor dev., conditional use permit required if major development.)

Proposed Development: Floating Dock with access ramps to the adjacent C-1 parcel. No occupiable buildings are proposed in this portion of the development.

Parking: As noted above, all parking is being provided on the Uplands portion of the project.

Discussion: Parking requirements for the project have been determined by the Uplands development areas without modifiers—i.e., the parking calculations assume that all visitors to the Uplands facilities—even the Welcome Center—arrive via personal vehicle and not on the cruise ship. As noted above, the project provides 172 parking stalls for a total build-out requirement of 70-110 stalls.

Parking requirements for the vehicles serving the cruise ship and dock itself are not defined by code. The project includes more parking areas for buses, vans, and coaches than are currently provided at the other cruise ship docks. (For example, the AJ Dock facility provides 21 dedicated coach and bus stalls, the proposed Aak'w Landing project proposes 24 dedicated coaches and bus stalls).

Other Planning Considerations

Circulation: The project has been designed to prioritize safe and efficient movement of pedestrians and vehicles. The goal is to create a high-quality experience both for visitors arriving to Juneau for the first time via the adjacent cruise ship dock and for local residents who wants to enjoy the publicly-accessible Park and view areas or waterfront retail / restaurant facilities on the site.

Cruise Ship Arrival

- Pedestrian traffic to and from the cruise ship arrives onto the site via the Dock SkyBridge, which connects at the Upper Plaza (Park) level. This will provide a location for large groups of newly-arrived visitors to get sorted and organized in an area away from the more linear Seawalk-level retail areas below. This level will be entirely pedestrian, with all vehicles located a level or two below.
- The curving Skybridge will provide orienting views to and through the upper-level buildings before visitors arrive at the Upper Plaza. Major pedestrian routes are marked with large canopies supported by totem pole columns and other artwork.
- Directly in front of a visitor arriving at the Upper Plaza is a 10,000 sf Welcome Center—a unique facility for any dock in Juneau. Visitors can walk around or through the Welcome Center to be sorted into tours or provided maps and suggestions for independent activities.
- The slowly rising SkyBridge arcs over the dining Deck and gives visitors a view of the Seawalk-level retail and other enticing attractions below. The large dining Deck and SkyBridge act as visual markers to orient visitors when they return to the site.

Tour Departure

- To the rear of the Welcome Center, two separate sets of escalators and stairs take visitors to the loading islands on the parking level below. Electronic and static signage helps separate and efficiently guide the visitors to their tour departure areas.
- In the parking garage, visitors are loaded and unloaded from raised loading islands. Pedestrians do not ever cross bus or car traffic lanes on foot in the garage.
- Buses and commercial traffic have a separate entrance and traffic patterns from passenger vehicles. During on-hours, commercial traffic and passenger vehicles are entirely separate.

Park and Upper Plaza

- Over half of the upper level of the project is devoted to Park and open Plaza spaces. The Park gently slopes towards Egan Drive and the sidewalk to provide easy pedestrian access to this very prominent feature.
- The Park will be heavily landscaped with a variety of activity and leisure spaces such as: performance stages for music and dance, open areas for play and gathering, landscaped natural areas to display native art, covered seating areas with hook-ups for food trucks and carts, etc.

Pedestrian Traffic and Seawalks

- Based on current predictions, the majority of visitors will leave the site on leave the site via commercial vehicles as described above. However, pedestrians to and from the Upper Plaza will have number of clear and attractive walking options.
- Pedestrians descending through the Park towards Egan will be routed either to the NE corner (Whitter/Egan signalized intersection) or to the NW corner and onto the Egan sidewalk walking towards Gold Creek. The landscaped berm at the rear of the Park will not allow pedestrian traffic at random locations down to the Egan sidewalk.

- A large stair and elevator are located at the open SW corner of the Upper Plaza to take pedestrians down towards the dining Deck and Seawalk-level retail below. This corner of the site is open to the Tidelands and is one of the only portions of the site which will always have open waterfront views.
- The large (75- 95' deep) dining Deck is located on the "flagpole" portion of the site and will also always be open to the waterfront to the south.
- Adjacent to the dining Deck, a 16' wide Seawalk will take pedestrians along retail spaces as they walk east towards Whittier. The corner retail space at the SE corner of the site will have stairs and elevators which can take visitors back up to the Upper Plaza Level.
- Pedestrians on Whittier can proceed either to the wide sidewalks and signalized intersection / pedestrian crossing at Whittier/Egan, or they can proceed down Heat Street towards downtown. CBJ improvements to Heat Street to create an attractive extension of the Seawalk from downtown would enhance the visitor's walking experience but are not seen as a critical or immediate need.
- A portion of 16'+ Seawalk is planned at the SW corner of the project along the adjacent Tidelands property. The Seawalk is shown as a possible future project along the west side of the project on CBJ Lot 1A, but this project will depend on CBJ plans for this property. A Seawalk here would link the Seawalk near the SW dining Deck back to Egan, but is not required since pedestrians can route up to the Upper Plaza and along the west side of the Park down to Egan.

Emergency Access

- Emergency vehicles can access the site from Egan and Whittier and will have complete access to the parking levels.
- A controlled vehicle access lane through the parking level, onto the SW Seawalk and to an at-grade vehicle bridge to the cruise ship dock will allow for emergency vehicle access to the entire dock. This route is not anticipated to be used for non-emergency vehicles.
- It is hoped to develop the Park access ramps and walkways such that food trucks and service vehicles could be brought to the Upper Plaza level without needing a driveway off Egan. Such access ramps would allow for emergency vehicle access to the Upper Plaza, although such access is not required by code.

Snow Storage and Drainage: All vehicle traffic on the site is inside the covered parking garage, with covered canopies over the access drive lanes from Whittier. Canopies over the south-facing Seawalk protect walking traffic and the majority of the retail spaces are accessible directly from the interior parking garage. Snow removal at the non-canopy covered Seawalks and at the Park / Upper Plaza is anticipated to be intermittent with no off-site snow storage required. Snow will not be pushed off the site into the water.

Drainage off the site will be internally collected and routed to the channel. Catch basins in vehicle traffic areas will have oil-water separators as required.

FEMA and Floodplain Requirements: All retail and permanently-occupied spaces at the lower Seawalk Level have floors above the flood plain level. The rear portion of the parking garage slopes below the floodplain and this portion of the garage will be engineered to withstand flooding and tidally-caused uplift pressures.

Lighting: Exterior lighting—both on the buildings and in the exterior spaces--will comply with code requirements.

Note: All comments must have a response and a follow-up code

Aak'w Landing Development
Traffic Impact Analysis

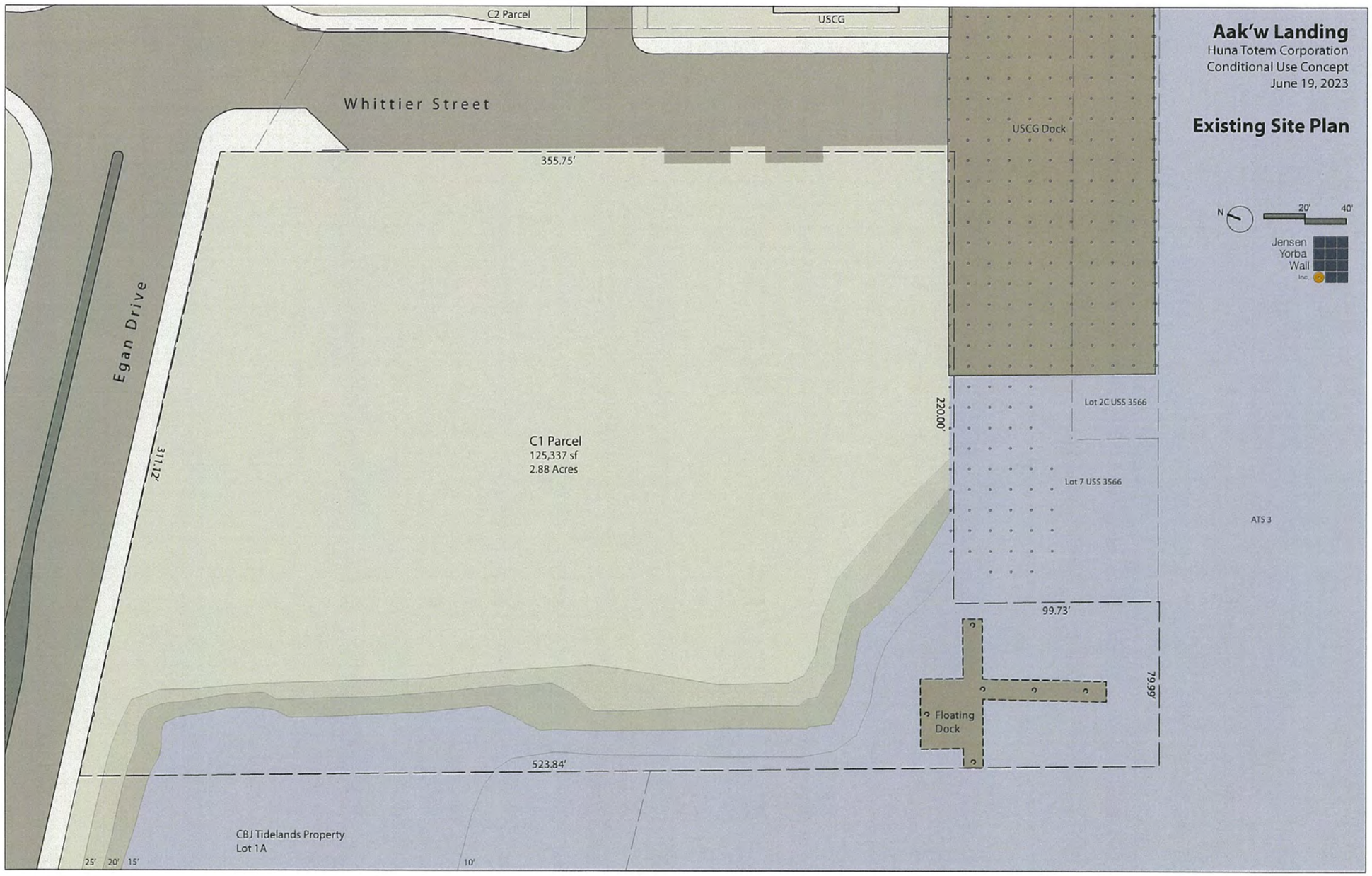
Section	Comment/Decision	Made By	Response (Include a Follow-up Code in Column F)	Response By	Follow-up Code 1 - Will address 2 - Need additional information 3 - Requires contract amendment 4 - Noted, but no change	Addressed
Page 10	I don't understand why or how so many buses would be going to the east or north based on the tour offerings available. There are two tours that would go downtown, both are small bus, small capacity tours.	CBJ CDD (Alexandra Pierce)	The trip distribution percentages presented on page 10 describe all traffic associated with the development. This includes buses (which we estimate to be 23% of vehicular traffic), local traffic, and development employee traffic. Final percentages were discussed with DOT&PF staff and agreed upon prior to TIA completion.	CR	4	
Page 14	Even only 60% of bus traffic headed to the valley, the applicant recommends longer light times at 10th and Egan. This is concerning to me because it could back up Douglas traffic and negatively impact neighborhoods to facilitate bus traffic. On one hand they are saying that there will be 10-15 buses an hour (not that big a deal). On the other hand, this suggests that there will be so much bus traffic that they need to change the signal timing at an intersection.	CBJ CDD (Alexandra Pierce)	1) The signal at 10th/Egan has plenty of intersection capacity based on the analysis within the TIA. Signal timing provided by DOT indicates there is plenty of room to optimize signal timings as additional growth occurs. Even without the development in question this is recommended on a standard 5-yr maintenance cycle. 2) Again, the number of buses is only one component of development traffic, and due to the # of riders it is not the predominant traffic concern of the development.	CR	4	
Page 42	The TIA assumes that CBJ would provide a circulator. We are currently evaluating the utility of a circulator but stating that we would provide (and pay for) a circulator that meets HTC's needs is a bold assumption. We have not supplied data on the timing or trips per hour of a future circulator so I am not sure where HTC is getting its assumptions of a municipally provided and funded circulator that operates on a 15 minute interval. The Aj Dock provides its own shuttle and HTC should pe prepared to do the same regardless of the outcome of a circulator study.	CBJ CDD (Alexandra Pierce)	The provided Trip assumption memo in the Appendix does not make any assumption as to the owner/operator of the "Downtown circulator" mentioned. We believe this is a confusion in terms between the memo (indicating some kind of high occupancy shuttle/circulator from the development to downtown) and the CBJ evaluation of a transit option labeled the "Downtown Circulator" which would serve more than just a single development.	CR	4	
Page 42	Additionally, the buses per hour piece seems unrealistic given how cruise ship arrivals and bus departures work. There are a rush of departures right when a ship arrives and then another rush in the afternoon (if the ship is on a full day port call).	CBJ CDD (Alexandra Pierce)	Our analysis assumes all buses will leave/arrive the development within a 2-hour window in the morning and afternoon with a full day port call lasting 10 hours. Our current peaking includes the highest hourly estimate for each bus/high-occupancy vehicle type.	CR	4	
Page 42	The pedestrian traffic seems low to me too. They are docking 4000 pax ships (2100 crew) there, but it doesn't seem like they are properly accounting for passengers and crew leaving the site. Also, another major cruise line wants to come to Juneau and use a future subport dock for 5000 pax ships. This is why we need passenger volume information and projections. It seems like they are underrepresenting the number of passengers and crew disembarking. Also, while pedestrian movements might be slightly more spread throughout the day than bus movements, the assumption that pedestrian movements would be evenly distributed throughout the day is not consistent with how cruise passengers typically behave with more passengers walking off the site at arrival and back onto the site just before departure.	CBJ CDD (Alexandra Pierce)	We agree the amount of pedestrian traffic is important, but from a TIA perspective the traffic impact is worse if fewer pedestrians are assumed. Our approach directly uses the passengers in the internal trip capture calculation for the development. This means more pedestrians DECREASES the number of vehicles assumed coming/leaving the development since passengers are walking. As for the traffic impacts at the signals due to the increased pedestrian crossings, we inflated the 'calls' and pedestrian volume in the HCM analysis to include a pedestrian recall for EVERY signal cycle length. This therefore assumes the pedestrian button is always being used for the entire hour. In addition, per page 10, footnote 11 of the TIA, an AM and PM peak of 15% pedestrian (walking only) usage was included in the analysis. This is on top of the passengers using tour buses, shuttles, etc. Is CBJ asking for increased pedestrian usage and thus decreased traffic impact? If so, please let us know the acceptable percentage.	CR	2	

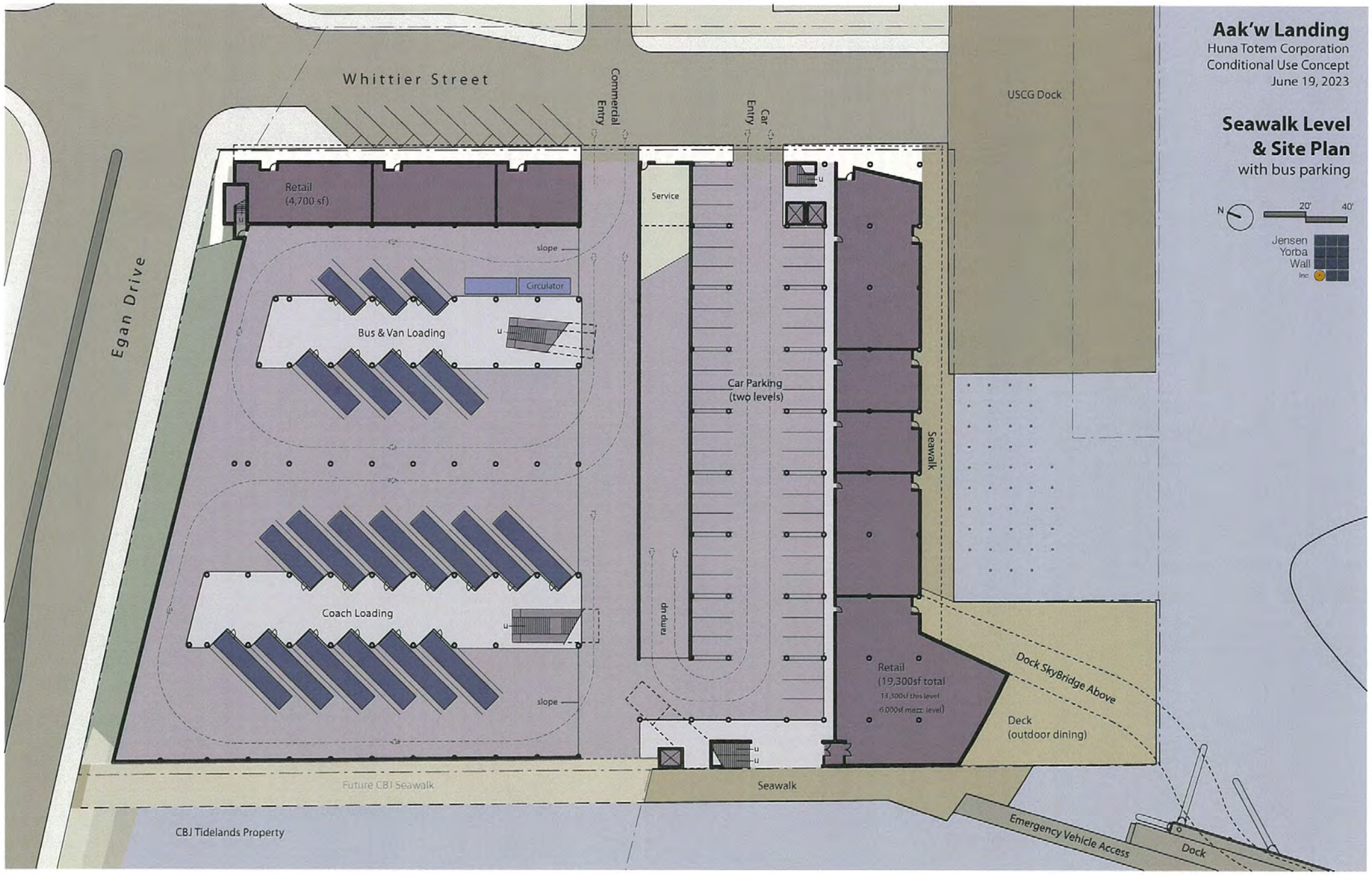
DRAFT

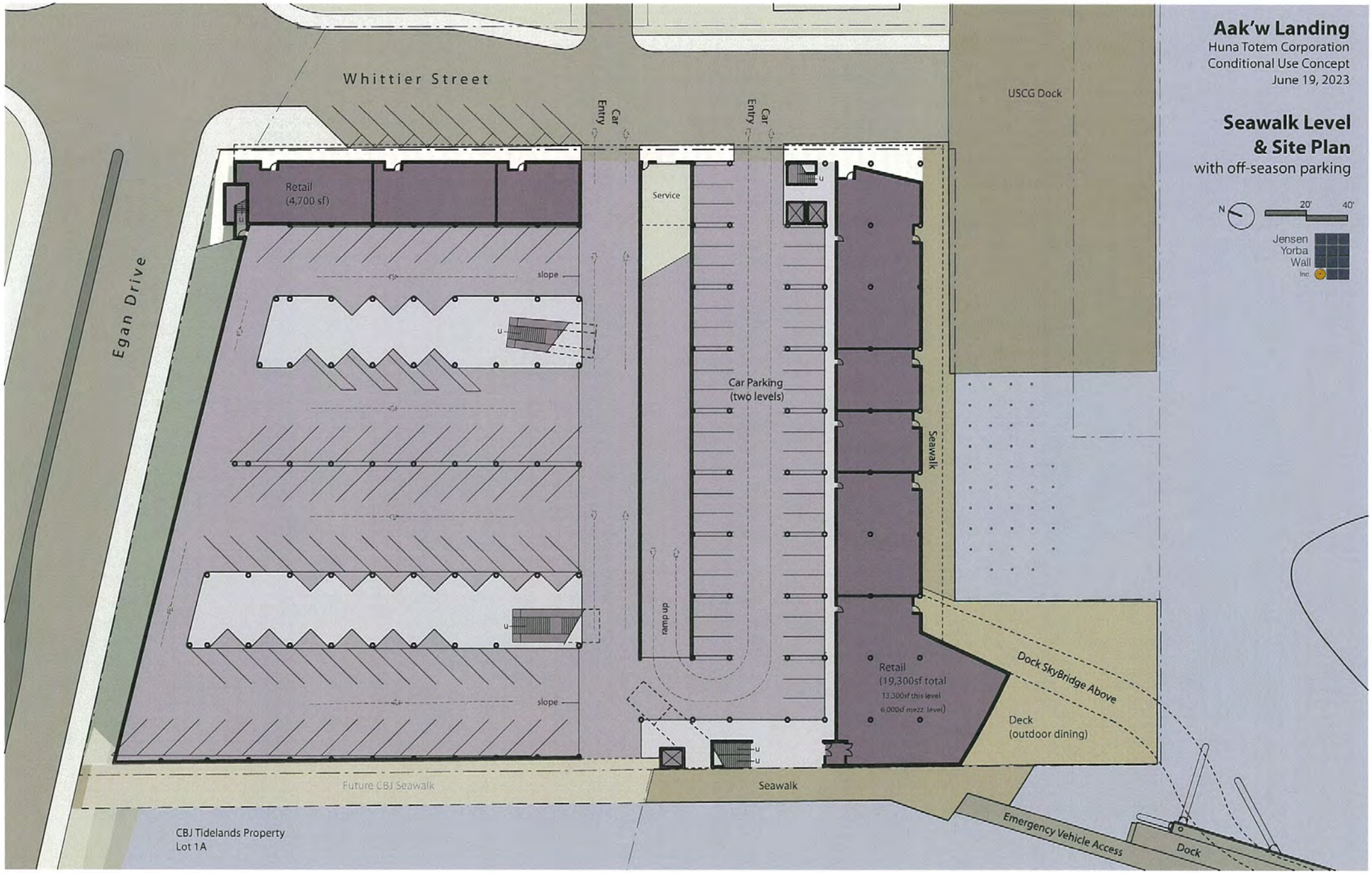
Note: All comments must have a response and a follow-up code

Section	Comment/Decision	Made By	Response (Include a Follow-up Code in Column F)	Response By	Follow-up Code 1 - Will address 2 - Need additional information 3 - Requires contract amendment 4 - Noted, but no change	Addressed
Page 42	Finally, CBJ and HTC have never discussed alignment or agreement on the Seawalk. A seawalk alignment is shown on their plans (at my request) but there is no mutually agreed plan for seawalk construction. 3000 pedestrians on Egan seems like a lot without a plan and timing for pedestrian upgrades or seawalk construction.	CBJ CDD (Alexandra Pierce)	Concept plans were included for completeness and to show land use with approximate area. The inclusion or exclusion of a Seawalk does not impact the motorized traffic system other than the already accounted for pedestrian crossings at intersections.	CR	4	

DRAFT


C2 Parcel
USCG
Whittier Street
USCG Dock
355.75'
Egan Drive
311.12'
C1 Parcel
125,337 sf
2.88 Acres
220.00'
Lot 2C USS 3566
Lot 7 USS 3566
ATS 3
99.73'
79.99'
Floating Dock
523.84'
CBJ Tidelands Property
Lot 1A
25'
20'
15'
10'
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
June 19, 2023
Existing Site Plan
N
20'
40'
Jensen Yorba Wall Inc.


Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
June 19, 2023
Seawalk Level
& Site Plan
with bus parking
N
20'
40'
Jensen Yorba Wall Inc
Whittier Street
Commercial Entry
Car Entry
USCG Dock
Egan Drive
Retail (4,700 sf)
Service
slope
Circulator
Bus & Van Loading
Car Parking (two levels)
Seawalk
Coach Loading
ramp up
Retail (19,300sf total
13,300sf this level
6,000sf mezz. level)
Dock SkyBridge Above
Deck (outdoor dining)
Future CBJ Seawalk
Seawalk
CBJ Tidelands Property
Emergency Vehicle Access
Dock

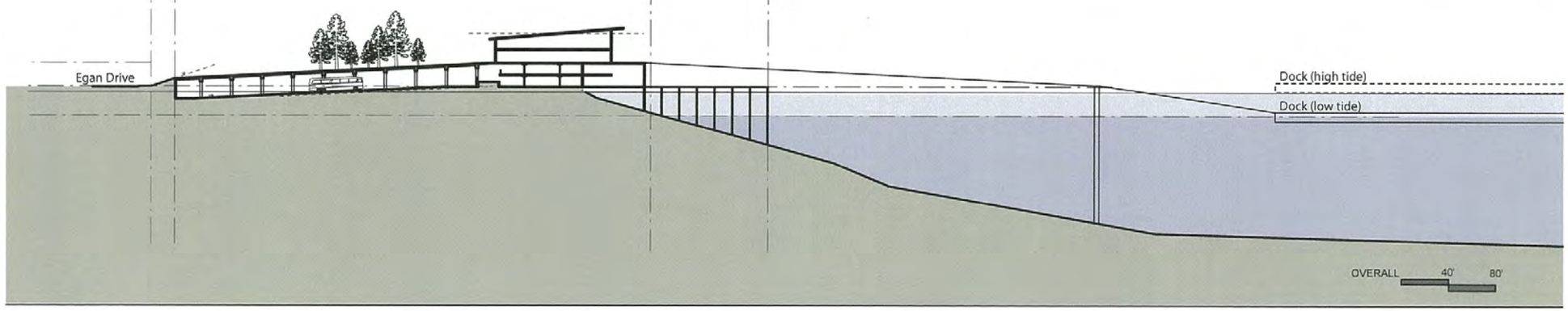

Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
June 19, 2023
Seawalk Level
& Site Plan
with off-season parking
N
20'
40'
Jensen Yorba Wall Inc.
Whittier Street
Egan Drive
Car Entry
Car Entry
USCG Dock
Retail
(4,700 sf)
Service
slope
Car Parking
(two levels)
Seawalk
ramp up
Retail
(19,300sf total
13,300sf this level
6,000sf mezz level)
Dock SkyBridge Above
Deck
(outdoor dining)
slope
Future CBJ Seawalk
Seawalk
CBJ Tidelands Property
Lot 1A
Emergency Vehicle Access
Dock

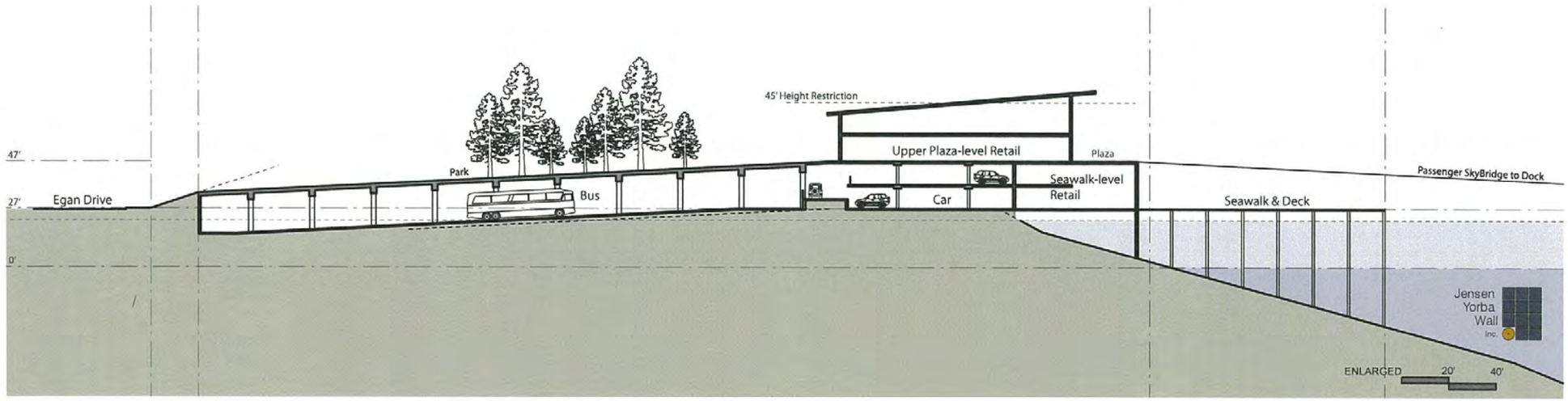
Aak'w Landing
Huna Totem Corporation
Conditional Use Concept
June 19, 2023
Upper Plaza Level
N
20'
40'
Jensen Yorba Wall Inc.
Whittier Street
Egan Drive
USCG Dock
Phase 3
Use To Be Determined
(20,000 sf this level
20,000 sf upper level, above)
Plaza
Phase 2
Add'l Retail
Seawalk Below
Phase 1
Retail - Welcome Center
(10,000sf
7,500sf this level
2,500sf upper level)
Perform
Perform
Phase 2
Additional Retail
(9,000sf
6,300sf this level
2,700sf upper level)
Park
Plaza
Skywalk Bridge
Deck
Below
slope
Seawalk Below
CBJ Tidelands Property

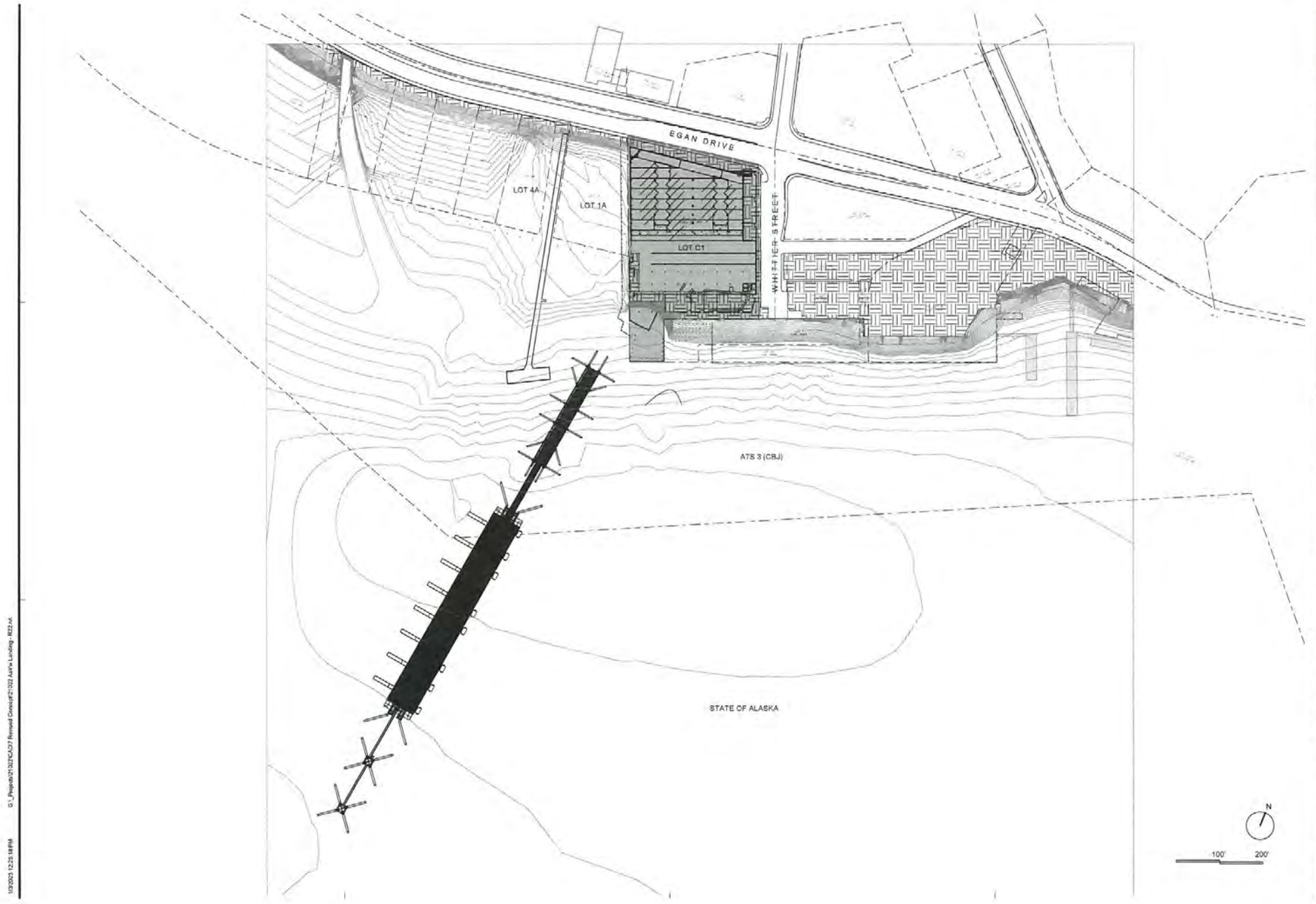
Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
June 19, 2023

Site Section







10/3/2023 12:23:18 PM G:_Projects\21022\CAD\Revised Consult\21022 Aak'w Landing - R22.rvt

Jensen Yorba Wall Inc.
522 West 10th Street
Juneau, Alaska 99801
907.586.1070
AECC167
jenseny orbawall.com

Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

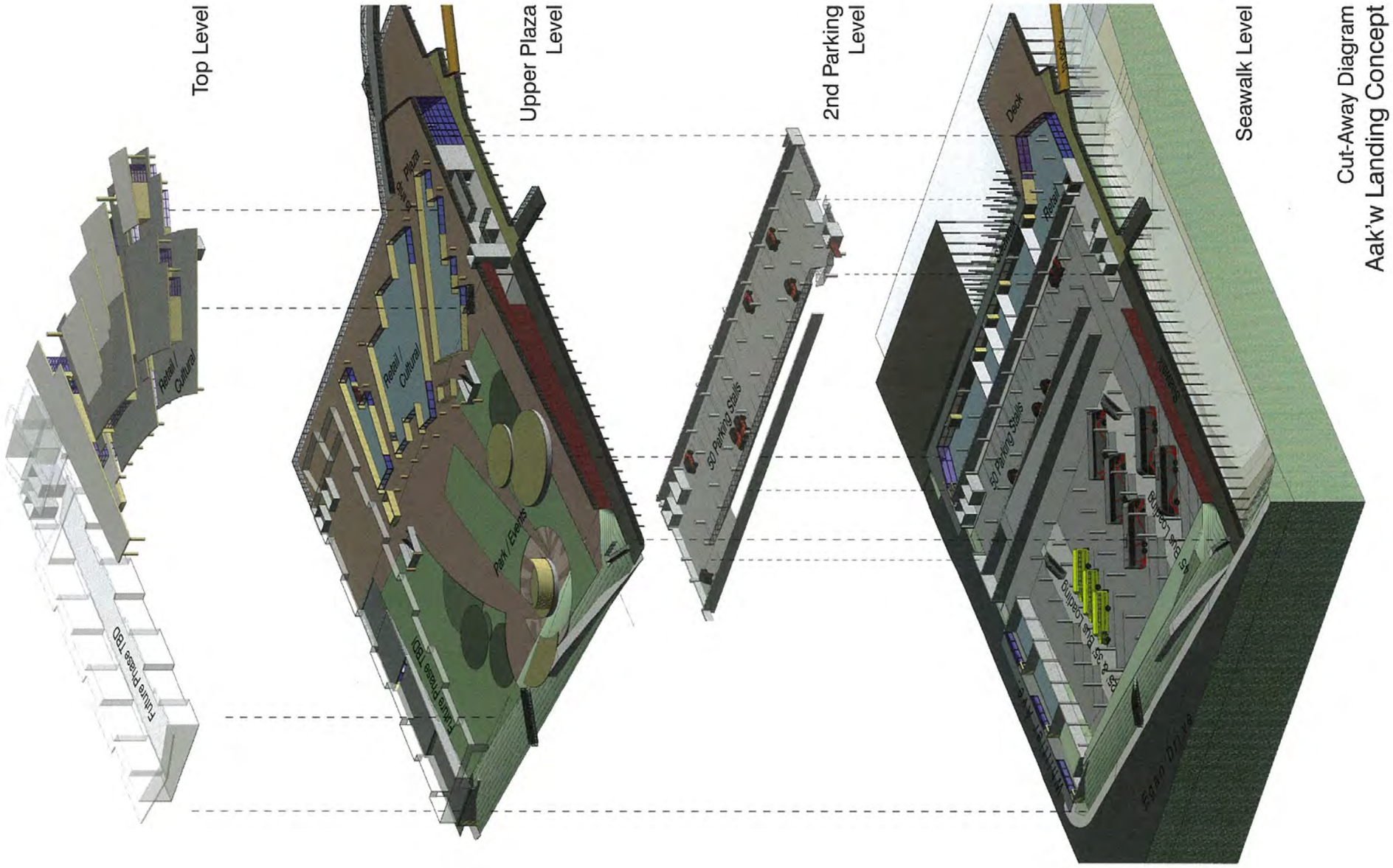
SHEET TITLE

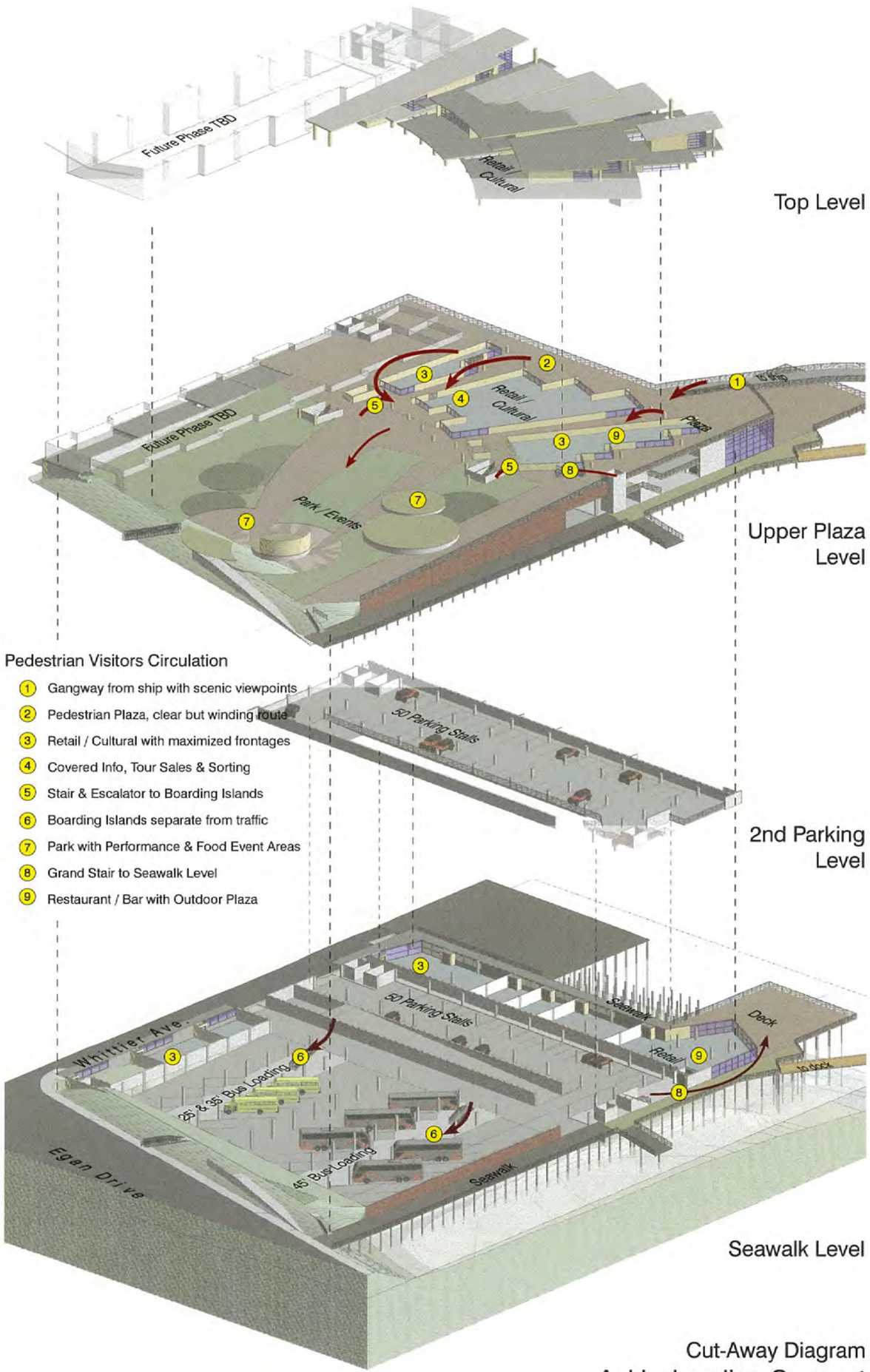
Property Location

DATE 1.3.2023

FILE 21022

A000


Top Level
Upper Plaza Level
2nd Parking Level
Seawalk Level
Cut-Away Diagram
Aak'w Landing Concept
Retail / Cultural
Future Phase TBD
Plaza
Park / Events
50 Parking Stalls
Deck
Egan Drive



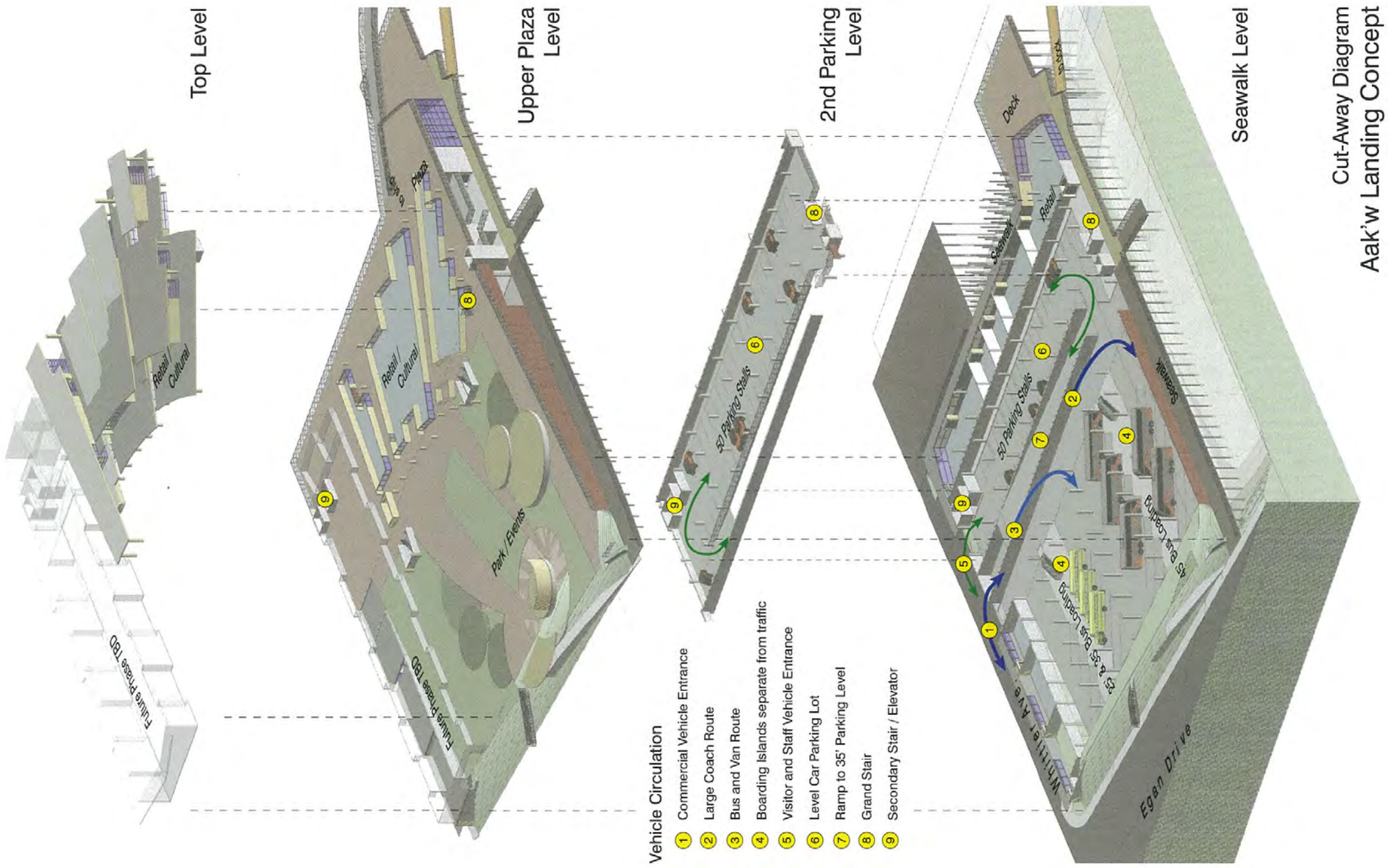
Pedestrian Visitors Circulation

1. Gangway from ship with scenic viewpoints
2. Pedestrian Plaza, clear but winding route
3. Retail / Cultural with maximized frontages
4. Covered Info, Tour Sales & Sorting
5. Stair & Escalator to Boarding Islands
6. Boarding Islands separate from traffic
7. Park with Performance & Food Event Areas
8. Grand Stair to Seawalk Level
9. Restaurant / Bar with Outdoor Plaza

Cut-Away Diagram
Aak'w Landing Concept

CBJ Assembly Appeal #2023-AA01
Karla Hart v. CBJ Planning Commission and Huna Totem Corp.
Record on Appeal Page 1217 of 1652

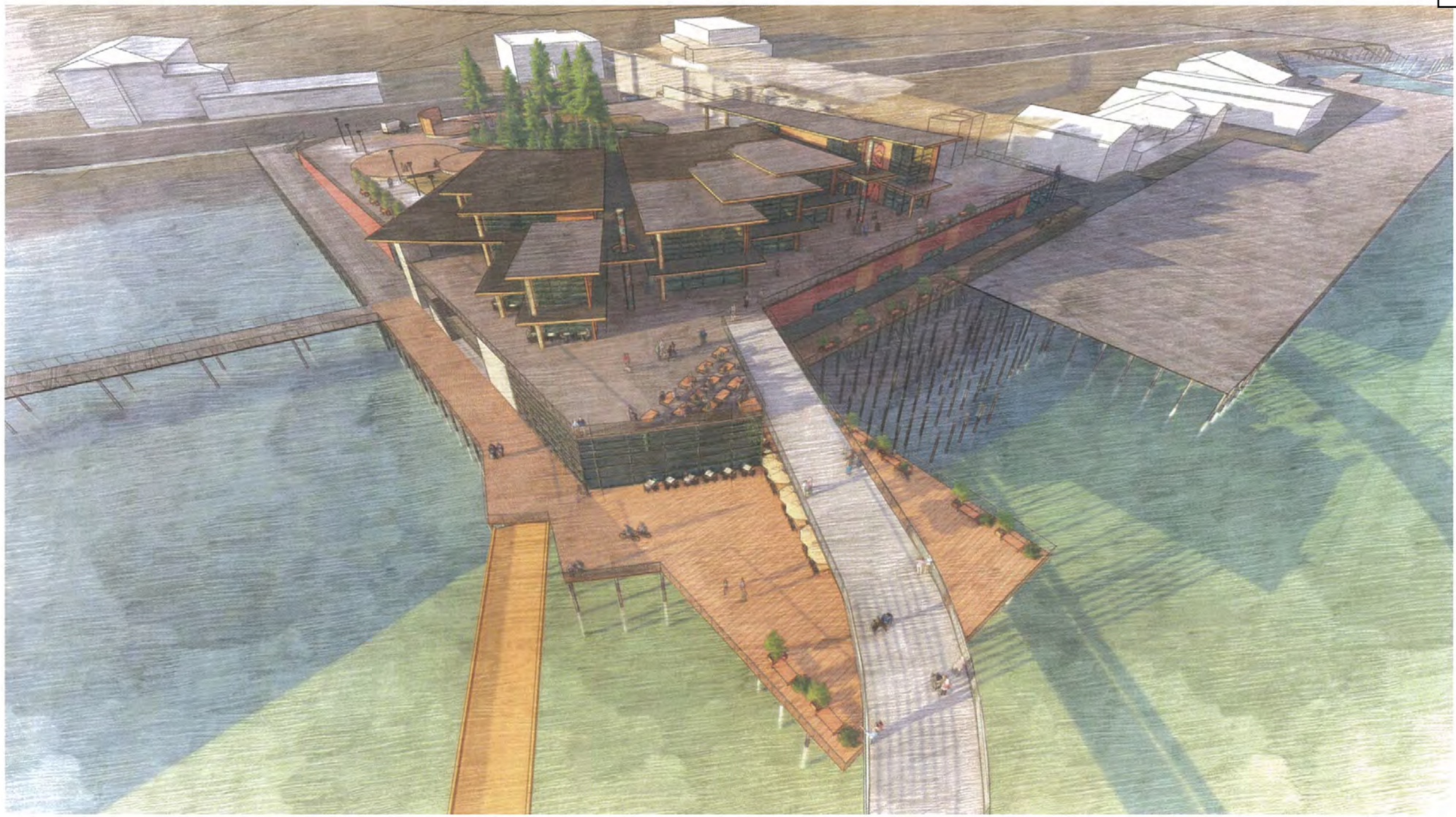
Cut-Away Diagram
Aak'w Landing Concept



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Overhead View



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Skybridge

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above

Aak'w Landing
Huna Totem Corporation

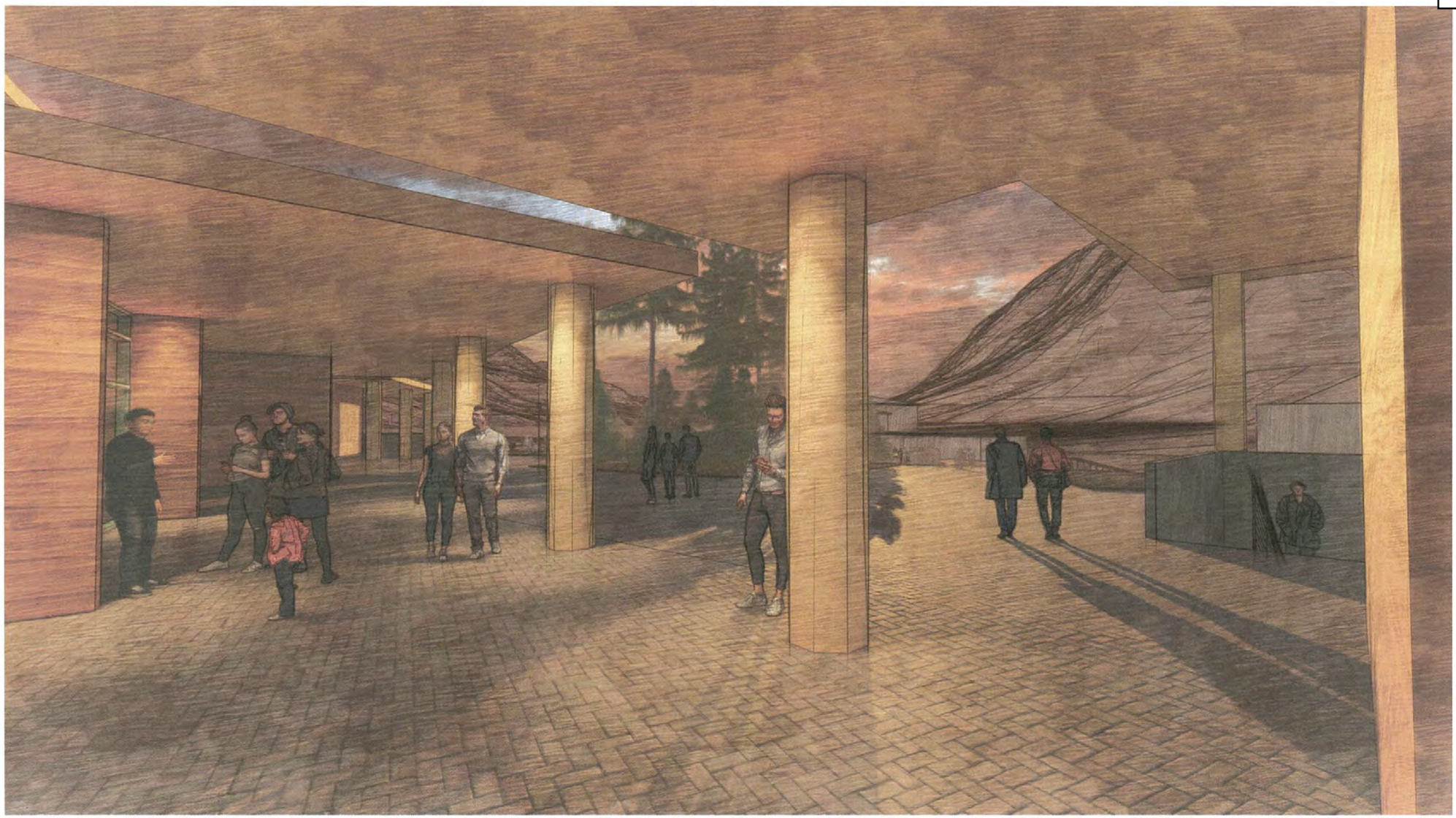
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

South Seawalk

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

Aak'w Landing
Huna Totem Corporation

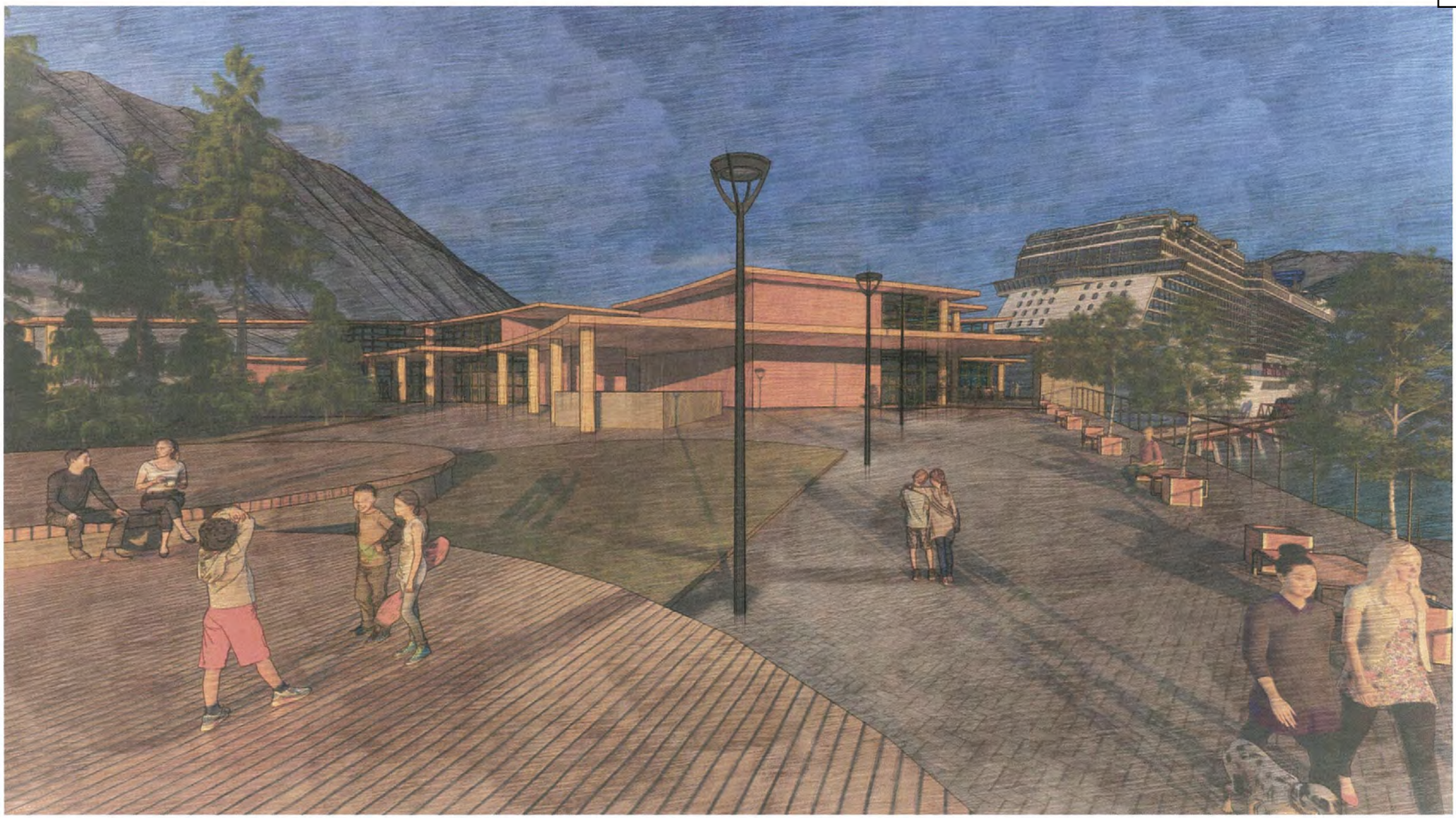
Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Tour Arrival / Departure Area

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Lower Park



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Corner of Egan and Whittier
Whittier-Level Retail

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Corner of Egan and Whittier
Future Phase Development Option - Housing

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept June 19, 2023

Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 21, 2023 11:31 AM
To: Scott Ciambor;Jill Maclean
Subject: USE23-03: Huna Totem First Draft for Review

I:\DOCUMENTS\CASES\2023\USE\USE23-03 Huna Totem Aak'w Landing\05 Staff Report and Director's Report

Hi Leaders,

Lots of moving parts on this one so your thorough review is appreciated. Also,

- Let me know if connections or flow is not clear
- Let me know if something is superfluous.

I tried to use graphics to orient the Commissioners to the attachments.

DOT has not submitted any comments yet.

Look at conditions and think about how we could enforce them, and if they need to be clearer.

Of note, this is the one we'd like to get to Admin by the 29th due to the 4th of July holiday.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Jennifer Shields
Sent: Wednesday, June 21, 2023 2:59 PM
To: Irene Gallion
Subject: RE: Huna Totem - USCG contact

Likely

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 21, 2023 2:58 PM
To: Jennifer Shields <Jennifer.Shields@juneau.gov>
Subject: RE: Huna Totem - USCG contact

I have a blinking red light, I bet that is him.

From: Jennifer Shields <Jennifer.Shields@juneau.gov>
Sent: Wednesday, June 21, 2023 2:31 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Huna Totem - USCG contact

Just a heads up – a Coast Guard rep. that I know contacted me regarding Huna Totem. He wanted to know who to talk to regarding the project, so I gave him your number and extension. His name is Jay Menze; not sure of his official title or work phone number though.

Irene Gallion

From: ZendTo <zendto@ci.juneau.ak.us>
Sent: Wednesday, June 21, 2023 6:17 PM
To: Irene Gallion
Subject: [CBJ Fileshare] jay.t.menze@uscg.mil has picked up your drop-off!

This is an automated message sent to you by the CBJ FileShare service.

The drop-off you made (claim ID: F53gnezxHXKPoHsX) has been picked-up.

The file "01b1 Summary Revised.pdf" was picked up.

jay.t.menze@uscg.mil made the pick-up from kemp-x3-one.cbj.local (199.58.55.144).

Note: You will not be notified about any further pick-ups of files in this drop-off by this recipient.

Full information about the drop-off:
Claim ID: F53gnezxHXKPoHsX
Date of Drop-off: 2023-06-21 15:52:24

Note:

Link will expire in 14 days.

— Sender —
Name: Irene Gallion
Organization: City & Borough of Juneau
Email Address: Irene.Gallion@juneau.gov
IP Address: 199.58.52.125 (cdd-ig2-w10.cbj.local)

— Files —
Name: 01a Application paperwork.pdf
Description:
Size: 4.6 MB
SHA-256 Checksum: 0DEB30BA51F77D5B98D159CE92347A4D4E4345854BE68BDFF0A285F910EDDE12
Content Type: application/pdf

Name: 01b1 Summary Revised.pdf
Description:
Size: 4.1 MB

SHA-256 Checksum: C66DF760ACA84E9A2AD10A0A61FA8108CCE08915BF2FBCA60A31DA91753D0712
Content Type: application/pdf

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Description:
Size: 7.6 MB
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Content Type: application/pdf

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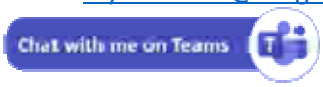
Irene Gallion

From: Menze, Jay T CIV USCG CEU JUNEAU-ASSET L (USA) <Jay.T.Menze@uscg.mil>
Sent: Wednesday, June 21, 2023 7:16 PM
To: Irene Gallion
Subject: RE: [URL Verdict: Neutral][Non-DoD Source] USE23-03: Huna Totem Cruise Facility - per your query

Thanks for taking the time to talk with me.

v/r
Jay Menze, MAT4, USCG, Ret.
D14 & D17
Real Property Accountability Specialist (RPAS)
CEU Juneau
P: 907-463-2409
C: 907-209-3980
Email: Jay.T.Menze@uscg.mil



From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 21, 2023 3:54 PM
To: Menze, Jay T CIV USCG CEU JUNEAU-ASSET L (USA) <Jay.T.Menze@uscg.mil>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: [URL Verdict: Neutral][Non-DoD Source] USE23-03: Huna Totem Cruise Facility - per your query

Hi Jay,

Thank you for the call.

You had expressed concerns that the proposed cruise ship dock would impede Coast Guard operations, particularly regarding the Coast Guard mooring dolphin. You also advised that the Coat Guard will be accepting responsibility for NOAA lands to the east and will accommodate any federal ship.

I'm sending you the latest application materials.

Please advise of:

- The location of your mooring dolphin.
- The depth and width of area you'd need to operate effectively at your dock.

Note that the Planning Commission is not technically expert on maritime design, but can establish conditions for CBJ-held tidelands that could mitigate impacts on Coat Guard operations. There are two ways to present your information that would be helpful:

- In layman's terms, so that members of the public, the Commission and Assembly have an idea of the request.
- In technical terms, so constraints can be passed on to the Applicant and their engineers.

The documents I'm attaching are larger than the system allows, so I'll be sending you a ZendTo to pick the [illegible] will be a two week deadline on picking up the documents. If you miss it, let me know and I'll resend. Note: Please check your junk file!

You can also find initial documents at the project web site: https://juneau.org/community-development/short-term-projects Scroll down to case number USE2023 0003. The documents I'm e mailing you have been revised from those on the web site, but the site has not yet been updated.

Note that Coast Guard comments will need to be received by **noon on July 7th** to be considered by the Commission at their July 11th meeting.

As we discussed, after the Conditional Use Permit application will be the Tidelands Lease process run through CBJ Lands and decided by the Assembly.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Tuesday, May 30, 2023 10:02 AM
To: Sprenger, Paul A CIV USCG D17 (USA);randall.p.vigil@USACE.army.gov;matthew.t.brody@usace.army.mil
Cc: Irene Gallion;'dave.d.stiles@uscg.mil'
Subject: USE23-03: Subport Development - agency comments
Attachments: 03 TIA Aak'w Landing Study 05.19.23 (002).pdf; 04 2023 05 18 HTC CBJ CUP Updated Materials w o TIA.PDF

Hello all,

Attached are revised application materials for proposed development of a cruise ship dock and associated uplands infrastructure. You can find additional information at our web site: https://juneau.org/community-development/short-term-projects

The Conditional Use Permit hearing has been scheduled for July 11, 2023.

Please have comments to CBJ by **June 26, 2023** for inclusion in the staff report. Comments received between June 26, 2023 and July 7, 2023 at noon will be forwarded directly to the Planning Commission. Comments received after July 7, 2023 at noon cannot be accepted.

Note that the purpose of the Planning Commission hearing and Conditional Use Permit process is to assure the project meets local codes and complies with local plans. We recognize that this project will still require permits from other local, state and federal agencies.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

DOWL

MEMORANDUM

TO: Corey Wall (Jensen Yorba Wall, Inc.)

FROM: LaQuita Chmielowski, P.E. (DOWL)
Cynthia Roe (DOWL)

DATE: May 12, 2023

SUBJECT: Traffic Impact Analysis for Aak'w Landing Development

BACKGROUND

This memorandum evaluates potential traffic impacts associated with the proposed Aak'w Landing multi-use development. The proposed development is located at the southwest corner of Egan Drive and Whittier Street on Lots C1, Juneau Subport, in Downtown Juneau, Alaska. The first two phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space and 11,000 square feet of high-turnover restaurant space. Land use for the third phase of development has not been finalized at this time, though for analysis purposes 20,000 square feet of retail space is assumed. Access to the development will be provided via a new driveway at the base level of the parking garage on Whittier Street. Opening year for the development is expected to be 2025. The proposed development site plan is included in the Appendix.

This study examines existing intersection operations in the study area, along with future operation in 2035 with and without the Aak'w Landing multi-use development.

EXISTING CONDITIONS

Existing conditions were analyzed in the study area including existing roadway characteristics, traffic volumes, intersection operations, and crash history.

Roadway Characteristics & Study Intersections

The proposed development is located on Lot C1; the majority of development traffic is expected to travel via Egan Drive. Figure 1 shows the study area and intersections of interest. Table 1 shows the existing traffic control at each study intersection, while Table 2 provides the functional classification, posted speed limit, and cross section for the roadways in the study area. The Egan Drive / 10th Street, Egan Drive / Whittier Street, and Egan Drive / Main Street intersections are signalized with protected permitted left-turn phasing, along with pedestrian-only phases for the east and west legs.

Table 1: Traffic Control at Study Intersections

Intersection	Traffic Control
Egan Drive & W 10th Street	Traffic Signal
Egan Drive & Glacier Avenue	None - Free Movement from Side Street onto Egan Drive
Egan Drive & Whittier Street	Traffic Signal
Egan Drive & Willoughby Avenue	None - Free Movement from Side Street onto Egan Drive
Willoughby Avenue & Whittier Street	Stop Controlled on Whittier Street and Warrior Street
Egan Drive & Main Street	Traffic Signal

Figure 1: Study Area Intersections Map

Table 2: Study Area Roadway Characteristics

Roadway	Functional Classification	Posted Speed (mph)	Number of Lanes	Pedestrian Facilities	Bike Facilities
Egan Drive	Principal Arterial	40 mph	4	Yes	No
W 10th Street	Major Collector	20 mph	2	Yes	Yes
Whittier Street	Major Collector	None Posted	2	Partial[1]	No
Willoughby Street	Major Collector	None Posted	2	Yes	No
Main Street	Major Collector	20 mph	2	Yes	No
Glacier Avenue	Minor Collector	20 mph	2	Yes	No

[1]Non-continuous sidewalks on the west side of Whittier Street

Existing Traffic Volumes

Existing traffic volumes were collected on Tuesday, March 21, 2023. Data was collected at the six existing study intersections using 16-hour turning movement counts (6:00 AM to 10:00 PM). In addition, a 24-hour CountCAM station on Egan Drive collected traffic speed data. The AM peak hour of traffic was identified as 7:30 – 8:30 AM, while the PM peak hour was identified as 4:00 – 5:00 PM.

A seasonal adjustment factor (SAF) of 1.12 was applied to the traffic count data to represent typical traffic conditions. The SAF was calculated using data from the nearby Alaska Department of Transportation & Public Facilities (DOT&PF) permanent count station located on Egan Drive, northwest of Glacier Highway Access Road.[1] Figure 2 shows the seasonally adjusted existing AM and PM peak hour turning movement volumes at the study intersections.

[1] Data from https://alaskatrafficdata.drakewell.com

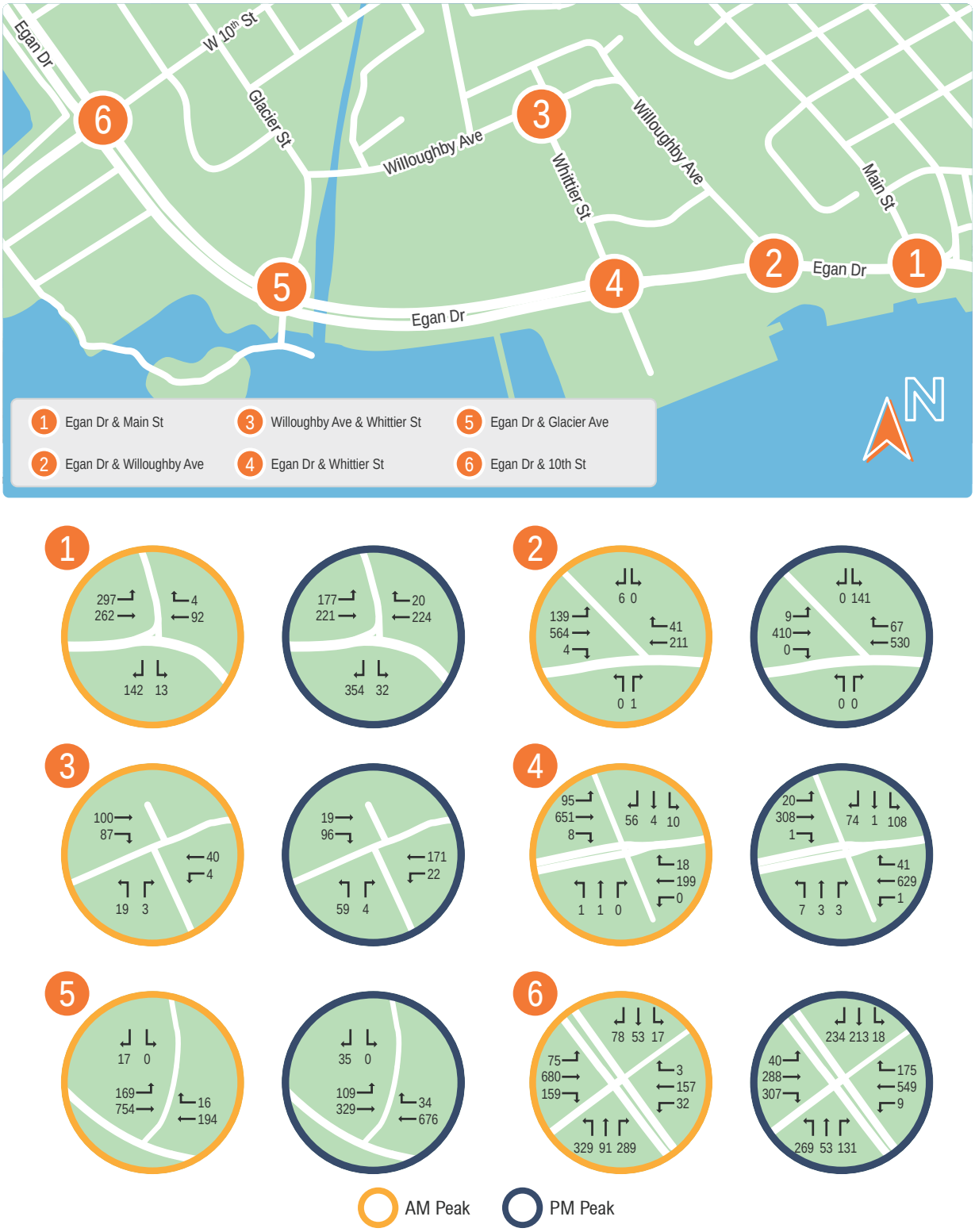


Figure 2: Existing AM and PM Peak Hour Traffic Volumes

Mobility Standards

Traffic operations were modeled in Synchro/SimTraffic version 11. Synchro reports are provided in the Appendix. This study uses the Highway Capacity Manual 6th edition (HCM)[2] methodology to calculate intersection level of service (LOS). The Alaska Administrative Code (AAC)[3] establishes a minimum LOS for the development's construction and design years. These code and policy documents state the following minimum acceptable LOS for the construction and design years:

- LOS C is acceptable if the existing conditions are LOS C or better
- LOS D is acceptable if the existing conditions are LOS D
- If the existing conditions are poorer than LOS D, a lower LOS is acceptable if the operation does not deteriorate more than ten percent (10%) in terms of delay time or any other appropriate measure of effectiveness compared with the background condition (i.e., without the development).

Existing Intersection Traffic Operations

Table 4 shows the existing delay and LOS at study intersections (reported using the 6th Edition HCM delay methodology). Overall intersection delay is reported at the signalized intersections, while delay is only reported for the critical movements (or highest delay approach) at stop-controlled intersections.

The only intersection operating at LOS C or worse is the Egan Drive / Whittier Street intersection which operates at LOS E with existing signal timing and turn movement configuration during the PM peak hour.

Table 3: Existing Conditions Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	25	—	B	17	—
Egan Drive & Glacier Avenue	A/A	9	SBR	A/B	12	SBR
Egan Drive & Whittier Street	A	7	—	**E**	**56**	**—**
Egan Drive & Willoughby Avenue	A/B	14	NBR	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	10	NBL	A/B	12	NBL
Egan Drive & Main Street	A	5	—	A	6	—

[2] HCM 6th Edition: Highway Capacity Manual, Transportation Research Board, 2016.

[3] Section 17 Alaska Administrative Code 10.070, https://www.akleg.gov/basis/aac.asp#17.10.070

Crash History

Tables 5 and 6 show crash history for the study intersections for the seven most recent years of available crash data (January 1, 2015, to December 31, 2021). The Egan Drive and Whittier Street intersection had six crashes occur over this period. Table 5 shows the crash rate at each study intersection, along with the statewide crash rate (based on intersection traffic control and number of approaches). The statewide averages are based on data from 2008 to 2012 and represent the most recent data available.[4] All of the intersections have crash rates that are below the statewide average for intersection types. Table 6 shows the breakdown of crashes by crash type at the intersections.

Table 4: Total Crashes and Crash Rate by Intersection (2015 – 2021)

Intersection	Crash Rate [a]		Crash Severity			Total Crashes
	Intersection	Statewide Average	Fatal	Injury	PDO	
Egan Drive & W 10th Street	0.63	1.57	0	7	21	28
Egan Drive & Glacier Avenue	0.06	—	0	1	1	2
Egan Drive & Whittier Street	0.15	1.57	0	2	4	6
Egan Drive & Willoughby Street	0	—	0	0	0	0
Willoughby Avenue & Whittier Street	0	0.52	0	0	0	0

[a] Crash rate for intersections = Crashes per million entering vehicles (MEV).

Table 5: Crash Type by Intersection (2015 – 2021)

Intersection	Angle	Single Vehicle Run-off	Rear End	Sideswipe	Bicycle	Motorcycle
Egan Drive & W 10th Street	12	1	12	2	0	1
Egan Drive & Glacier Avenue	0	0	1	0	1	0
Egan Drive & Whittier Street	2	0	4	0	0	0
Egan Drive & Willoughby Avenue	0	0	0	0	0	0
Willoughby Avenue & Whittier Street	0	0	0	0	0	0

FUTURE CONDITIONS

2035 No-Build Traffic Operations

Figure 3 shows the expected AM and PM peak hour turning movement counts in 2035, without the proposed Aak'w Landing development. Future traffic volumes were generated using an annual growth rate of 2.0% per year. This growth rate was assumed based on prior experience then concurred by DOT&PF staff.[5] Table 7 shows the expected delay and LOS at study

[4] Alaska Highway Safety Improvement Program Handbook, Alaska DOT&PF, January 2017.

[5] Email from DOT&PF staff on March 28, 2023.

intersections in 2035, without the Aak'w Landing development. The Egan Drive / Whittier Street intersection continues to degrade and operates at LOS F with existing signal timing and turn movement configuration during the PM peak hour. All other intersections operate within an acceptable level for mobility standards.

Table 6: 2035 No-Build Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	26	—	C	22	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/B	14	SBR
Egan Drive & Whittier Street	B	17	—	**F**	**84**	**—**
Egan Drive & Willoughby Avenue	A/C	18	NBR	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	11	NBL	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

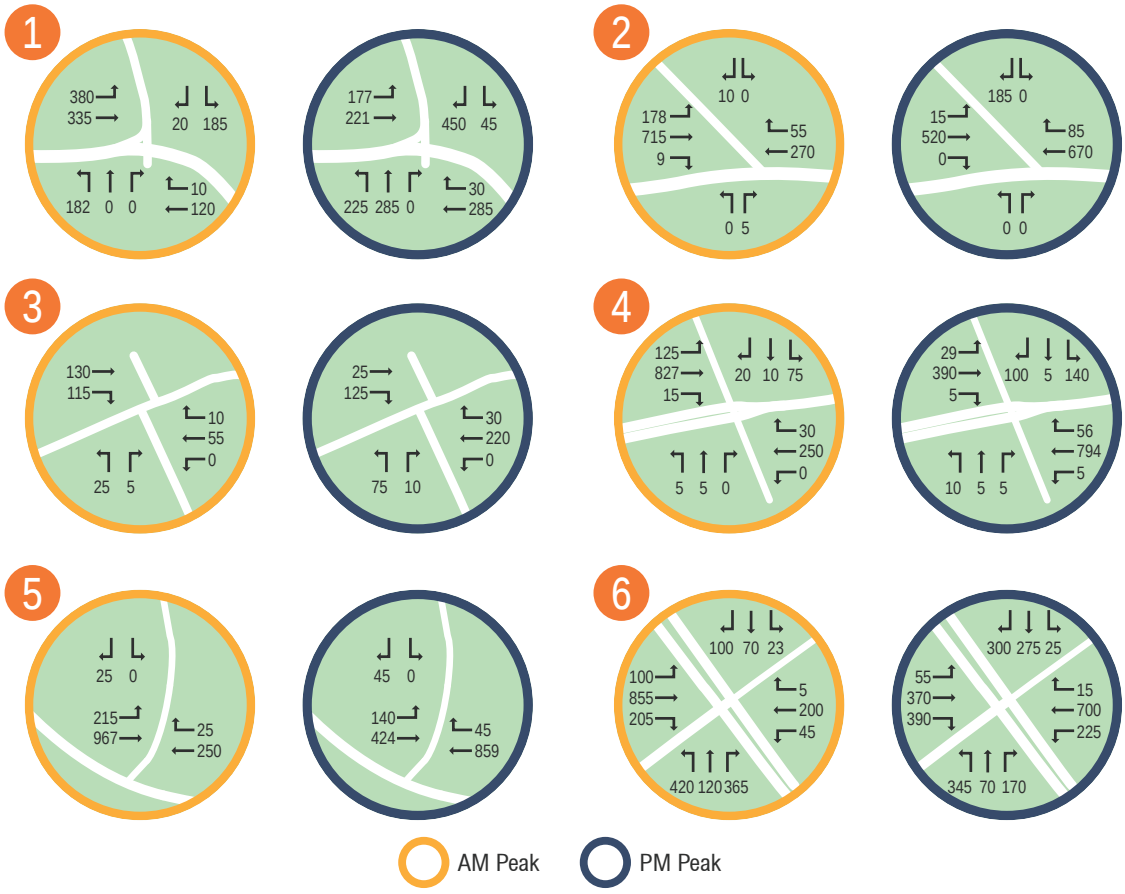


Figure 3: Future 2035 No-Build Traffic Volumes

Trip Generation

Trip generation rates for the proposed development are based on the data published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual (Trip Generation Manual), 11th Edition* [6] and data provided by Jensen Yorba Wall (Client) related to expected cruise ship behavior. [7] Table 8 shows the size and type of unit expected at the development by land use code and development phase.[8] This information was used to calculate the expected number of vehicle trips during a typical weekday and the entering and exiting vehicle trips during the AM peak and PM peak hours as shown in Table 9.

Table 7: Development Land Use Types and Units

Development Phase	Description	ITE Code	Quantity	Units
1	Cruise Ship	-	1	Berth
1	Shopping Plaza (40-150k)	821	32	KSF
1	High-Turnover (Sit-Down Restaurant)	932	11	KSF
2	Shopping Plaza (40-150k)	821	20	KSF
3	Shopping Plaza (40-150k)	821	20	KSF

Table 9: Development Vehicle Trips

Development Phase	Description	Qty.	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Total	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
1	Cruise Ship	1	-	188	-	45	45	90	-	45	45	90
1	Shopping Plaza (40-150k)	32	94.49	3024	3.53	57	56	113	9.03	139	150	289
1	High-Turnover (Sit-Down Restaurant)	11	107.2	1179	9.57	53	52	105	9.05	61	39	100
2	Shopping Plaza (40-150k)	20	94.49	1890	3.53	36	35	71	9.03	87	94	181
3	Shopping Plaza (40-150k)	20	94.49	1890	3.53	36	35	71	9.03	87	94	181

Due to the high number of passengers associated with cruise ships in addition to the planned volume of scheduled vehicle trips, all development trips were converted to their person trip equivalent before conducting an internal trip capture analysis using the *ITE Trip Generation Handbook*. [9] For land uses similar to the development site the *Trip Generation Handbook* provides vehicle occupancy rates ranging from 1.13 to 1.69. Given the multiple land uses associated with the development site and cruise ship passengers' dependency on ride-share options to leave the site a conservative vehicle occupancy rate of 1.2 was used to estimate the

[6] *ITE Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021.

[7] Due to a lack of data related to recreational port land use in the *ITE Trip Generation Manual* data provided by the Client was used. Email from Jensen Yorba Wall, April 25, 2023.

[8] Estimated from concept drawing provided by Jensen Yorba Wall, Concept Drawings Email January 6,2023

[9] *ITE Trip Generation Handbook*, 3rd Edition, Institute of Transportation Engineers, September 2017.

number of people per vehicle trip. With guidance from the National Cooperative Highway Research Program (NCHRP) Report 684[10] and Client provided data[11] for known development trips being added to the system (e.g., busses for tours) the total number of person trips, internal person trips, and external person trips were estimated. Table 9 shows the total person trips less the number of internal trips and walking trips associated with cruise ship passengers resulting in the total external trips generated by the development.

Table 8: Peak Hour Development Trips

Vehicle Trip Inventory	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
All Person Trips – All Phases	413	408	821	846	851	1,697
Less Internal Trip Capture	-50	-50	-100	-202	-202	-404
Person Trips Subtotal - All Phases	363	358	721	644	649	1,293
Less Cruise Ship Passengers	-189	-180	-369	-284	-350	-634
Off-Site Person Trips (W/O Cruise Ship Passengers)	174	178	352	360	299	659
Off-Site Vehicle Trips (W/O Cruise Ship)	145	149	294	300	250	550
Off-Site Cruise Ship Trips	45	45	90	45	45	90
Total External Vehicle Trips	**190**	**194**	**384**	**345**	**295**	**640**

The development is expected to add 384 AM peak hour and 640 PM peak hour trips to the transportation network.

Trip Distribution

Trip distribution involves estimating where traffic is coming from and going to when accessing the development. The trip distribution was established based on PM peak hour volumes on Egan Drive and adjusted based on Client provided data and concurrence with DOT&PF staff. [12] Development traffic was distributed using the following assumptions for trip origins and destinations:

- 60% to/from Egan Drive from the West
- 30% to/from Egan Drive from the East
- 10% to/from Egan Drive from the North

Figure 4 shows the expected development-related traffic expected at study intersections during the AM and PM peak hours.

[10] *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board, 2011.

[11] Email from Jensen Yorba Wall, April 25, 2023. A follow up call with Jensen Yorba Wall confirmed 15% of daily person trips occur in the AM and PM peak hours.

[12] Email from DOT&PF staff on May 5, 2023.

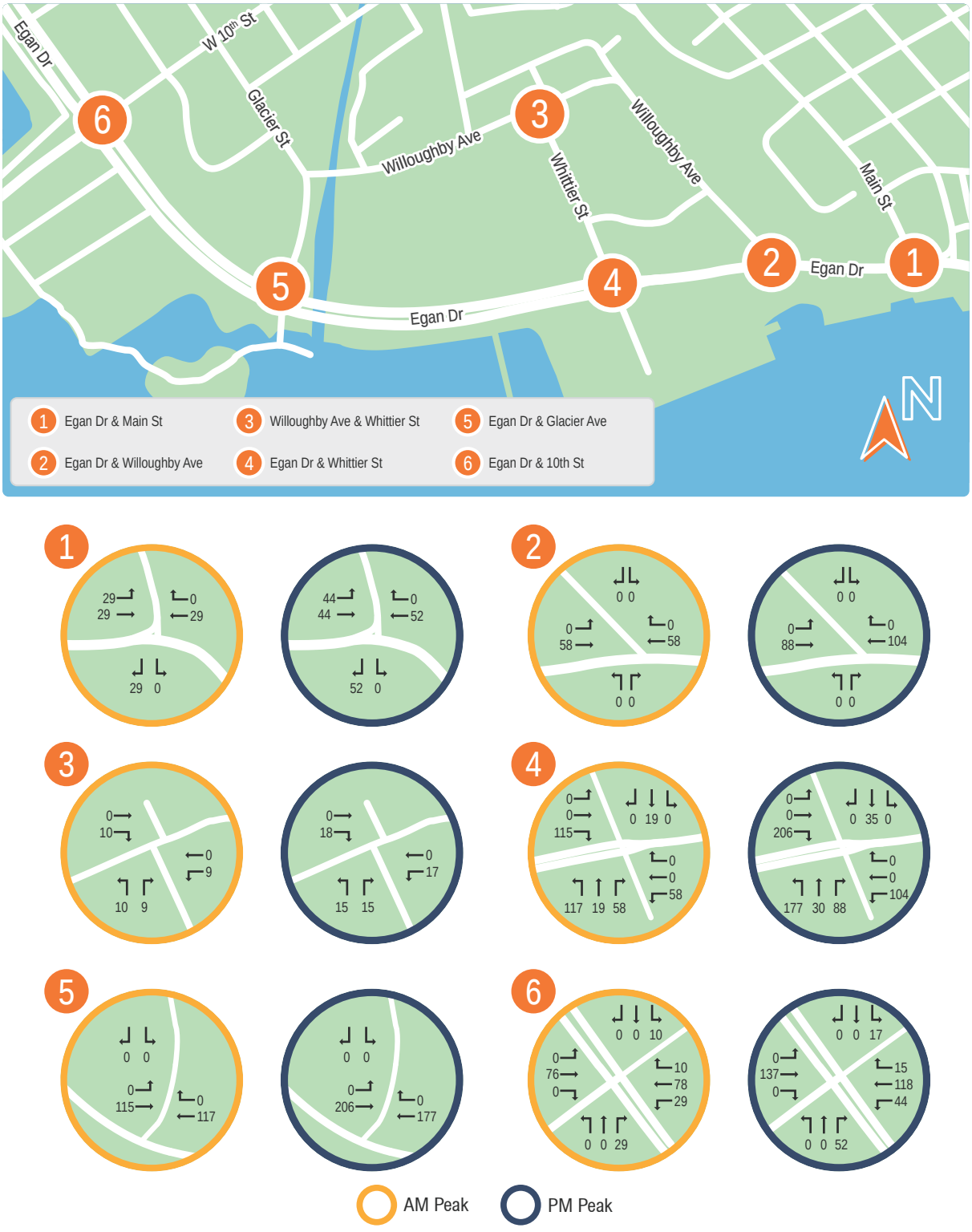


Figure 4: Added Development Traffic Volumes

2035 Traffic Operations with Development

2035 Future Baseline

Figure 5 shows the total traffic expected at study intersections in 2035, with the development. Table 10 shows the expected traffic operations at each study intersection under existing signal timing and turn movement configuration conditions. These conditions result in LOS F at the Egan Drive / Whittier Street intersection during the PM peak hour and LOS D at the Egan Drive / 10th Street intersection during the AM peak hour. All other intersections operate within an acceptable level for mobility standards.

Table 10: 2035 Traffic Operations with Development

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	**D**	**40**	**—**	C	25	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/C	16	SBR
Egan Drive & Whittier Street	**F**	**95**	**—**	**F**	**239**	**—**
Egan Drive & Willoughby Avenue	A/C	18	NB	A/A	0	EBL
Willoughby Avenue & Whittier Street	A/B	11	NB	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

As required by AAC, mitigation is required due to unacceptable levels of operation (LOS D or worse) at the Egan Drive / Whittier Street and Egan Drive / W 10th Street intersections under baseline operation conditions. Although the Egan Drive / Whittier Street intersection experienced LOS F before adding development traffic, the left-turn traffic volumes for the north and southbound legs of the intersection significantly increase delay at the intersection during the AM and PM peak hours. Similarly, left-turn traffic volume from Egan Drive onto W 10th Street increases delay at the intersection during the AM peak hour.

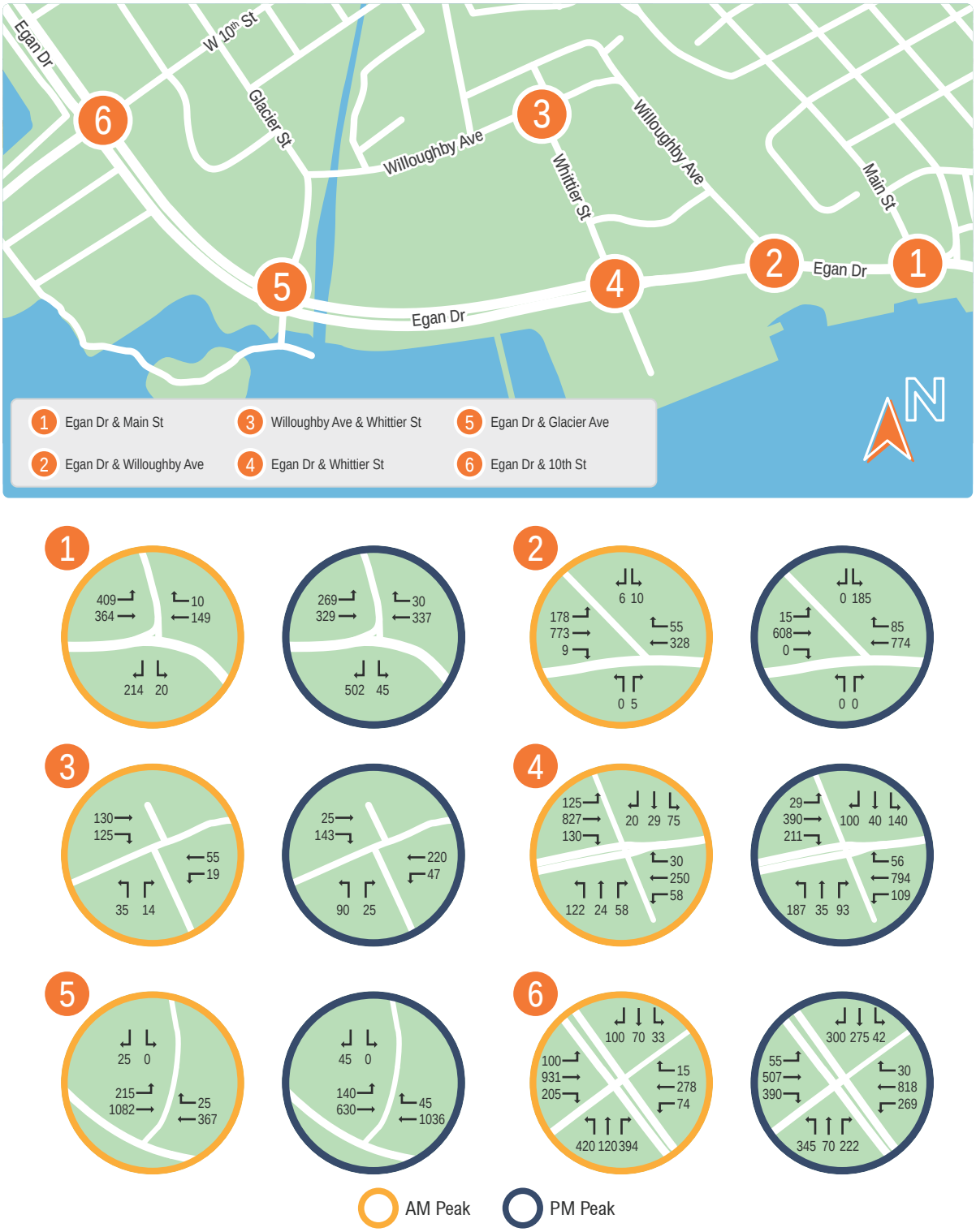


Figure 5: Future 2035 Build Volumes

2035 Future Alternative
Based upon the needs shown in the 2035 Future Baseline scenario, the following improvements to Egan Drive intersections were included in the 2035 Future Alternative:

- Re-striping of the north and south legs of the Egan Drive / Whittier Street intersection to include a single left-turn lane and a single shared through-right-turn lane
- Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

With these changes, as shown in Table 11, all intersections now operating within an acceptable LOS.

Table 11: 2035 Traffic Operations with Development (With Mitigation)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & W 10th Street	C	26	—	C	30	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/C	16	SBR
Egan Drive & Whittier Street	B	17	—	C	30	—
Egan Drive & Willoughby Avenue	A/C	18	NBR	A/B	11	EBL
Willoughby Avenue & Whittier Street	A/B	11	NBL	A/C	15	NBL
Egan Drive & Main Street	A	5	—	A	7	—

CONCLUSIONS

The proposed Aak'w Landing development is a three-phase multi-use development opening in Downtown Juneau during the year 2025. The first two phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space and 11,000 square feet of high-turnover restaurant space. Land use for the third phase of development has not been finalized at this time, though is assumed 20,000 square feet of retail space will be constructed. Access to the development will be provided via a new driveway at the base level of the parking garage on Whittier Street. The proposed development as currently planned will add approximately 83,000 square feet of multi-use space off Egan Drive, generating 384 trips in the AM and 640 trips in the PM peak hours. During the evaluation of the development, operational concerns led to the following mitigation requirements:

- **Egan Drive / W 10th Street Intersection**
  - Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.
- **Egan Drive / Whittier Street Intersection**
  - Re-striping of the north and south legs of the Egan Drive / Whittier Street intersection to include a single left-turn lane and a single shared through-right-turn lane
  - Update and optimize maximum green times at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

DOWL

Appendix

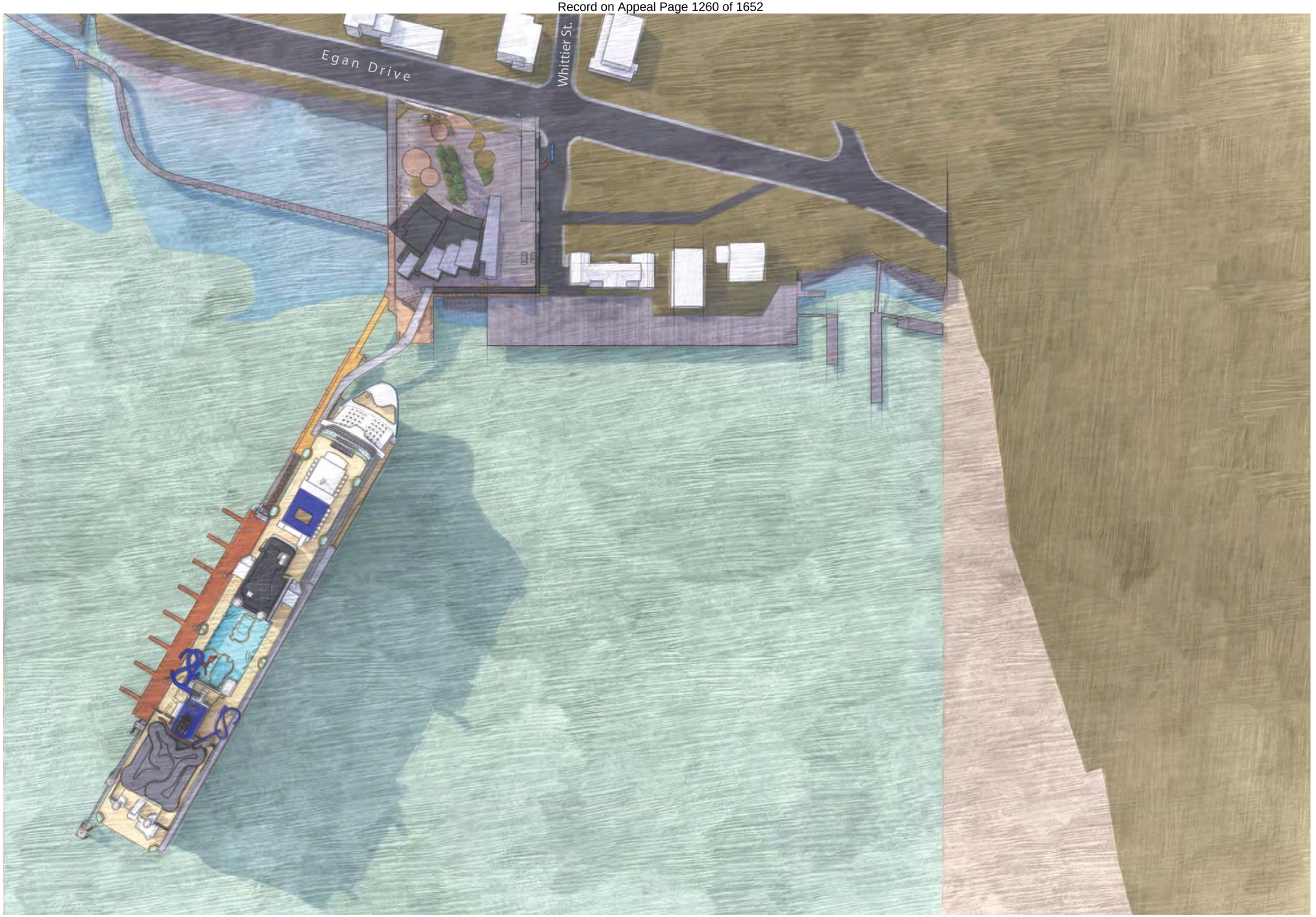
Site Information

HCM Analysis – Existing

HCM Analysis –No-Build

HCM Analysis – Build

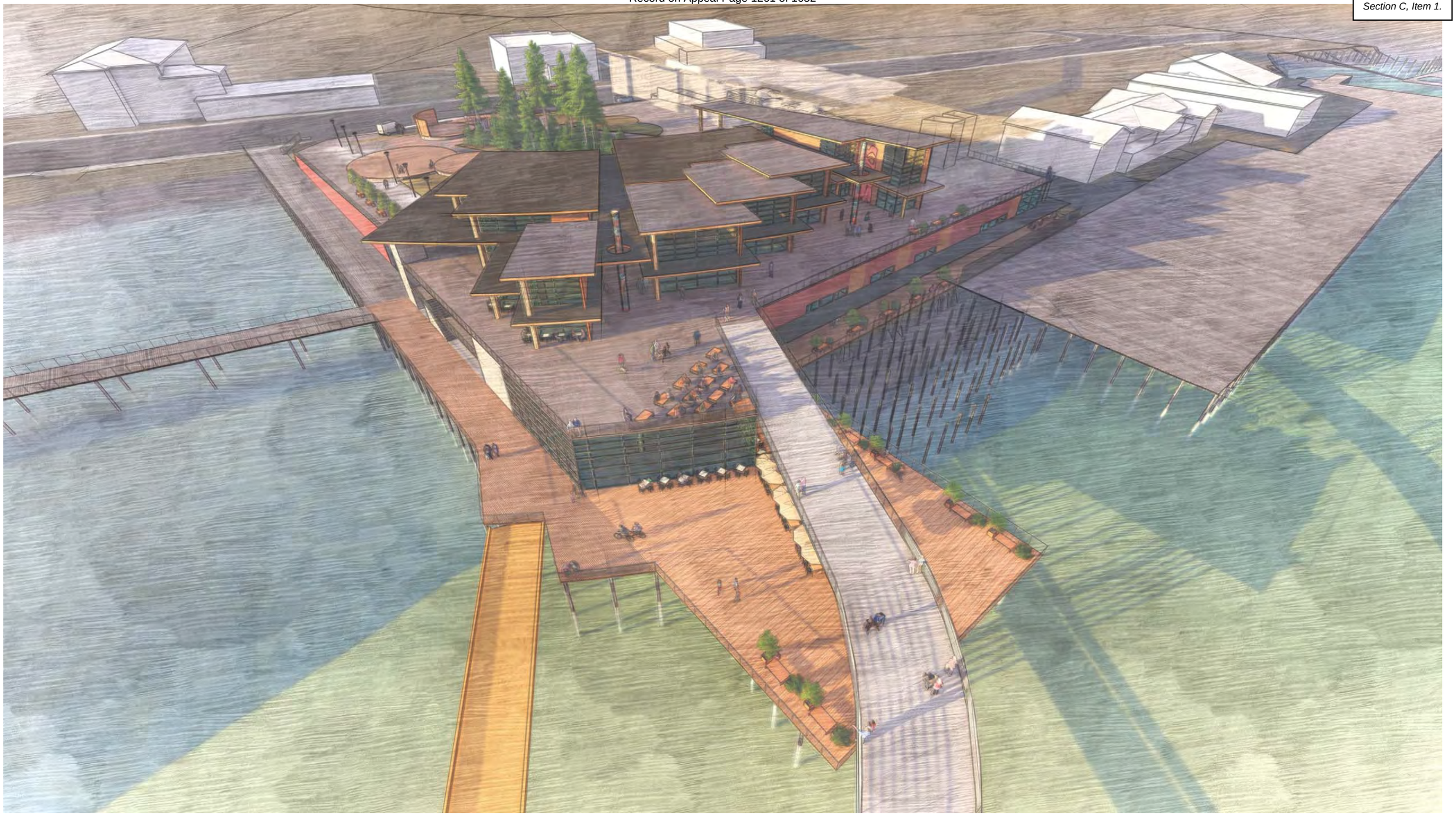
Site Information



Aak'w Landing
Huna Totem Corporation

Overhead View

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Aerial View from Southwest

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

View from Southwest
Pedestrain Skybridge to right
Service Gangway below to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Skybridge

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from South
Welcome Center to right
Phase 2 Retail to left

Aak'w Landing
Huna Totem Corporation

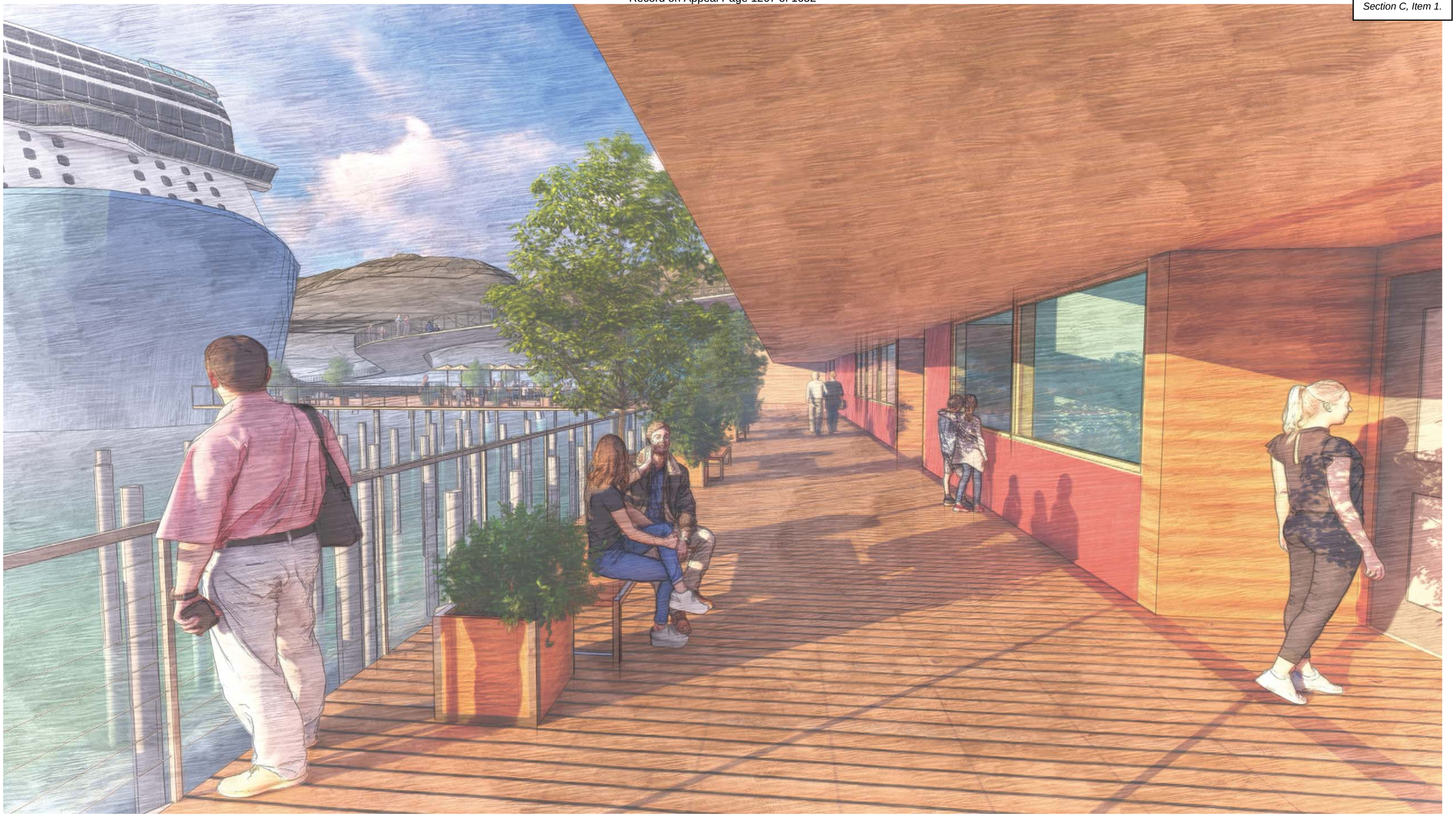
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza from Southeast
Welcome Center to left
Phase 2 Retail ahead
Future Phase Development beyond

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

South Seawalk from Whittier St.
Seawalk-Level Retail
Future Phase Development above



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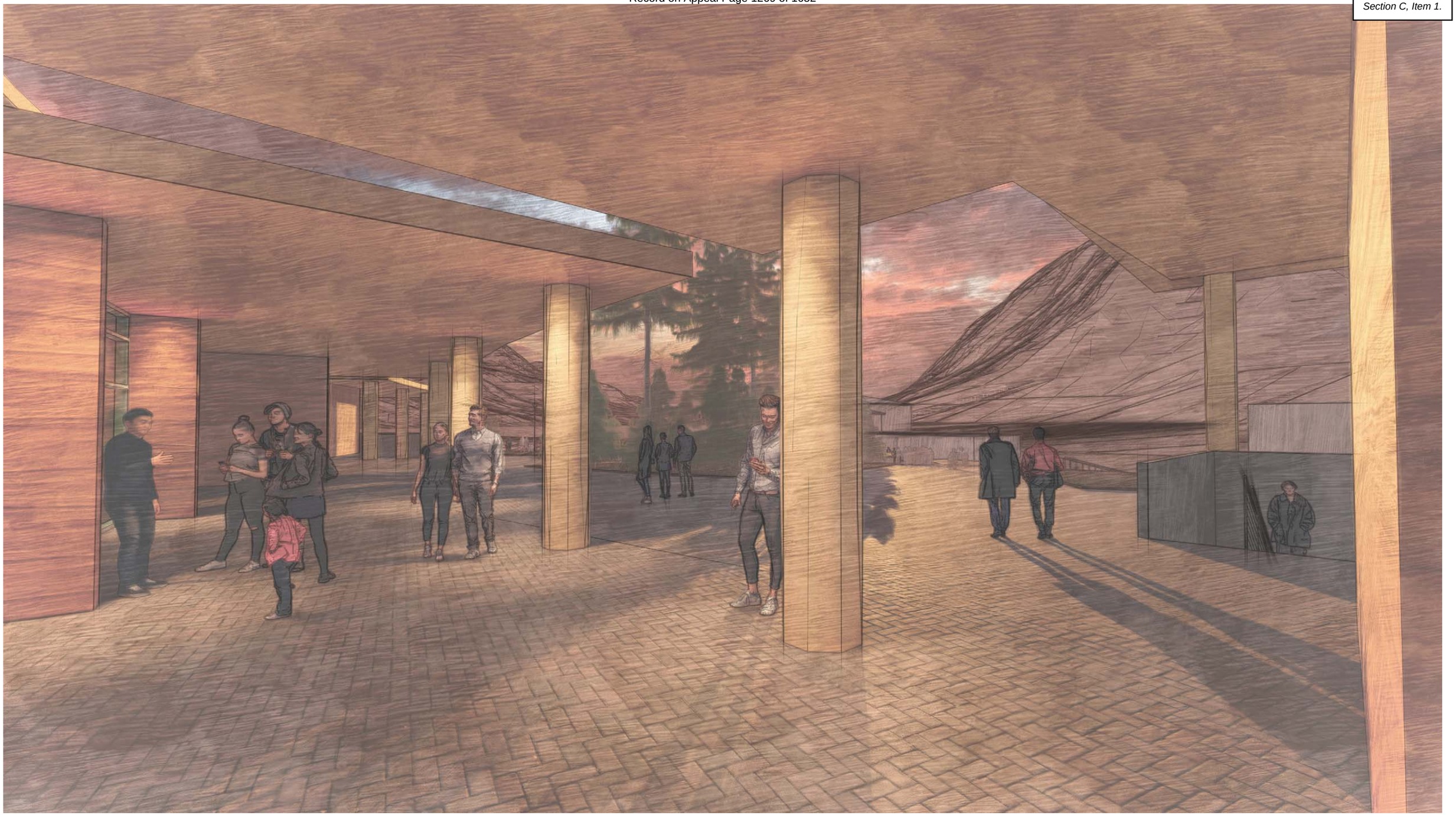
South Seawalk

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Seawalk Deck
Seawalk-Level Retail / Dining
Skybridge above

C0101



Aak'w Landing
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Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Top of Park
Welcome Center to left
Stairs / Escalators to Tour Arrival/Departure ahead

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Tour Arrival / Departure Area

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Lower Park

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Park
Welcome Center beyond to left

Aak'w Landing
Huna Totem Corporation

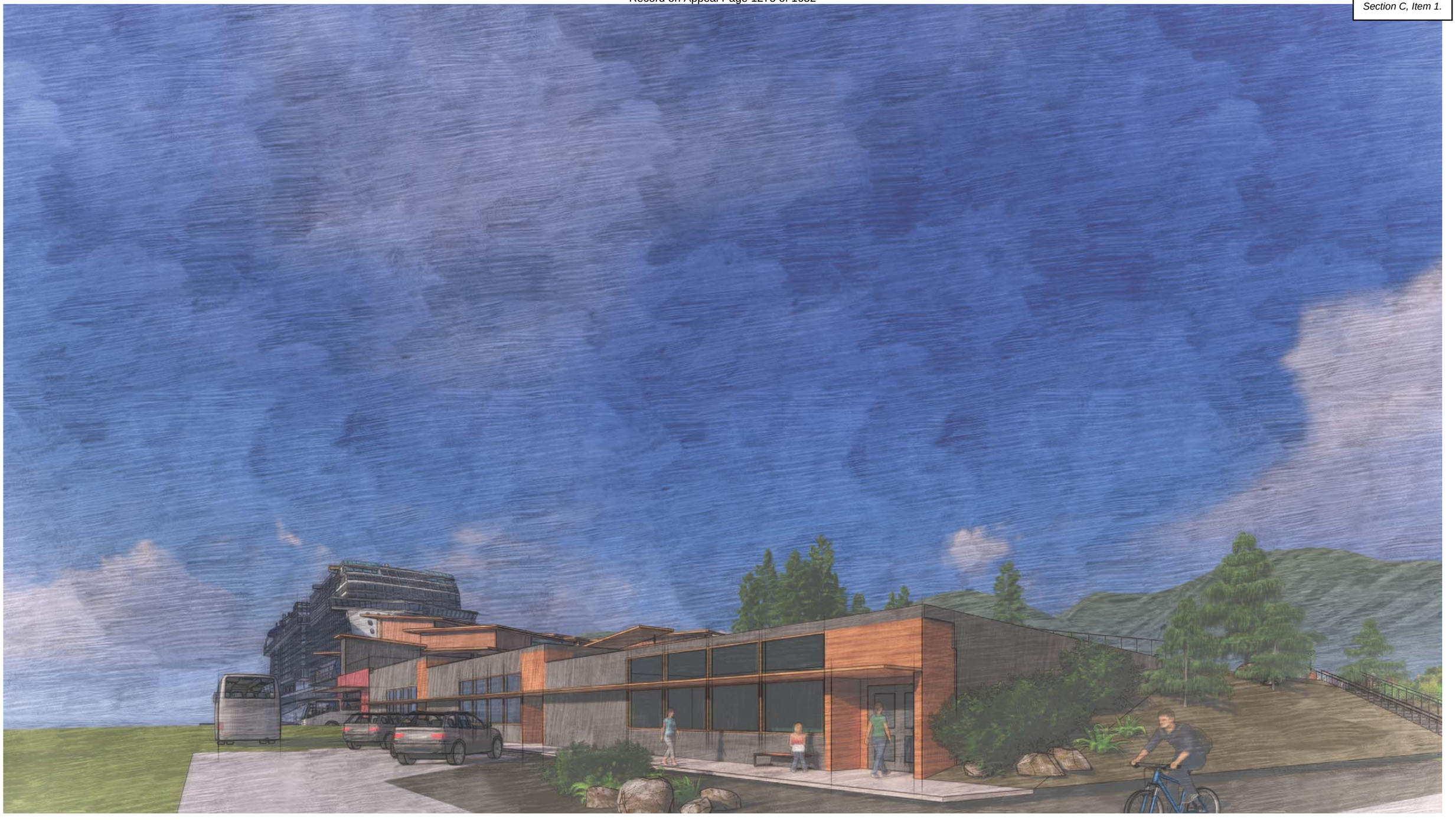
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Upper Plaza fromWest
Phase 2 Retail / Dining to left



Aak'w Landing
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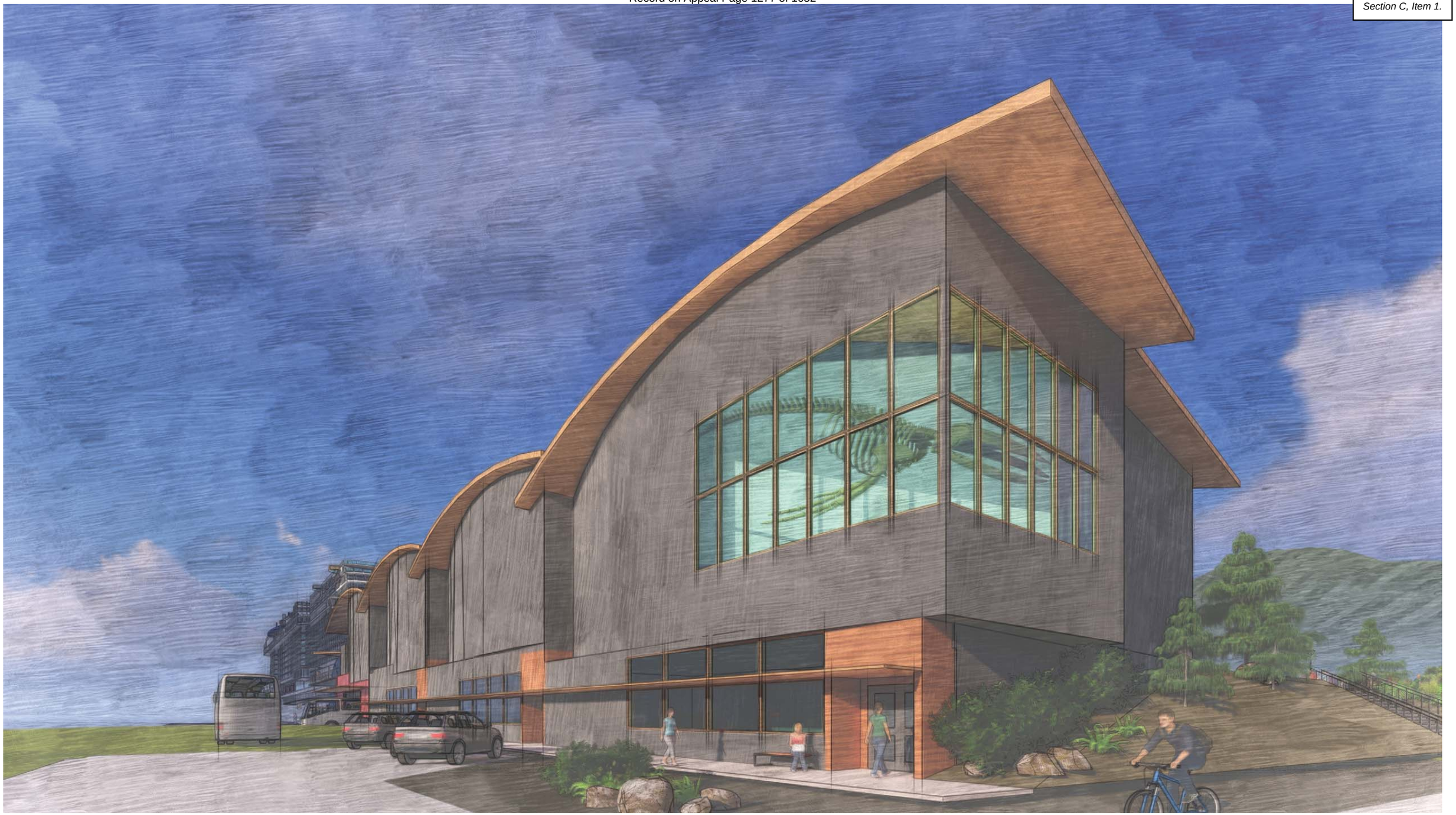
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Whittier-Level Retail

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Housing



Aak'w Landing
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Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Cultural / Museum

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Corner of Egan and Whittier
Future Phase Development Option - Assembly / Conference

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Existing Site Plan

C2 Parcel

USCG

Whittier Street

355.75'

USCG Dock

N

20' 40'

Jensen Yorba Wall Inc.

Egan Drive

311.12'

C1 Parcel
125,337 sf
2.88 Acres

220.00'

Lot 2C USS 3566

Lot 7 USS 3566

ATS 3

99.73'

79.99'

Floating Dock

523.84'

CBJ Tidelands Property
Lot 1A

25' 20' 15' 10'

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with bus parking

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street
Commercial Entry
Car Entry
USCG Dock
Egan Drive
Retail (4,700 sf)
Service
slope
Circulator
Bus & Van Loading
Car Parking (two levels)
Seawalk
Coach Loading
ramp up
Retail (13,300sf)
Dock SkyBridge Above
Deck (outdoor dining)
slope
Seawalk
CBJ Tidelands Property
Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Seawalk Level & Site Plan

with off-season parking

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

USCG Dock

Car Entry

Car Entry

Retail (4,700 sf)

Service

slope

u

Car Parking (two levels)

u

Seawalk

ramp up

u

Retail (13,300sf)

Dock SkyBridge Above

Deck (outdoor dining)

slope

u

u

Seawalk

CBJ Tidelands Property

Dock

Aak'w Landing

Huna Totem Corporation
Conditional Use Concept
November 22, 2022

Upper Plaza Level

N
20' 40'

Jensen Yorba Wall Inc.

Whittier Street

Egan Drive

USCG Dock

Phase 3
Use To Be Determined
(20,000 sf @ this level
20,000 sf @ level above)

Plaza

Phase 2
Add'l Retail

Phase 1
Retail - Welcome Center
(7,500sf @ this level)

Seawalk Below

Perform

Perform

Phase 2
Additional Retail
(14,000sf total @ this level
10,000 sf @ level above)

Park

Plaza

Skywalk Bridge

Deck
Below

slope

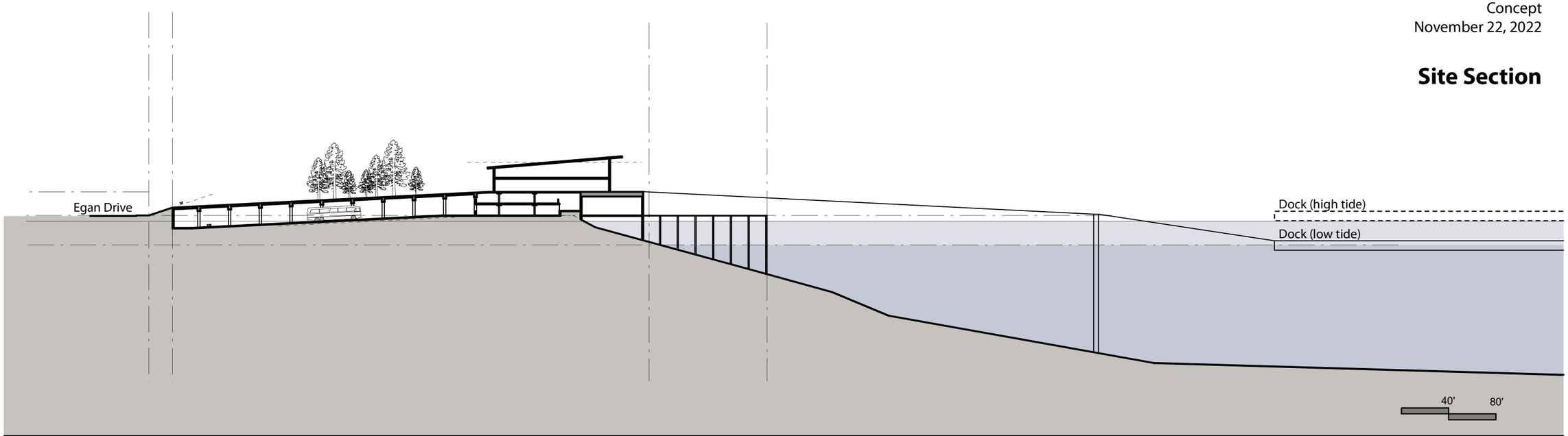
Seawalk Below

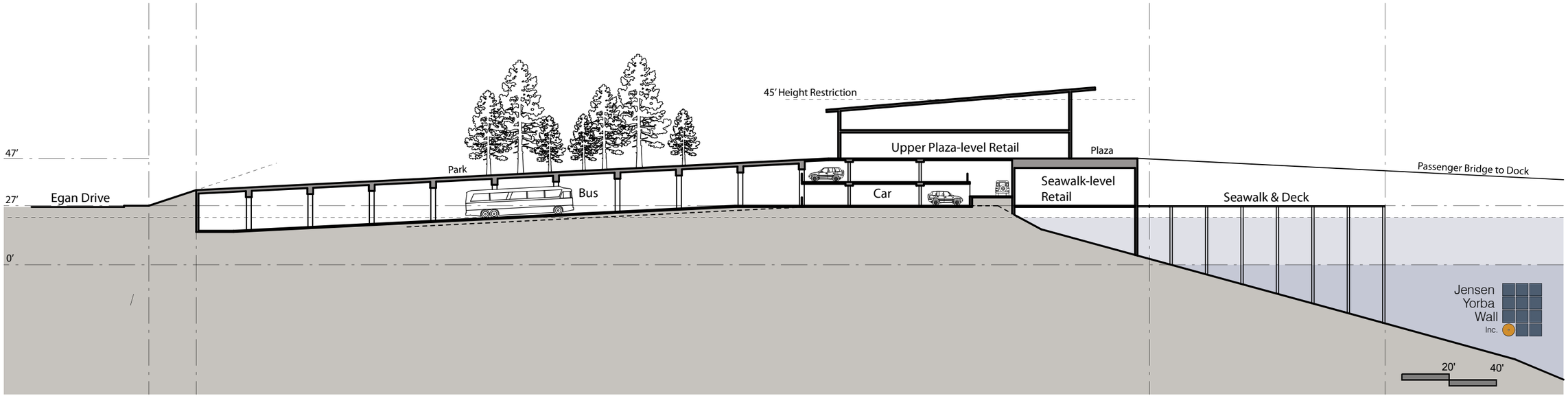
CBJ Tidelands Property

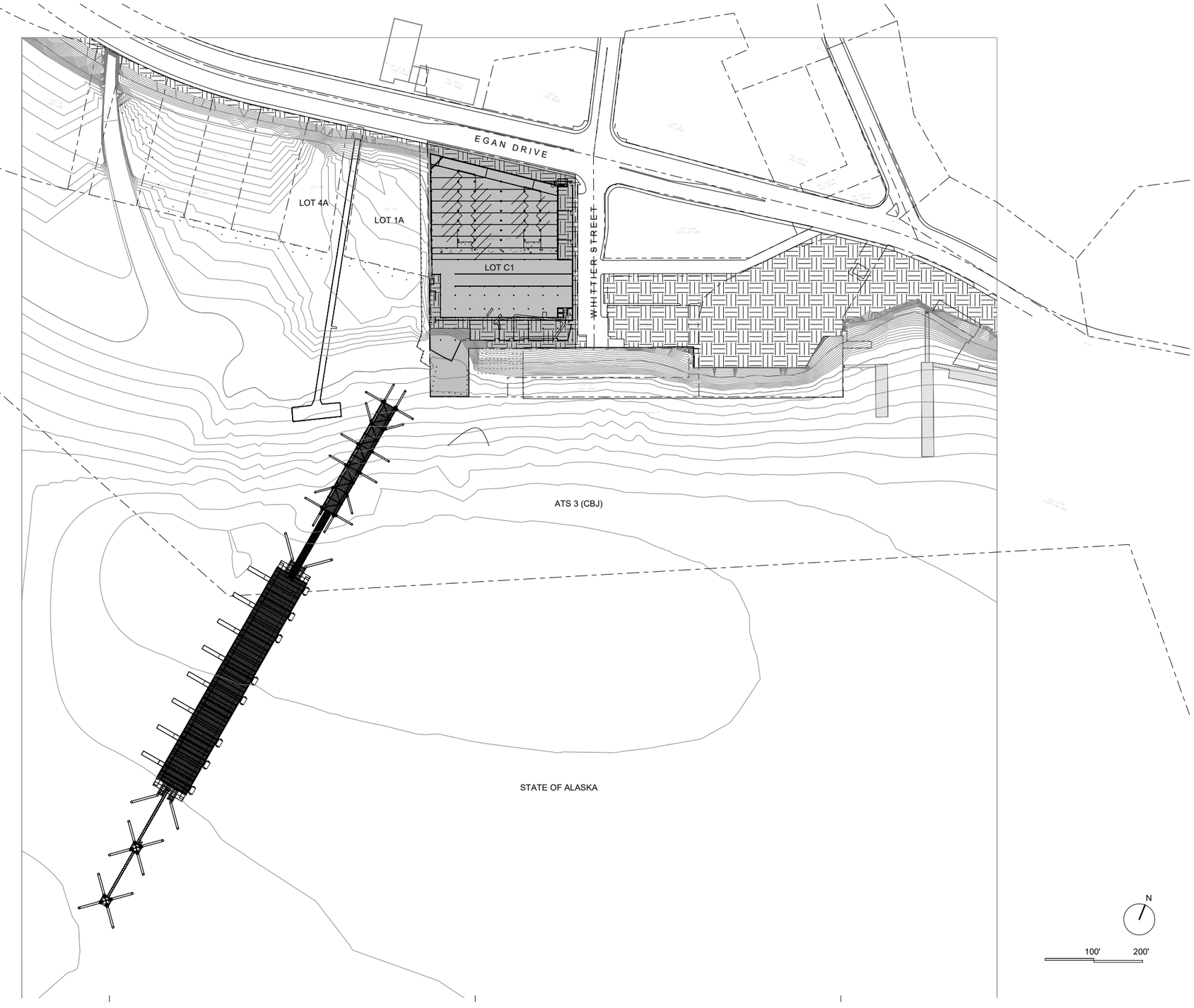
Aak'w Landing

Huna Totem Corporation Conditional Use
Concept
November 22, 2022

Site Section







Jensen Yorba Wall Inc.
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Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

SHEET TITLE

Property Location

DATE: 1.3.2023
FILE: 21022

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1/3/2023 12:28:18 PM G:_Projects\21022\CAD\7 Revised Concept\21022 Aak'w Landing - R22.rvt

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Aak'w Landing Estimates for Traffic Impact Analysis
4.19.2023

TRAFFIC
Busses (Coaches):

- 30 arrivals and departures daily.
- Staggered, with 10-15 coaches leaving per hour in the morning and then 10-15 arriving per hour in the afternoon.
- A maximum of 3 busses leaving at the same time.
- An average of 60 people per coach, for a total of 1800 people per day.
- All of this traffic would turn left onto Egan to go to/from the glacier and Auke Bay.

Private Operators

- 30 arrivals and departures daily
- A mix of smaller school busses and vans. 20 school busses and 10 vans.
- Staggered, with 5-10 busses and 4-6 vans per hour departing in the morning and then returning in the afternoon.
- A maximum of 2 busses and two vans leaving at the same time.
- An average of 30 people per school bus and 15 per van for a total of 750 people per day.
- 75% of this traffic would go left on Egan and 25% would go right towards downtown/Thane.

Taxis

- 30 arrivals and departures daily.
- Spread throughout the day, so 10 departures per hour in the morning, 10 arrivals per hour in the afternoon.
- An average of 5 people per taxi for a total of 150 people per day.
- Half of this traffic would go left on Egan and half would go right towards downtown/Thane.

Downtown Circulator

- 4 arrivals/departures per hour throughout the day.
- An average of 15 people per trip, so 60 per hour or around 300 per day.
- All of this traffic would turn right on Egan towards downtown.

Pedestrian Traffic

- The above vehicle totals accommodate 2,700 people per day. The remaining passengers, along with significant number (50%) of those that do a coach or bus tour will also walk off the site.
- 3,000 pedestrians walk off and back to the site each day.
- Staggered throughout the day, so an average of 600 pedestrians trips to or from the site per hour.
- 70% of the pedestrians walk right down Egan or the Seawalk towards downtown, 20% walk straight down Whittier to the State Museum, and 10% walk left along Egan towards Whale Park.

SITE USE

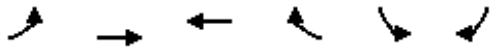
The site will primarily be used by cruise ship passengers when ships are docked, not by locals visiting the site in personal vehicles. The Welcome Center will be entirely used by cruise ship passengers with no private vehicles except those used by staff. Other shops and restaurants will be a mix—50% locals and 50% cruise ship passengers.

- 10,000 sf Welcome Center
- 11,000 sf Restaurants and Coffee Shops
- 22,000 sf Retail
- 20,000 sf future Retail
- 20,000 sf Museum / Cultural Center space

HCM Analysis – Existing

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	297	262	92	4	13	142
Future Volume (veh/h)	297	262	92	4	13	142
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	362	320	112	5	16	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	940	1230	544	24	38	
Arrive On Green	0.18	0.67	0.34	0.34	0.02	0.00
Sat Flow, veh/h	1810	1841	1622	72	1810	1610
Grp Volume(v), veh/h	362	320	0	117	16	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1694	1810	1610
Q Serve(g_s), s	3.6	2.1	0.0	1.5	0.3	0.0
Cycle Q Clear(g_c), s	3.6	2.1	0.0	1.5	0.3	0.0
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	940	1230	0	569	38	
V/C Ratio(X)	0.38	0.26	0.00	0.21	0.42	
Avail Cap(c_a), veh/h	1247	1570	0	1995	1090	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.4	2.0	0.0	7.1	14.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.5	2.0	0.0	7.2	17.3	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		682	117		16	
Approach Delay, s/veh		3.3	7.2		17.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.9	14.8		5.1		24.8
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	5.6	3.5		2.3		4.1
Green Ext Time (p_c), s	0.1	0.1		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	564	4	0	211	41	0	0	1	0	0	6
Future Vol, veh/h	139	564	4	0	211	41	0	0	1	0	0	6
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	174	705	5	0	264	51	0	0	1	0	0	7

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	325	0	0	729	0	0	1365	1400	730
Stage 1	-	-	-	-	-	-	1075	1075	-
Stage 2	-	-	-	-	-	-	290	325	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1246	-	-	884	-	-	162	134	426
Stage 1	-	-	-	-	-	-	328	284	-
Stage 2	-	-	-	-	-	-	759	632	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1246	-	-	868	-	-	137	0	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	0	-
Stage 1	-	-	-	-	-	-	277	0	-
Stage 2	-	-	-	-	-	-	759	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.6	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	417	1246	-	-	868	-	-
HCM Lane V/C Ratio	0.003	0.139	-	-	-	-	-
HCM Control Delay (s)	13.7	8.4	-	-	0	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0.5	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	87	4	40	19	3
Future Vol, veh/h	100	87	4	40	19	3
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	137	119	5	55	26	4

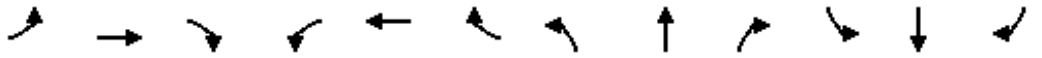
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	258	0	264	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1318	-	729	847
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1315	-	725	845
Mov Cap-2 Maneuver	-	-	-	-	725	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	1315	-
HCM Lane V/C Ratio	0.041	-	-	0.004	-
HCM Control Delay (s)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	651	8	0	199	18	1	1	0	56	4	10
Future Volume (veh/h)	95	651	8	0	199	18	1	1	0	56	4	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	119	814	10	0	249	22	1	1	0	70	5	12
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	870	2755	34	551	1969	173	108	89	163	221	13	151
Arrive On Green	0.05	0.77	0.77	0.00	0.65	0.65	0.10	0.10	0.00	0.10	0.10	0.10
Sat Flow, veh/h	1810	3595	44	1810	3017	264	491	884	1610	1444	132	1491
Grp Volume(v), veh/h	119	402	422	0	133	138	2	0	0	75	0	12
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1622	1659	1376	0	1610	1576	0	1491
Q Serve(g_s), s	1.9	6.3	6.3	0.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	1.9	6.3	6.3	0.0	2.9	2.9	3.6	0.0	0.0	3.6	0.0	0.7
Prop In Lane	1.00		0.02	1.00		0.16	0.50		1.00	0.93		1.00
Lane Grp Cap(c), veh/h	870	1362	1427	551	1059	1083	198	0	163	235	0	151
V/C Ratio(X)	0.14	0.30	0.30	0.00	0.13	0.13	0.01	0.00	0.00	0.32	0.00	0.08
Avail Cap(c_a), veh/h	960	1362	1427	732	1059	1083	560	0	525	559	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.4	3.2	3.2	0.0	6.0	6.1	37.2	0.0	0.0	38.8	0.0	37.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	1.5	0.0	0.9	0.9	0.0	0.0	0.0	1.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	3.3	3.3	0.0	6.3	6.3	37.2	0.0	0.0	39.1	0.0	37.6
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		943			271			2			87	
Approach Delay, s/veh		3.5			6.3			37.2			38.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	65.7		15.8	0.0	76.2		15.8				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.9	4.9		5.6	0.0	8.3		5.6				
Green Ext Time (p_c), s	0.0	0.6		0.1	0.0	1.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	169	754	194	16	0	17
Future Vol, veh/h	169	754	194	16	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	217	967	249	21	0	18

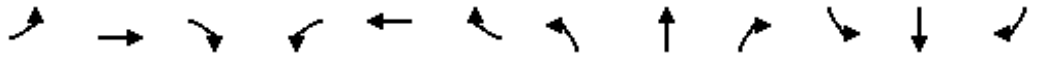
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	270	0	-	0	-	135
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1276	-	-	-	0	889
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1276	-	-	-	-	889
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1276	-	-	-	889
HCM Lane V/C Ratio	0.17	-	-	-	0.021
HCM Control Delay (s)	8.4	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Future Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	739	0	18	70	103	35	171	3	82	739	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	196	835		93	319	719	202	812	14	431	885	
Arrive On Green	0.45	0.45	0.00	0.45	0.45	0.45	0.03	0.23	0.23	0.05	0.25	0.00
Sat Flow, veh/h	1212	1870	1585	56	715	1610	1781	3573	63	1781	3554	1585
Grp Volume(v), veh/h	82	739	0	88	0	103	35	85	89	82	739	0
Grp Sat Flow(s),veh/h/ln	1212	1870	1585	770	0	1610	1781	1777	1859	1781	1777	1585
Q Serve(g_s), s	4.3	23.1	0.0	1.0	0.0	2.4	0.9	2.5	2.5	2.2	12.6	0.0
Cycle Q Clear(g_c), s	28.4	23.1	0.0	24.1	0.0	2.4	0.9	2.5	2.5	2.2	12.6	0.0
Prop In Lane	1.00		1.00	0.20		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	196	835		412	0	719	202	404	422	431	885	
V/C Ratio(X)	0.42	0.89		0.21	0.00	0.14	0.17	0.21	0.21	0.19	0.84	
Avail Cap(c_a), veh/h	196	835		412	0	719	761	818	856	589	1002	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	16.2	0.0	12.3	0.0	10.5	18.3	20.0	20.0	17.5	22.7	0.0
Incr Delay (d2), s/veh	0.5	10.8	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	11.3	0.0	0.7	0.0	0.8	0.3	0.9	1.0	0.8	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	27.0	0.0	12.4	0.0	10.5	18.4	20.1	20.1	17.6	27.7	0.0
LnGrp LOS	C	C		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		821			191			209			821	
Approach Delay, s/veh		27.3			11.4			19.8			26.7	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	20.5		35.0	6.9	21.9		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	4.2	4.5		30.4	2.9	14.6		26.1				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	1.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		24.8
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

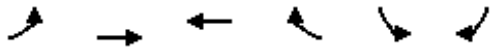
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	177	221	224	20	32	354
Future Volume (veh/h)	177	221	224	20	32	354
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	216	270	273	24	39	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	700	1155	544	48	84	
Arrive On Green	0.12	0.63	0.35	0.35	0.05	0.00
Sat Flow, veh/h	1810	1841	1547	136	1810	1610
Grp Volume(v), veh/h	216	270	0	297	39	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1683	1810	1610
Q Serve(g_s), s	2.1	1.8	0.0	4.0	0.6	0.0
Cycle Q Clear(g_c), s	2.1	1.8	0.0	4.0	0.6	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	700	1155	0	592	84	
V/C Ratio(X)	0.31	0.23	0.00	0.50	0.46	
Avail Cap(c_a), veh/h	1152	1645	0	2076	1141	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.3	0.0	7.3	13.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.0	2.4	0.0	7.5	14.7	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		486	297		39	
Approach Delay, s/veh		3.5	7.5		14.7	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.9	14.8		5.8		22.7
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	4.1	6.0		2.6		3.8
Green Ext Time (p_c), s	0.1	0.1		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	410	0	0	530	67	0	0	0	0	0	141
Future Vol, veh/h	9	410	0	0	530	67	0	0	0	0	0	141
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	11	513	0	0	663	84	0	0	0	0	0	153

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	757	0	0	532	0	0	1259	1311	535
Stage 1	-	-	-	-	-	-	554	554	-
Stage 2	-	-	-	-	-	-	705	757	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	863	-	-	1046	-	-	188	152	549
Stage 1	-	-	-	-	-	-	575	498	-
Stage 2	-	-	-	-	-	-	490	401	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	863	-	-	1027	-	-	182	0	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	0	-
Stage 1	-	-	-	-	-	-	557	0	-
Stage 2	-	-	-	-	-	-	490	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	863	-	-	1027	-	-
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-
HCM Control Delay (s)	0	9.2	-	-	0	-	-
HCM Lane LOS	A	A	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	96	22	171	59	4
Future Vol, veh/h	19	96	22	171	59	4
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	26	132	30	234	81	5

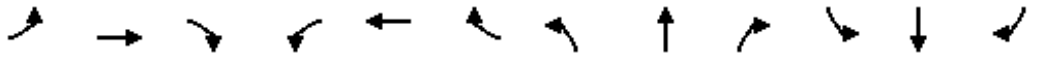
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	388	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1432	-	619	968
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	603	966
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1429	-
HCM Lane V/C Ratio	0.14	-	-	0.021	-
HCM Control Delay (s)	11.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	308	1	1	629	41	7	3	3	108	1	74
Future Volume (veh/h)	20	308	1	1	629	41	7	3	3	108	1	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	25	385	1	1	786	51	9	4	4	135	1	92
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	303	1738	5	502	1403	91	66	18	522	78	0	493
Arrive On Green	0.03	0.48	0.48	0.00	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3636	9	1810	3092	201	0	56	1600	0	1	1512
Grp Volume(v), veh/h	25	188	198	1	412	425	13	0	4	136	0	92
Grp Sat Flow(s),veh/h/ln	1810	1777	1869	1810	1622	1670	56	0	1600	1	0	1512
Q Serve(g_s), s	0.7	5.7	5.7	0.0	17.1	17.1	0.0	0.0	0.2	0.0	0.0	4.0
Cycle Q Clear(g_c), s	0.7	5.7	5.7	0.0	17.1	17.1	30.0	0.0	0.2	30.0	0.0	4.0
Prop In Lane	1.00		0.01	1.00		0.12	0.69		1.00	0.99		1.00
Lane Grp Cap(c), veh/h	303	849	893	502	736	758	85	0	522	78	0	493
V/C Ratio(X)	0.08	0.22	0.22	0.00	0.56	0.56	0.15	0.00	0.01	1.74	0.00	0.19
Avail Cap(c_a), veh/h	440	849	893	682	736	758	85	0	522	78	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	14.0	14.0	12.7	18.4	18.4	25.6	0.0	20.9	45.9	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	3.1	3.0	0.3	0.0	0.0	379.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	2.2	0.0	6.5	6.7	0.2	0.0	0.1	10.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	14.1	14.1	12.7	21.5	21.4	26.0	0.0	20.9	425.1	0.0	22.3
LnGrp LOS	B	B	B	B	C	C	C	A	C	F	A	C
Approach Vol, veh/h		411			838			17			228	
Approach Delay, s/veh		14.1			21.4			24.8			262.6	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	47.4		36.5	5.8	49.7		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	2.7	19.1		32.0	2.0	7.7		32.0				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	109	329	676	34	0	35
Future Vol, veh/h	109	329	676	34	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	140	422	867	44	0	38

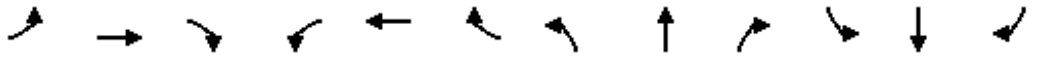
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	911	0	-	0	-	456
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	731	-	-	-	0	551
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	731	-	-	-	-	551
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	731	-	-	-	551
HCM Lane V/C Ratio	0.191	-	-	-	0.069
HCM Control Delay (s)	11.1	-	-	-	12
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	53	131	18	213	234	175	549	9	40	288	307
Future Volume (veh/h)	269	53	131	18	213	234	175	549	9	40	288	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	333	0	0	20	280	308	190	597	10	43	313	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	677	0		91	667	586	458	960	16	298	671	
Arrive On Green	0.36	0.00	0.00	0.36	0.36	0.36	0.11	0.27	0.27	0.04	0.19	0.00
Sat Flow, veh/h	1656	0	1585	51	1833	1610	1781	3577	60	1781	3554	1585
Grp Volume(v), veh/h	333	0	0	300	0	308	190	296	311	43	313	0
Grp Sat Flow(s),veh/h/ln	828	0	1585	1884	0	1610	1781	1777	1860	1781	1777	1585
Q Serve(g_s), s	10.1	0.0	0.0	0.0	0.0	8.0	4.4	7.8	7.8	0.9	4.2	0.0
Cycle Q Clear(g_c), s	16.4	0.0	0.0	6.3	0.0	8.0	4.4	7.8	7.8	0.9	4.2	0.0
Prop In Lane	1.00		1.00	0.07		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	677	0		758	0	586	458	477	499	298	671	
V/C Ratio(X)	0.49	0.00		0.40	0.00	0.53	0.41	0.62	0.62	0.14	0.47	
Avail Cap(c_a), veh/h	965	0		854	0	669	990	986	1032	534	1208	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	12.7	0.0	13.2	14.6	17.0	17.0	13.8	19.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.3	0.2	0.5	0.5	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	2.4	0.0	2.6	1.5	2.7	2.8	0.3	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	12.8	0.0	13.5	14.8	17.5	17.5	13.8	19.3	0.0
LnGrp LOS	B	A		B	A	B	B	B	B	B	B	
Approach Vol, veh/h		333			608			797			356	
Approach Delay, s/veh		19.1			13.2			16.9			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	20.2		25.8	11.2	16.0		25.8				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	2.9	9.8		18.4	6.4	6.2		10.0				
Green Ext Time (p_c), s	0.0	2.6		0.9	0.1	1.1		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		16.5
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

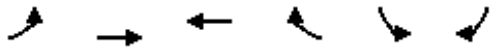
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – No-Build

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	380	335	120	10	20	185
Future Volume (veh/h)	380	335	120	10	20	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	463	409	146	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	932	1248	490	40	54	
Arrive On Green	0.22	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1556	128	1810	1610
Grp Volume(v), veh/h	463	409	0	158	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1684	1810	1610
Q Serve(g_s), s	5.1	2.9	0.0	2.3	0.4	0.0
Cycle Q Clear(g_c), s	5.1	2.9	0.0	2.3	0.4	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	932	1248	0	530	54	
V/C Ratio(X)	0.50	0.33	0.00	0.30	0.44	
Avail Cap(c_a), veh/h	1126	1473	0	1860	1022	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.7	2.1	0.0	8.3	15.2	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.1	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.5	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.9	2.2	0.0	8.4	17.3	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		872	158		24	
Approach Delay, s/veh		3.6	8.4		17.3	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	14.8		5.5		26.4
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.1	4.3		2.4		4.9
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	715	9	0	270	55	0	0	5	0	0	10
Future Vol, veh/h	178	715	9	0	270	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	894	11	0	338	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	417	0	0	924	0	0	1738	1782	922
Stage 1	-	-	-	-	-	-	1365	1365	-
Stage 2	-	-	-	-	-	-	373	417	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1153	-	-	748	-	-	96	77	330
Stage 1	-	-	-	-	-	-	237	205	-
Stage 2	-	-	-	-	-	-	696	574	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1153	-	-	734	-	-	76	0	323
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	0	-
Stage 1	-	-	-	-	-	-	188	0	-
Stage 2	-	-	-	-	-	-	696	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	323	1153	-	-	734	-	-
HCM Lane V/C Ratio	0.019	0.193	-	-	-	-	-
HCM Control Delay (s)	16.4	8.9	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.7	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	115	10	55	25	5
Future Vol, veh/h	130	115	10	55	25	5
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	158	14	75	34	7

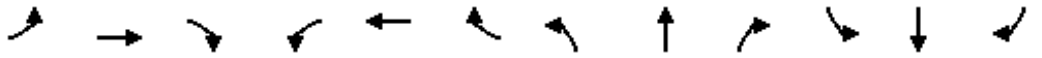
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	338	0	362	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1232	-	641	785
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1230	-	632	784
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	653	-	-	1230	-
HCM Lane V/C Ratio	0.063	-	-	0.011	-
HCM Control Delay (s)	10.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	825	15	0	250	30	5	5	0	75	10	20
Future Volume (veh/h)	125	825	15	0	250	30	5	5	0	75	10	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1031	19	0	312	38	6	6	0	94	12	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	776	2627	48	423	1808	218	107	89	212	235	26	197
Arrive On Green	0.05	0.74	0.74	0.00	0.62	0.62	0.13	0.13	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1810	3569	66	1810	2913	352	366	676	1610	1230	197	1498
Grp Volume(v), veh/h	156	513	537	0	173	177	12	0	0	106	0	25
Grp Sat Flow(s),veh/h/ln	1810	1777	1858	1810	1622	1643	1043	0	1610	1427	0	1498
Q Serve(g_s), s	2.8	9.9	9.9	0.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	2.8	9.9	9.9	0.0	4.2	4.2	6.6	0.0	0.0	6.5	0.0	1.4
Prop In Lane	1.00		0.04	1.00		0.21	0.50		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	776	1308	1368	423	1007	1020	196	0	212	261	0	197
V/C Ratio(X)	0.20	0.39	0.39	0.00	0.17	0.17	0.06	0.00	0.00	0.41	0.00	0.13
Avail Cap(c_a), veh/h	862	1308	1368	604	1007	1020	507	0	525	545	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	4.5	4.5	0.0	7.4	7.4	35.0	0.0	0.0	37.5	0.0	35.3
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.4	0.4	0.0	0.0	0.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.5	2.6	0.0	1.3	1.4	0.2	0.0	0.0	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.5	4.7	4.6	0.0	7.8	7.8	35.1	0.0	0.0	37.9	0.0	35.4
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1206			350			12			131	
Approach Delay, s/veh		4.8			7.8			35.1			37.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	62.8		18.6	0.0	73.4		18.6				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	4.8	6.2		8.5	0.0	11.9		8.6				
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	2.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	965	250	25	0	25
Future Vol, veh/h	215	965	250	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1237	321	32	0	27

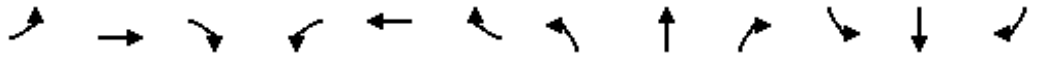
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	-	177
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1188	-	-	-	0	835
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	-	835
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	835
HCM Lane V/C Ratio	0.232	-	-	-	0.033
HCM Control Delay (s)	8.9	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.9	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Future Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	27	92	132	49	217	5	109	940	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	432	783		170	540	674	183	875	20	455	979	
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.04	0.25	0.25	0.07	0.28	0.00
Sat Flow, veh/h	1157	1870	1585	243	1288	1610	1781	3551	82	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	119	0	132	49	108	114	109	940	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1532	0	1610	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	16.1	9.0	0.0	0.2	0.0	3.4	1.3	3.2	3.2	2.9	17.0	0.0
Cycle Q Clear(g_c), s	25.2	9.0	0.0	9.2	0.0	3.4	1.3	3.2	3.2	2.9	17.0	0.0
Prop In Lane	1.00		1.00	0.23		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	432	783		709	0	674	183	438	457	455	979	
V/C Ratio(X)	0.68	0.46		0.17	0.00	0.20	0.27	0.25	0.25	0.24	0.96	
Avail Cap(c_a), veh/h	453	816		709	0	674	716	800	835	582	979	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.8	13.6	0.0	11.8	0.0	12.0	18.3	19.7	19.8	16.6	23.3	0.0
Incr Delay (d2), s/veh	3.1	0.2	0.0	0.0	0.0	0.1	0.3	0.1	0.1	0.1	19.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.5	0.0	1.0	0.0	1.1	0.5	1.2	1.3	1.1	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	13.8	0.0	11.9	0.0	12.1	18.6	19.9	19.9	16.7	42.8	0.0
LnGrp LOS	C	B		B	A	B	B	B	B	B	D	
Approach Vol, veh/h		653			251			271			1049	
Approach Delay, s/veh		19.2			12.0			19.6			40.1	
Approach LOS		B			B			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	22.1		33.9	7.5	24.0		33.9				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	4.9	5.2		27.2	3.3	19.0		11.2				
Green Ext Time (p_c), s	0.0	0.9		0.1	0.0	0.0		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

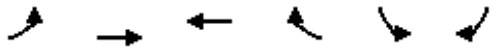
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/11/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	225	285	285	30	45	450
Future Volume (veh/h)	225	285	285	30	45	450
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	274	348	348	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	641	1158	506	54	111	
Arrive On Green	0.15	0.63	0.33	0.33	0.06	0.00
Sat Flow, veh/h	1810	1841	1517	161	1810	1610
Grp Volume(v), veh/h	274	348	0	385	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1678	1810	1610
Q Serve(g_s), s	2.8	2.6	0.0	6.0	0.9	0.0
Cycle Q Clear(g_c), s	2.8	2.6	0.0	6.0	0.9	0.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	641	1158	0	560	111	
V/C Ratio(X)	0.43	0.30	0.00	0.69	0.50	
Avail Cap(c_a), veh/h	1009	1562	0	1965	1084	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	2.5	0.0	8.7	13.7	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.6	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.2	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	2.6	0.0	9.2	14.9	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		622	385		55	
Approach Delay, s/veh		4.0	9.2		14.9	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.9	14.8		6.3		23.7
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	4.8	8.0		2.9		4.6
Green Ext Time (p_c), s	0.1	0.2		0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	520	0	0	670	85	0	0	0	0	0	185
Future Vol, veh/h	15	520	0	0	670	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	650	0	0	838	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	954	0	0	669	0	0	1598	1661	672
Stage 1	-	-	-	-	-	-	707	707	-
Stage 2	-	-	-	-	-	-	891	954	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	729	-	-	931	-	-	117	92	459
Stage 1	-	-	-	-	-	-	489	423	-
Stage 2	-	-	-	-	-	-	401	324	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	729	-	-	914	-	-	112	0	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	0	-
Stage 1	-	-	-	-	-	-	467	0	-
Stage 2	-	-	-	-	-	-	401	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	729	-	-	914	-	-
HCM Lane V/C Ratio	-	0.026	-	-	-	-	-
HCM Control Delay (s)	0	10.1	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/11/2023

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	125	30	220	75	10
Future Vol, veh/h	25	125	30	220	75	10
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	171	41	301	103	14

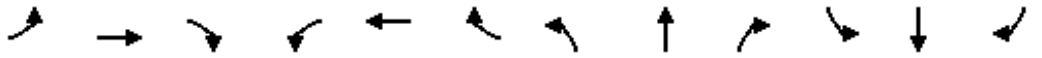
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	505	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1376	-	530	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1373	-	510	933
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	1373	-
HCM Lane V/C Ratio	0.216	-	-	0.03	-
HCM Control Delay (s)	13.5	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	5	5	794	56	10	5	5	140	5	100
Future Volume (veh/h)	29	390	5	5	794	56	10	5	5	140	5	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	6	6	992	70	12	6	6	175	6	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	236	1695	21	448	1372	97	65	21	522	77	1	493
Arrive On Green	0.03	0.47	0.47	0.01	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3595	44	1810	3073	217	0	63	1600	0	4	1512
Grp Volume(v), veh/h	36	241	253	6	524	538	18	0	6	181	0	125
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1622	1667	63	0	1600	4	0	1512
Q Serve(g_s), s	1.0	7.6	7.6	0.2	24.3	24.3	0.0	0.0	0.2	0.0	0.0	5.6
Cycle Q Clear(g_c), s	1.0	7.6	7.6	0.2	24.3	24.3	30.0	0.0	0.2	30.0	0.0	5.6
Prop In Lane	1.00		0.02	1.00		0.13	0.67		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	236	838	878	448	724	745	86	0	522	78	0	493
V/C Ratio(X)	0.15	0.29	0.29	0.01	0.72	0.72	0.21	0.00	0.01	2.31	0.00	0.25
Avail Cap(c_a), veh/h	360	838	878	617	724	745	86	0	522	78	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	14.9	14.9	12.8	20.8	20.8	25.7	0.0	21.0	45.5	0.0	22.8
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	6.2	6.0	0.4	0.0	0.0	627.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.9	3.0	0.1	9.6	9.8	0.3	0.0	0.1	15.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	15.0	15.0	12.8	27.0	26.8	26.1	0.0	21.0	672.7	0.0	22.9
LnGrp LOS	B	B	B	B	C	C	C	A	C	F	A	C
Approach Vol, veh/h		530			1068			24			306	
Approach Delay, s/veh		15.1			26.8			24.8			407.2	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.8		36.5	6.4	49.1		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.0	26.3		32.0	2.2	9.6		32.0				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	83.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/11/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	424	859	45	0	45
Future Vol, veh/h	140	424	859	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	544	1101	58	0	49

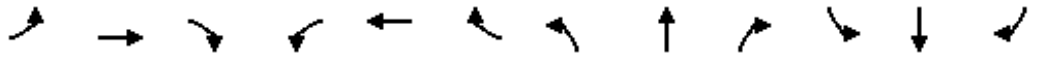
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1159	0	-	0	-	580
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	587	-	-	-	0	458
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	587	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	587	-	-	-	458
HCM Lane V/C Ratio	0.306	-	-	-	0.107
HCM Control Delay (s)	13.8	-	-	-	13.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/11/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	170	25	275	300	225	700	15	55	370	390
Future Volume (veh/h)	345	70	170	25	275	300	225	700	15	55	370	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	27	362	395	245	761	16	60	402	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	605	0		84	771	683	423	974	20	232	620	
Arrive On Green	0.42	0.00	0.00	0.42	0.42	0.42	0.14	0.27	0.27	0.04	0.17	0.00
Sat Flow, veh/h	1415	0	1585	63	1817	1610	1781	3559	75	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	389	0	395	245	380	397	60	402	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1880	0	1610	1781	1777	1857	1781	1777	1585
Q Serve(g_s), s	18.5	0.0	0.0	0.0	0.0	12.6	7.4	13.3	13.3	1.6	7.1	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	10.0	0.0	12.6	7.4	13.3	13.3	1.6	7.1	0.0
Prop In Lane	1.00		1.00	0.07		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	605	0		855	0	683	423	486	508	232	620	
V/C Ratio(X)	0.71	0.00		0.46	0.00	0.58	0.58	0.78	0.78	0.26	0.65	
Avail Cap(c_a), veh/h	605	0		855	0	683	756	777	813	396	952	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	14.0	0.0	14.8	18.8	22.5	22.5	17.8	25.8	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.1	0.0	0.8	0.5	1.0	1.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	4.0	0.0	4.4	2.7	5.1	5.3	0.6	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	0.0	14.1	0.0	15.6	19.3	23.6	23.5	18.0	26.2	0.0
LnGrp LOS	C	A		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		429			784			1022			462	
Approach Delay, s/veh		28.5			14.9			22.5			25.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	24.4		35.0	14.5	17.7		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	3.6	15.3		30.5	9.4	9.1		14.6				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.1	1.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		21.7
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

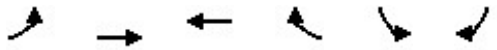
05/11/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – Build

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	409	364	149	10	20	214
Future Volume (veh/h)	409	364	149	10	20	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	499	444	182	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	913	1258	490	32	54	
Arrive On Green	0.24	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1584	104	1810	1610
Grp Volume(v), veh/h	499	444	0	194	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1688	1810	1610
Q Serve(g_s), s	5.6	3.3	0.0	2.9	0.4	0.0
Cycle Q Clear(g_c), s	5.6	3.3	0.0	2.9	0.4	0.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	913	1258	0	522	54	
V/C Ratio(X)	0.55	0.35	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1071	1445	0	1830	1003	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.1	0.0	8.8	15.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	2.2	0.0	8.9	17.6	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		943	194		24	
Approach Delay, s/veh		3.7	8.9		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	14.8		5.5		27.0
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.6	4.9		2.4		5.3
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Future Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	966	11	0	410	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	0	996	0	0	1882	1926	994
Stage 1	-	-	-	-	-	-	1437	1437	-
Stage 2	-	-	-	-	-	-	445	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1085	-	-	703	-	-	78	63	300
Stage 1	-	-	-	-	-	-	219	189	-
Stage 2	-	-	-	-	-	-	646	533	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1085	-	-	690	-	-	61	0	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	171	0	-
Stage 2	-	-	-	-	-	-	646	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	294	1085	-	-	690	-	-
HCM Lane V/C Ratio	0.021	0.205	-	-	-	-	-
HCM Control Delay (s)	17.5	9.2	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	125	19	55	35	14
Future Vol, veh/h	130	125	19	55	35	14
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	171	26	75	48	19

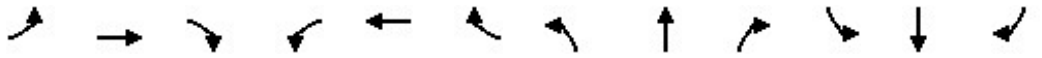
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	393	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1219	-	615	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	600	777
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1217	-
HCM Lane V/C Ratio	0.105	-	-	0.021	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Future Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1034	162	72	312	38	152	30	72	94	36	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	558	1334	209	231	1193	144	72	8	522	67	16	493
Arrive On Green	0.07	0.43	0.43	0.05	0.41	0.41	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3077	481	1810	2913	352	0	25	1600	0	49	1512
Grp Volume(v), veh/h	156	596	600	72	173	177	182	0	72	130	0	25
Grp Sat Flow(s),veh/h/ln	1810	1777	1782	1810	1622	1643	25	0	1600	49	0	1512
Q Serve(g_s), s	4.5	26.3	26.4	2.0	6.5	6.6	0.0	0.0	2.9	0.0	0.0	1.0
Cycle Q Clear(g_c), s	4.5	26.3	26.4	2.0	6.5	6.6	30.0	0.0	2.9	30.0	0.0	1.0
Prop In Lane	1.00		0.27	1.00		0.21	0.84		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	558	770	773	231	664	673	80	0	522	83	0	493
V/C Ratio(X)	0.28	0.77	0.78	0.31	0.26	0.26	2.28	0.00	0.14	1.56	0.00	0.05
Avail Cap(c_a), veh/h	615	770	773	331	664	673	80	0	522	83	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	22.2	22.2	17.5	17.9	18.0	43.0	0.0	21.9	40.4	0.0	21.2
Incr Delay (d2), s/veh	0.1	4.7	4.8	0.3	0.9	1.0	611.9	0.0	0.0	302.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.0	11.1	0.8	2.4	2.5	15.4	0.0	1.1	8.9	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	27.0	27.0	17.7	18.9	18.9	654.9	0.0	21.9	343.3	0.0	21.3
LnGrp LOS	B	C	C	B	B	B	F	A	C	F	A	C
Approach Vol, veh/h		1352			422			254			155	
Approach Delay, s/veh		25.5			18.7			475.4			291.4	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	43.4		36.5	9.9	45.6		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	6.5	8.6		32.0	4.0	28.4		32.0				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	1.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	95.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	1082	367	25	0	25
Future Vol, veh/h	215	1082	367	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1387	471	32	0	27

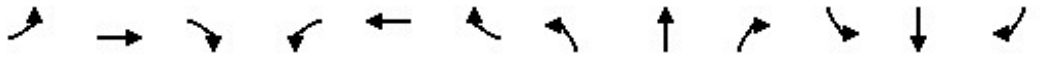
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1044	-	-	-	0	748
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1044	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	748
HCM Lane V/C Ratio	0.264	-	-	-	0.036
HCM Control Delay (s)	9.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Future Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	36	92	132	80	302	16	109	1012	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	428	786		191	456	677	194	866	46	414	955	
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.05	0.25	0.25	0.06	0.27	0.00
Sat Flow, veh/h	1157	1870	1585	291	1086	1610	1781	3433	181	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	128	0	132	80	156	162	109	1012	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1378	0	1610	1781	1777	1838	1781	1777	1585
Q Serve(g_s), s	16.5	9.2	0.0	0.4	0.0	3.5	2.2	4.8	4.9	3.0	18.0	0.0
Cycle Q Clear(g_c), s	26.1	9.2	0.0	9.6	0.0	3.5	2.2	4.8	4.9	3.0	18.0	0.0
Prop In Lane	1.00		1.00	0.28		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	428	786		648	0	677	194	448	464	414	955	
V/C Ratio(X)	0.69	0.46		0.20	0.00	0.20	0.41	0.35	0.35	0.26	1.06	
Avail Cap(c_a), veh/h	434	796		648	0	677	690	780	807	535	955	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.5	13.9	0.0	12.2	0.0	12.3	18.8	20.5	20.5	16.8	24.5	0.0
Incr Delay (d2), s/veh	3.6	0.2	0.0	0.1	0.0	0.1	0.5	0.2	0.2	0.1	46.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.6	0.0	1.1	0.0	1.2	0.8	1.8	1.9	1.1	12.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	14.1	0.0	12.3	0.0	12.3	19.3	20.7	20.7	17.0	70.8	0.0
LnGrp LOS	C	B		B	A	B	B	C	C	B	F	
Approach Vol, veh/h		653			260			398			1121	
Approach Delay, s/veh		20.0			12.3			20.4			65.5	
Approach LOS		B			B			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	22.9		34.6	8.3	24.0		34.6				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	5.0	6.9		28.1	4.2	20.0		11.6				
Green Ext Time (p_c), s	0.0	1.3		0.1	0.0	0.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	40.2	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

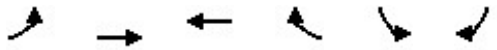
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	329	337	30	45	502
Future Volume (veh/h)	269	329	337	30	45	502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	328	401	411	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	614	1176	500	45	110	
Arrive On Green	0.17	0.64	0.32	0.32	0.06	0.00
Sat Flow, veh/h	1810	1841	1543	139	1810	1610
Grp Volume(v), veh/h	328	401	0	448	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1682	1810	1610
Q Serve(g_s), s	3.5	3.1	0.0	7.6	0.9	0.0
Cycle Q Clear(g_c), s	3.5	3.1	0.0	7.6	0.9	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	614	1176	0	545	110	
V/C Ratio(X)	0.53	0.34	0.00	0.82	0.50	
Avail Cap(c_a), veh/h	922	1516	0	1912	1052	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	2.6	0.0	9.6	14.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	1.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	2.6	0.0	10.8	15.4	0.0
LnGrp LOS	A	A	A	B	B	
Approach Vol, veh/h		729	448		55	
Approach Delay, s/veh		4.4	10.8		15.4	
Approach LOS		A	B		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	14.8		6.4		24.6
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	5.5	9.6		2.9		5.1
Green Ext Time (p_c), s	0.1	0.2		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Future Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	760	0	0	968	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1084	0	0	779	0	0	1838	1901	782
Stage 1	-	-	-	-	-	-	817	817	-
Stage 2	-	-	-	-	-	-	1021	1084	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	651	-	-	847	-	-	83	65	397
Stage 1	-	-	-	-	-	-	434	376	-
Stage 2	-	-	-	-	-	-	348	281	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	651	-	-	832	-	-	79	0	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	414	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	651	-	-	832	-	-
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-
HCM Control Delay (s)	0	10.7	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	143	47	220	90	25
Future Vol, veh/h	25	143	47	220	90	25
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	196	64	301	123	34

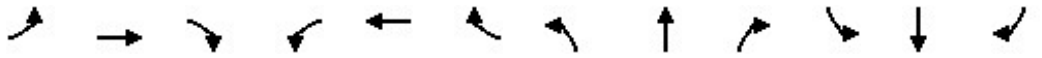
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	563	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	491	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	462	918
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1345	-
HCM Lane V/C Ratio	0.304	-	-	0.048	-
HCM Control Delay (s)	15	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Future Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	264	136	992	70	234	44	116	175	50	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	236	929	500	373	1372	97	72	0	522	70	6	493
Arrive On Green	0.03	0.42	0.42	0.06	0.45	0.45	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	2227	1199	1810	3073	217	0	0	1600	0	17	1512
Grp Volume(v), veh/h	36	389	363	136	524	538	278	0	116	225	0	125
Grp Sat Flow(s),veh/h/ln	1810	1777	1649	1810	1622	1667	0	0	1600	17	0	1512
Q Serve(g_s), s	1.0	15.0	15.1	3.9	24.3	24.3	0.0	0.0	4.8	0.0	0.0	5.6
Cycle Q Clear(g_c), s	1.0	15.0	15.1	3.9	24.3	24.3	30.0	0.0	4.8	30.0	0.0	5.6
Prop In Lane	1.00		0.73	1.00		0.13	0.84		1.00	0.78		1.00
Lane Grp Cap(c), veh/h	236	741	688	373	724	745	72	0	522	75	0	493
V/C Ratio(X)	0.15	0.52	0.53	0.36	0.72	0.72	3.86	0.00	0.22	2.99	0.00	0.25
Avail Cap(c_a), veh/h	360	741	688	444	724	745	72	0	522	75	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.2	20.0	20.0	15.0	20.8	20.8	46.0	0.0	22.5	43.8	0.0	22.8
Incr Delay (d2), s/veh	0.1	0.5	0.6	0.2	6.2	6.0	1318.7	0.0	0.1	932.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.9	5.5	1.5	9.6	9.8	28.0	0.0	1.8	21.2	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	20.5	20.6	15.2	27.0	26.8	1364.7	0.0	22.6	976.1	0.0	22.9
LnGrp LOS	B	C	C	B	C	C	F	A	C	F	A	C
Approach Vol, veh/h		788			1198			394			350	
Approach Delay, s/veh		20.4			25.6			969.6			635.6	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.8		36.5	11.4	44.1		36.5				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	3.0	26.3		32.0	5.9	17.1		32.0				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	238.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	630	1036	45	0	45
Future Vol, veh/h	140	630	1036	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	808	1328	58	0	49

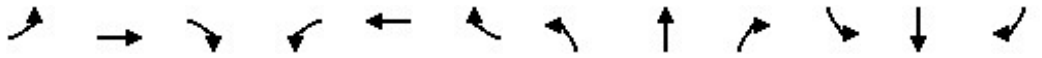
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1386	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	480	-	-	-	0	386
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	480	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	386
HCM Lane V/C Ratio	0.374	-	-	-	0.127
HCM Control Delay (s)	16.9	-	-	-	15.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Future Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	46	362	395	292	889	33	60	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	537	0		109	693	645	421	1092	41	218	694	
Arrive On Green	0.40	0.00	0.00	0.40	0.40	0.40	0.16	0.31	0.31	0.04	0.20	0.00
Sat Flow, veh/h	1415	0	1585	131	1728	1610	1781	3494	130	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	408	0	395	292	452	470	60	551	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1858	0	1610	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	16.8	0.0	0.0	1.2	0.0	13.8	9.0	16.7	16.7	1.6	10.5	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	11.7	0.0	13.8	9.0	16.7	16.7	1.6	10.5	0.0
Prop In Lane	1.00		1.00	0.11		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	537	0		801	0	645	421	555	577	218	694	
V/C Ratio(X)	0.80	0.00		0.51	0.00	0.61	0.69	0.81	0.81	0.28	0.79	
Avail Cap(c_a), veh/h	537	0		801	0	645	691	735	764	372	900	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	0.0	0.0	16.3	0.0	16.9	19.0	22.5	22.5	17.6	27.3	0.0
Incr Delay (d2), s/veh	7.8	0.0	0.0	0.2	0.0	1.3	0.8	4.0	3.8	0.3	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	4.8	0.0	5.0	3.4	6.8	7.0	0.6	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	0.0	16.5	0.0	18.2	19.8	26.5	26.3	17.9	30.0	0.0
LnGrp LOS	D	A		B	A	B	B	C	C	B	C	
Approach Vol, veh/h		429			803			1214			611	
Approach Delay, s/veh		36.8			17.3			24.8			28.9	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	28.2		35.0	16.2	19.9		35.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	8.9	* 29		28.5	21.9	18.0		* 22				
Max Q Clear Time (g_c+I1), s	3.6	18.7		30.5	11.0	12.5		15.8				
Green Ext Time (p_c), s	0.0	3.4		0.0	0.1	1.4		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		25.3
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

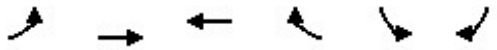
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Analysis – Build with Mitigation

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	409	364	149	10	20	214
Future Volume (veh/h)	409	364	149	10	20	214
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	499	444	182	12	24	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	913	1258	490	32	54	
Arrive On Green	0.24	0.68	0.31	0.31	0.03	0.00
Sat Flow, veh/h	1810	1841	1584	104	1810	1610
Grp Volume(v), veh/h	499	444	0	194	24	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1688	1810	1610
Q Serve(g_s), s	5.6	3.3	0.0	2.9	0.4	0.0
Cycle Q Clear(g_c), s	5.6	3.3	0.0	2.9	0.4	0.0
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	913	1258	0	522	54	
V/C Ratio(X)	0.55	0.35	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1071	1445	0	1830	1003	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.9	2.1	0.0	8.8	15.5	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	2.2	0.0	8.9	17.6	0.0
LnGrp LOS	A	A	A	A	B	
Approach Vol, veh/h		943	194		24	
Approach Delay, s/veh		3.7	8.9		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.2	14.8		5.5		27.0
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	10.5	* 35		18.0		* 26
Max Q Clear Time (g_c+I1), s	7.6	4.9		2.4		5.3
Green Ext Time (p_c), s	0.1	0.1		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Future Vol, veh/h	178	773	9	0	328	55	0	0	5	0	0	10
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	223	966	11	0	410	69	0	0	6	0	0	11

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	0	996	0	0	1882	1926	994
Stage 1	-	-	-	-	-	-	1437	1437	-
Stage 2	-	-	-	-	-	-	445	489	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	1085	-	-	703	-	-	78	63	300
Stage 1	-	-	-	-	-	-	219	189	-
Stage 2	-	-	-	-	-	-	646	533	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1085	-	-	690	-	-	61	0	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	0	-
Stage 1	-	-	-	-	-	-	171	0	-
Stage 2	-	-	-	-	-	-	646	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	294	1085	-	-	690	-	-
HCM Lane V/C Ratio	0.021	0.205	-	-	-	-	-
HCM Control Delay (s)	17.5	9.2	-	-	0	-	-
HCM Lane LOS	C	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.8	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	125	19	55	35	14
Future Vol, veh/h	130	125	19	55	35	14
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	178	171	26	75	48	19

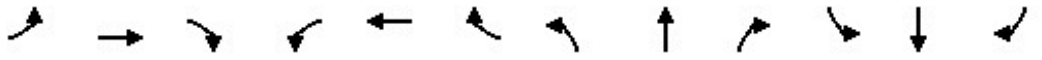
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	393	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1219	-	615	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1217	-	600	777
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1217	-
HCM Lane V/C Ratio	0.105	-	-	0.021	-
HCM Control Delay (s)	11.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Future Volume (veh/h)	125	827	130	58	250	30	122	24	58	75	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	156	1034	162	72	312	38	152	30	72	94	36	25
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	711	1757	275	329	1630	197	294	93	223	256	196	136
Arrive On Green	0.06	0.57	0.57	0.05	0.56	0.56	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3078	481	1810	2913	352	1350	492	1180	1302	1039	722
Grp Volume(v), veh/h	156	596	600	72	173	177	152	0	102	94	0	61
Grp Sat Flow(s),veh/h/ln	1810	1777	1782	1810	1622	1643	1350	0	1672	1302	0	1761
Q Serve(g_s), s	3.3	19.9	20.0	1.5	4.8	4.9	9.8	0.0	4.8	6.2	0.0	2.7
Cycle Q Clear(g_c), s	3.3	19.9	20.0	1.5	4.8	4.9	12.5	0.0	4.8	11.0	0.0	2.7
Prop In Lane	1.00		0.27	1.00		0.21	1.00		0.71	1.00		0.41
Lane Grp Cap(c), veh/h	711	1014	1017	329	907	919	294	0	316	256	0	333
V/C Ratio(X)	0.22	0.59	0.59	0.22	0.19	0.19	0.52	0.00	0.32	0.37	0.00	0.18
Avail Cap(c_a), veh/h	791	1014	1017	429	907	919	479	0	545	434	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	12.8	12.8	9.6	10.0	10.0	36.6	0.0	32.2	37.0	0.0	31.3
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.1	0.5	0.5	0.5	0.0	0.2	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	7.1	0.5	1.6	1.7	3.3	0.0	2.0	2.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	13.5	13.6	9.7	10.5	10.5	37.1	0.0	32.4	37.3	0.0	31.4
LnGrp LOS	A	B	B	A	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1352			422			254			155	
Approach Delay, s/veh		12.9			10.3			35.2			35.0	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	57.2		23.9	9.9	58.2		23.9				
Change Period (Y+Rc), s	* 5.7	* 5.7		6.5	* 5.7	* 5.7		6.5				
Max Green Setting (Gmax), s	* 9.3	* 34		30.0	* 9.3	* 34		30.0				
Max Q Clear Time (g_c+I1), s	5.3	6.9		13.0	3.5	22.0		14.5				
Green Ext Time (p_c), s	0.0	0.8		0.2	0.0	2.8		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		16.6	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	1082	367	25	0	25
Future Vol, veh/h	215	1082	367	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	276	1387	471	32	0	27

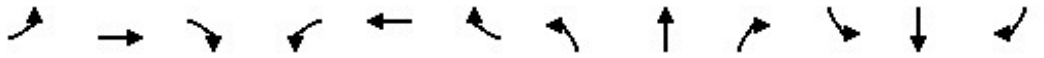
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	-	252
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	1044	-	-	-	0	748
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1044	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	748
HCM Lane V/C Ratio	0.264	-	-	-	0.036
HCM Control Delay (s)	9.7	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.1

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Future Volume (veh/h)	420	120	394	33	70	100	74	278	15	100	931	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	294	359	0	36	92	132	80	302	16	109	1012	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	300	598		148	335	515	245	1076	57	498	1157	
Arrive On Green	0.32	0.32	0.00	0.32	0.32	0.32	0.05	0.31	0.31	0.06	0.33	0.00
Sat Flow, veh/h	1157	1870	1585	215	1048	1610	1781	3433	181	1781	3554	1585
Grp Volume(v), veh/h	294	359	0	128	0	132	80	156	162	109	1012	0
Grp Sat Flow(s),veh/h/ln	1157	1870	1585	1263	0	1610	1781	1777	1838	1781	1777	1585
Q Serve(g_s), s	8.8	9.3	0.0	0.4	0.0	3.5	1.7	3.8	3.8	2.4	15.5	0.0
Cycle Q Clear(g_c), s	18.5	9.3	0.0	9.7	0.0	3.5	1.7	3.8	3.8	2.4	15.5	0.0
Prop In Lane	1.00		1.00	0.28		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	300	598		484	0	515	245	557	576	498	1157	
V/C Ratio(X)	0.98	0.60		0.26	0.00	0.26	0.33	0.28	0.28	0.22	0.87	
Avail Cap(c_a), veh/h	300	598		497	0	529	280	578	598	556	1223	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.3	16.5	0.0	14.5	0.0	14.6	14.2	14.9	15.0	12.1	18.4	0.0
Incr Delay (d2), s/veh	46.5	1.2	0.0	0.1	0.0	0.1	0.3	0.1	0.1	0.1	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	3.9	0.0	1.1	0.0	1.2	0.6	1.3	1.4	0.8	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	17.7	0.0	14.6	0.0	14.7	14.5	15.0	15.0	12.2	25.0	0.0
LnGrp LOS	E	B		B	A	B	B	B	B	B	C	
Approach Vol, veh/h		653			260			398			1121	
Approach Delay, s/veh		42.5			14.6			14.9			23.8	
Approach LOS		D			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	24.1		25.0	8.0	24.8		25.0				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	5.5	* 19		18.5	4.0	19.9		* 19				
Max Q Clear Time (g_c+I1), s	4.4	5.8		20.5	3.7	17.5		11.7				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.3		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		26.4
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

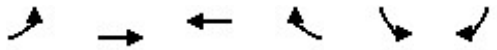
05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

PM Peak Analysis

HCM 6th Signalized Intersection Summary
1: Egan Drive & Main Street

05/12/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	329	337	30	45	502
Future Volume (veh/h)	269	329	337	30	45	502
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1841	1707	1618	1900	1900
Adj Flow Rate, veh/h	328	401	411	37	55	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	4	13	19	0	0
Cap, veh/h	614	1176	500	45	110	
Arrive On Green	0.17	0.64	0.32	0.32	0.06	0.00
Sat Flow, veh/h	1810	1841	1543	139	1810	1610
Grp Volume(v), veh/h	328	401	0	448	55	0
Grp Sat Flow(s),veh/h/ln	1810	1841	0	1682	1810	1610
Q Serve(g_s), s	3.5	3.1	0.0	7.6	0.9	0.0
Cycle Q Clear(g_c), s	3.5	3.1	0.0	7.6	0.9	0.0
Prop In Lane	1.00			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	614	1176	0	545	110	
V/C Ratio(X)	0.53	0.34	0.00	0.82	0.50	
Avail Cap(c_a), veh/h	864	2052	0	1098	965	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.2	2.6	0.0	9.6	14.1	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	1.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.7	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	2.6	0.0	10.8	15.4	0.0
LnGrp LOS	A	A	A	B	B	
Approach Vol, veh/h		729	448		55	
Approach Delay, s/veh		4.4	10.8		15.4	
Approach LOS		A	B		B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	14.8		6.4		24.6
Change Period (Y+Rc), s	4.5	* 4.8		4.5		* 4.8
Max Green Setting (Gmax), s	9.5	* 20		16.5		* 35
Max Q Clear Time (g_c+I1), s	5.5	9.6		2.9		5.1
Green Ext Time (p_c), s	0.1	0.2		0.0		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
2: Egan Drive & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Future Vol, veh/h	15	608	0	0	774	85	0	0	0	0	0	185
Conflicting Peds, #/hr	10	0	19	19	0	10	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	80	80	92	92	92
Heavy Vehicles, %	0	0	10	0	19	0	2	12	0	2	2	2
Mvmt Flow	19	760	0	0	968	106	0	0	0	0	0	201

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1084	0	0	779	0	0	1838	1901	782
Stage 1	-	-	-	-	-	-	817	817	-
Stage 2	-	-	-	-	-	-	1021	1084	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.42	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.62	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.108	3.3
Pot Cap-1 Maneuver	651	-	-	847	-	-	83	65	397
Stage 1	-	-	-	-	-	-	434	376	-
Stage 2	-	-	-	-	-	-	348	281	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	651	-	-	832	-	-	79	0	389
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	0	-
Stage 1	-	-	-	-	-	-	414	0	-
Stage 2	-	-	-	-	-	-	348	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	651	-	-	832	-	-
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-
HCM Control Delay (s)	0	10.7	-	-	0	-	-
HCM Lane LOS	A	B	-	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-

HCM 6th TWSC
3: Whittier Street & Willoughby Avenue

05/12/2023

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	143	47	220	90	25
Future Vol, veh/h	25	143	47	220	90	25
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	0	0	11	0	0
Mvmt Flow	34	196	64	301	123	34

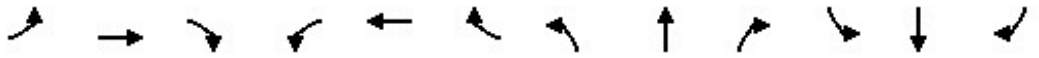
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	232	0	563	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1348	-	491	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	462	918
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1345	-
HCM Lane V/C Ratio	0.304	-	-	0.048	-
HCM Control Delay (s)	15	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

HCM 6th Signalized Intersection Summary
4: Egan Drive & Whittier Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Future Volume (veh/h)	29	390	211	109	794	56	187	35	93	140	40	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	0.99		0.92	0.96		0.94	0.96		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1707	1900	1900	1900	1900	1900	1900	1796
Adj Flow Rate, veh/h	36	488	264	136	992	70	234	44	116	175	50	125
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	0	0	13	0	0	0	0	0	0	7
Cap, veh/h	167	696	374	293	1100	78	469	124	328	420	107	268
Arrive On Green	0.03	0.32	0.32	0.07	0.36	0.36	0.12	0.28	0.28	0.05	0.24	0.24
Sat Flow, veh/h	1810	2148	1153	1810	3052	215	1810	440	1159	1810	453	1133
Grp Volume(v), veh/h	36	403	349	136	527	535	234	0	160	175	0	175
Grp Sat Flow(s),veh/h/ln	1810	1777	1524	1810	1622	1646	1810	0	1598	1810	0	1586
Q Serve(g_s), s	1.1	18.0	18.2	4.5	27.9	27.9	8.6	0.0	7.2	0.0	0.0	8.6
Cycle Q Clear(g_c), s	1.1	18.0	18.2	4.5	27.9	27.9	8.6	0.0	7.2	0.0	0.0	8.6
Prop In Lane	1.00		0.76	1.00		0.13	1.00		0.73	1.00		0.71
Lane Grp Cap(c), veh/h	167	576	494	293	585	593	469	0	452	420	0	375
V/C Ratio(X)	0.22	0.70	0.71	0.46	0.90	0.90	0.50	0.00	0.35	0.42	0.00	0.47
Avail Cap(c_a), veh/h	214	791	678	474	901	914	736	0	598	483	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	26.8	26.8	20.3	27.4	27.4	21.9	0.0	25.9	29.3	0.0	29.7
Incr Delay (d2), s/veh	0.2	1.3	1.6	0.4	7.3	7.3	0.8	0.0	0.2	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.3	6.4	1.8	11.2	11.3	3.7	0.0	2.8	3.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	28.0	28.4	20.7	34.8	34.7	22.7	0.0	26.1	29.9	0.0	30.0
LnGrp LOS	C	C	C	C	C	C	C	A	C	C	A	C
Approach Vol, veh/h		788			1198			394			350	
Approach Delay, s/veh		27.9			33.2			24.1			30.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	38.3	15.7	27.9	12.0	35.1	11.4	32.1
Change Period (Y+Rc), s	* 5.7	* 5.7	4.5	6.5	* 5.7	* 5.7	6.5	* 6.5
Max Green Setting (Gmax), s	* 5.3	* 50	24.5	17.5	* 15	* 40	8.1	* 34
Max Q Clear Time (g_c+I1), s	3.1	29.9	10.6	10.6	6.5	20.2	2.0	9.2
Green Ext Time (p_c), s	0.0	2.7	0.6	0.2	0.0	1.9	0.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
5: Egan Drive & Glacier Avenue

05/12/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	630	1036	45	0	45
Future Vol, veh/h	140	630	1036	45	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	4	2	15	33	2	2
Mvmt Flow	179	808	1328	58	0	49

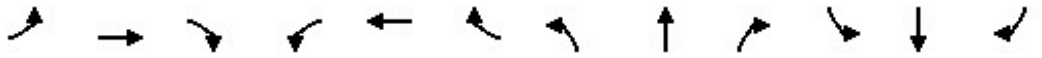
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1386	0	-	0	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	3.32
Pot Cap-1 Maneuver	480	-	-	-	0	386
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	480	-	-	-	-	386
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	386
HCM Lane V/C Ratio	0.374	-	-	-	0.127
HCM Control Delay (s)	16.9	-	-	-	15.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.4

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Future Volume (veh/h)	345	70	222	42	275	300	269	818	30	55	507	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	429	0	0	46	362	395	292	889	33	60	551	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.76	0.76	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0	2	2	2	2	2	2
Cap, veh/h	615	0		109	811	762	382	1080	40	181	689	
Arrive On Green	0.47	0.00	0.00	0.47	0.47	0.47	0.15	0.31	0.31	0.03	0.19	0.00
Sat Flow, veh/h	1415	0	1585	142	1713	1610	1781	3494	130	1781	3554	1585
Grp Volume(v), veh/h	429	0	0	408	0	395	292	452	470	60	551	0
Grp Sat Flow(s),veh/h/ln	708	0	1585	1855	0	1610	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	28.1	0.0	0.0	0.0	0.0	16.5	12.4	22.7	22.7	2.2	14.2	0.0
Cycle Q Clear(g_c), s	42.0	0.0	0.0	13.9	0.0	16.5	12.4	22.7	22.7	2.2	14.2	0.0
Prop In Lane	1.00		1.00	0.11		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	615	0		919	0	762	382	549	571	181	689	
V/C Ratio(X)	0.70	0.00		0.44	0.00	0.52	0.77	0.82	0.82	0.33	0.80	
Avail Cap(c_a), veh/h	732	0		1080	0	903	445	819	852	210	1144	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	17.0	0.0	17.7	26.3	30.8	30.8	24.4	37.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.2	5.4	2.6	2.5	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	6.0	0.0	6.0	5.5	9.6	9.9	0.9	6.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	0.0	17.1	0.0	17.9	31.6	33.4	33.3	24.8	37.8	0.0
LnGrp LOS	C	A		B	A	B	C	C	C	C	D	
Approach Vol, veh/h		429			803			1214			611	
Approach Delay, s/veh		32.7			17.5			32.9			36.6	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	35.8		52.1	19.5	24.7		52.1				
Change Period (Y+Rc), s	5.1	* 6		6.5	5.1	6.0		* 6.5				
Max Green Setting (Gmax), s	4.9	* 44		53.5	17.9	31.0		* 54				
Max Q Clear Time (g_c+I1), s	4.2	24.7		44.0	14.4	16.2		18.5				
Green Ext Time (p_c), s	0.0	4.3		1.6	0.1	2.4		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		29.6
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: Egan Drive & 10th Street

05/12/2023

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Huna Totem Corporation

WOOSH-JEE-EEN • PULLING TOGETHER

May 18, 2023

Ms. Irene Gallion
Senior Planner
Community Development Division
City and Borough of Juneau
4th Floor – Marine View Center
230 South Franklin Street
Juneau, Alaska 99801

Dear Ms. Gallion:

As we discussed yesterday, enclosed please find the updated materials we are submitting for our Conditional Use Permit Application USE23-003 for our project Aak'w Landing project. The updated materials combine reflect the original submittal for the uplands portion of the project with the requested inclusion of the tidelands portion. Included are the following:

1. The original Development Permit Application
2. An email attachment from the additional landowner for the relevant tidelands of the State of Alaska.
3. The original Conditional Use Permit Application showing the case number.
4. An updated project summary description.
5. Two drawings of the planned dock alignment.
6. An updated Architectural Narrative dated 5.17.23.
7. An updated Zoning and Parking Study also dated 5.17.23, which updates the Site and Building Specifics numbers to reflect
8. The completed Traffic Impact Analysis.

All other attachments in the original remain as submitted. We hope to complete review in a timely manner in order to make the agenda for the Planning Commission shown on the calendar for Tuesday, July 11, 2023.

Thank you for your time in reviewing these materials and your insight into the process. We look forward to moving into the next steps necessary to advance the Aak'w Landing project.

Cordially,

Fred Parady
Chief Operating Officer

9301 Glacier Hwy Suite 200 Juneau, AK 99801 Phone (907) 789-8500 Fax (907) 789-1896

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications. This form and all documents associated with it are public record once submitted.

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation
Contact Person: Fred Parady
Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801
Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)
E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

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

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

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 the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____
Landowner/Lessee (Signature) — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same
Contact Person: Same
Mailing Address: Same
Phone Number(s): Same
E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

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

Intake Initials	
1/25/23	
Case Number	Date Received
USE23-003	1-25-23

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

I:\FORMS\PLANFORM\DPA_Final Draft.docx

Updated 6/2022 - Page 1 of 1

Fred Parady

From: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Sent: Friday, April 21, 2023 3:14 PM
To: Fred Parady
Subject: RE: Aak'w Landing Tidelands
Attachments: Aak'w Landing Concept Plans 2022.11.22.pdf; 2023 04 17 HTC CBJ Tidelands DEVELOPMENT PERMIT APPLICATION.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Fred,

Just gave you a call back but appears I've missed you, so figured I'd follow up via email.

As we discussed on the phone last week, it seems premature for DNR to sign the CBJ Development Permit Application (attached) as we have not seen or reviewed any application requesting use of state land for this proposal. The preliminary drawings you sent on April 17th were helpful in determining the location of the proposed tideland lease we discussed over the phone, however, I cannot sign any document granting "complete understanding and permission" for an activity until we've received, reviewed, adjudicated, and approved a complete tideland lease application from the entity requesting the use of state tidelands (whether that be CBJ or Huna Totem Corporation – as it is still unclear who is requesting this use).

The CBJ Development Permit Application does, however, note that alternative written approval may be accepted. I would like to offer this email as a proof that we have received the tentative drawings ("Aak'w Landing Concept Plans 2022.11.22") and have confirmed that this proposal, as indicated on PDF page 6, involves use of state-owned, DMLW-managed submerged lands. Placement of permanent infrastructure and long-term, commercial use of state-managed lands requires written authorization from DNR -DMLW. We look forward to receiving and reviewing your tideland lease application for this requested activity.

I hope this email will sufficiently address your needs to move forward with the City in obtaining your preliminary approvals for this project. Please feel free to give me a call if you have any questions.

Thank you,

Megan G. Hillgartner
Southeast Regional Manager
Department of Natural Resources
Division of Mining, Land and Water
P: (907) 465-3406

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, April 17, 2023 11:27 AM
To: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Subject: Aak'w Landing Tidelands

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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 proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,600 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

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: See attachment regarding Aak'w Landing Zoning and Parking

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 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase buildi square feet 1ST PHASE 34,000 sf, per narrative

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	$ 4,000.00	ph I class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$			

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
USE23-003	1-25-23

Project Summary

Aak'W Landing Conditional Use Permit Application

The project proposes a phased development of mixed use, including retail, food and beverage, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail and food and beverage operations, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.

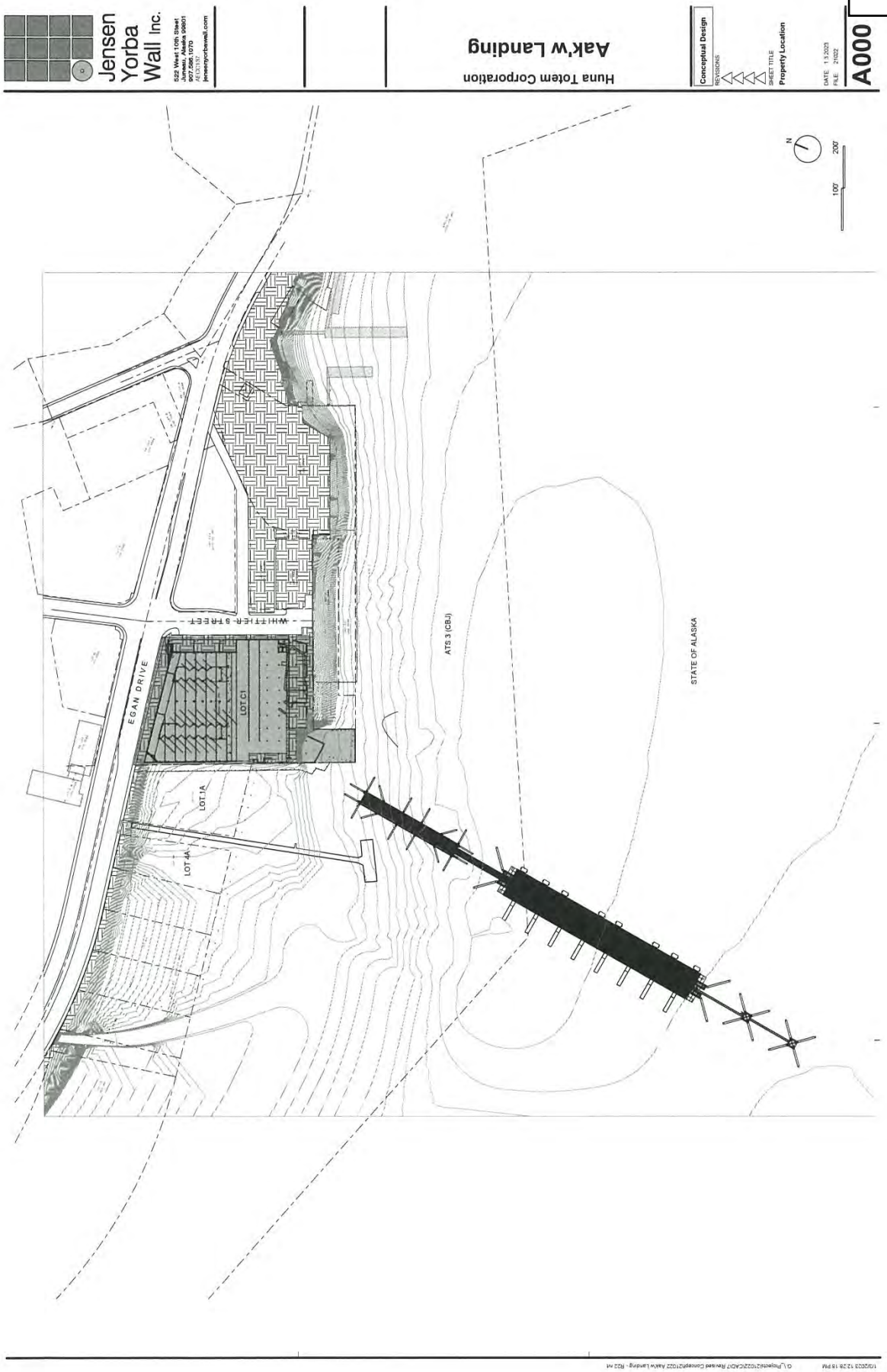
External lighting is to be developed.

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined.

Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

The pier portion of the project will utilize a proven steel float solution that will be built with a deck up to 70-feet wide and 500 feetlong, allowing for the best facility layout and passenger handling solution.

Drawings for the above project are attached.


Jensen Yorba Wall Inc.
522 West 10th Street
Juneau, Alaska 99801
(907) 586-1070
AK13137
jensenyorbawall.com
Huna Totem Corporation
Aak'w Landing
Conceptual Design
REVISIONS
SHEET TITLE
Property Location
DATE 1.3.2023
FILE 21022
A000
N
100'
200'
WHITTIER STREET
EGAN DRIVE
LOT C1
LOT 1A
LOT 4A
ATS 3 (CBJ)
STATE OF ALASKA

Overhead View

Aak'w Landing
Huna Totem Corporation
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com
Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Conditional Use Application

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.

- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the CBJ Tideland Lots to the west if this is desired in the future.
- The entire Bus Staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the Bus Staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

- The Park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the Park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in

graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.

- Shop and Cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.
- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Cruise Ship Dock.

- 500' x 70' steel floating dock of similar construction to that utilized at Icy Strait Point Berth II and Ward Cove Cruise Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design vessel during cruise season weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for the cruise fleet.
- The opposite side of the dock from the cruise ship berth will not be constructed to take the structural loads of large ships, but could be configured for tour day boat, tenders and other small watercraft such as canoes or kayaks.
- The floating berth shall be accessed with a 140-foot-long gangway rated for port of call standard equipment.
- Mooring locations to be equipped with electric capstans for line handling and will be accessible by catwalks.
- The dock includes basic facility lighting, electrical service, and wash down water from the abutment seaward.
- The proposed design includes the cable trays and structure for integrating future shore power connections once the municipal feed is available.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Total Project Area
475,377 sf. *Discussion: area of Uplands and Dock are combined for the Conditional Use Permit and to show the total size of the project. The two portions of the project are considered individually below.*

Uplands Portion of Project
Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Retail

- 103,100 sf footprint
- 150,000 sf total developed area, including:
  - One-story bus parking and loading garage
  - Two-story car parking garage
  - 34,000 sf Retail, including:
    - 4,400 sf Whittier Street-facing (Seawalk Level)
    - 19,600 sf Seawalk-facing (Seawalk Level)
    - 10,000 sf Welcome Center (Upper Plaza Level)
- 1+ acre of Park and Plaza over bus and vehicle garage

Proposed Future Phase Development: Additional Retail and Use TBD facilities at Park level

- 9,000 sf additional Retail (43,000 sf total, including Phase 1)
- 40,000 sf Future Phase, Use TBD

Parking

Parking Provided. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 117 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 172 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

Phase 1 Parking Required:	34,000 sf Retail (1 stall per 750 sf):	**46 stalls required**
Future Total Parking Required:	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use TBD	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	43 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		70-100 stalls required total

CBJ Parking Requirement:

• Commercial/Retail	1 per 750 sf
• Restaurants	1 per 750 sf
• Museum	1 per 1,500
• Recreational Space	1 per 10 seats
• Housing, 400 sf Eff.	.3 spaces per
• Housing, 1-bedroom	.4 spaces per
• Housing 2-bedroom	.6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

Dock Portion of Project
Parcel: 1C100-K83-0032 (CBJ Tidelands) and unlabeled adjacent Alaska State Tidelands
Project Area: 350,000 sf (125,000 sf on CBJ Tidelands, 225,000 sf on State Tidelands).

Discussion: Project Area is only a portion of the much larger CBJ- and State-owned parcels. Project Area includes area physically occupied by the Dock structures, the "shadow" of the 360-meter long cruise ship floating above, and approximately 20% additional space around the dock and ship to ensure compliance.

Property Zoning: MU2 (taken from adjacent C-1 Lot Zoning)
Maximum Lot Coverage: 80% (280,000 sf)
Minimum Vegetative Cover: 5% (17,500 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)

Discussion: Dimensional standards and requirements listed are for MU2 zoning. Not clear how all standards—particularly vegetative cover—apply to tideland lots which are entirely over water. However, the project will comply with a strict reading of all requirements:

- *The constructed Dock takes up an area much smaller than the allowable Maximum Lot Coverage (143,960 sf vs the allowable 280,000 sf)*
- *The Park on the Uplands is large enough to fulfill Minimum Vegetative Cover requirements (50,000 sf vs. the required 23,769 sf for the Uplands and Dock together)*
- *The Dock height will be lower than the 45' Maximum Height as determined from the datum on the Uplands.*

Allowable Uses:

- Private Moorage: 1,3 (49.25.300, 10.520)

(1, 3. Department approval required if minor dev., conditional use permit required if major development.)

Proposed Development: Floating Dock with access ramps to the adjacent C-1 parcel. No occupiable buildings are proposed in this portion of the development.

Parking: As noted above, all parking is being provided on the Uplands portion of the project.

Discussion: Parking requirements for regular passenger vehicles have been determined by the Uplands development areas without modifiers—i.e., the parking calculations assume that all visitors to the Uplands facilities arrive via personal vehicle and not on the cruise ship.

Parking requirements for the vehicles serving the cruise ship itself are not defined by code. The project includes more parking areas for buses, vans, and coaches than are currently provided at the other cruise ship docks. (For example, the AJ Dock facility provides 21 dedicated coach and bus stalls, the proposed Aak'w Landing project proposes 24 dedicated coaches and bus stalls).

Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 21, 2023 4:10 PM
To: Scott Ciambor
Subject: FW: USE23-03: Huna Totem Cruise Facility - FYI
Attachments: USE23-03: Subport Development - agency comments

Sorry, you got missed!

From: Irene Gallion
Sent: Wednesday, June 21, 2023 3:58 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Rorie Watt <Rorie.Watt@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>; Sherri Layne <Sherri.Layne@juneau.gov>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: FW: USE23-03: Huna Totem Cruise Facility - FYI

Hello all,

Coast Guard had some questions about the Huna Totem project. Lawyers were mentioned early in the conversation, so I am providing this to you for context, in case you get a call.

Thank you,

IMG

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 21, 2023 3:54 PM
To: jay.t.menze@uscg.mil
Cc: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Huna Totem Cruise Facility - per your query

Hi Jay,

Thank you for the call.

You had expressed concerns that the proposed cruise ship dock would impede Coast Guard operations, particularly regarding the Coast Guard mooring dolphin. You also advised that the Coat Guard will be accepting responsibility for NOAA lands to the east and will accommodate any federal ship.

I'm sending you the latest application materials.

Please advise of:

- The location of your mooring dolphin.
- The depth and width of area you'd need to operate effectively at your dock.

Note that the Planning Commission is not technically expert on maritime design, but can establish conditi held tidelands that could mitigate impacts on Coat Guard operations. There are two ways to present your information that would be helpful:

- In layman's terms, so that members of the public, the Commission and Assembly have an idea of the request.
- In technical terms, so constraints can be passed on to the Applicant and their engineers.

The documents I'm attaching are larger than the system allows, so I'll be sending you a ZendTo to pick them up. There will be a two week deadline on picking up the documents. If you miss it, let me know and I'll resend. Note: Please check your junk file!

You can also find initial documents at the project web site: https://juneau.org/community-development/short-term-projects Scroll down to case number USE2023 0003. The documents I'm e mailing you have been revised from those on the web site, but the site has not yet been updated.

Note that Coast Guard comments will need to be received by **noon on July 7th** to be considered by the Commission at their July 11th meeting.

As we discussed, after the Conditional Use Permit application will be the Tidelands Lease process run through CBJ Lands and decided by the Assembly.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Lily Hagerup
Sent: Thursday, June 22, 2023 12:55 PM
To: Irene Gallion
Subject: 7/11 PC Advertisement

Was there anything else to add to the 7/11 PC Ad request other than your Hoonah Totem case?

Thank you!

Lily Hagerup | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4121

Fostering excellence in development for this generation and the next.

Note: my email has changed to lily.hagerup@juneau.GOV on 12/5/22

Irene Gallion

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Friday, June 23, 2023 12:45 PM
To: Irene Gallion
Cc: Schuler, Michael K (DOT)
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Irene,

The review of the provided TIA for the proposed development garnered the following feedback from the respective sections within the Department.

Planning: No objections from Planning. The assumed no build growth rate seems high at 2%; however, I note it was confirmed by DOT&PF. As well, mitigation is included for the Egan/Whittier intersection, so I am not concerned that the no build growth rate impacts the final outcome.

Environmental: No comment at this time from Environmental concerning the TIA and potential traffic impacts.

Traffic and Safety: Failed to provide feedback before the deadline.

Maintenance and Operations: Failed to provide feedback before the deadline.

Right of Way: Per 17 AAC 10.060 the developers will be required to submit an application for an approach road permit as the proposed development significantly changes the current land use and traffic flow on the existing road. As part of the permitting process due to the indicated traffic flow in the subject Traffic Impact Analysis, the developer will be required to conduct an additional Traffic Impact Analysis that meets the Departments requirements. The provided Traffic Impact Analysis does not meet Department standards and will not suffice as it fails to address a number of pertinent issues key to a basic Traffic Impact Analysis. Please encourage the developers to reach out to Right of Way Agent, Arthur Drown, Phone: 907-465-4517 or email arthur.drown@alaska.gov to initiate the permitting process.

As always, thank you for the opportunity to review,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, June 16, 2023 1:53 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

Not nagging, just checking – does it look like you'll have comments by June 26th?

Thank you, have a good weekend!

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Tuesday, May 30, 2023 7:59 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thank you for this information Irene,

I put the TIA out for Department wide review, I will compile any comments provided and return a summary to you prior to the deadline.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, May 26, 2023 4:18 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

The Huna Totem project is scheduled for the July 11 Planning Commission meeting.

For DOT analysis or concerns to be considered in the staff report, it must be received by June 26.

If you miss that deadline, review notes and memos can still be accepted through July 7 at noon, but will not be included in the staff analysis. If this is the case, I'd recommend that DOT develop a memo that clearly states conditions they'd like to see added to the permit.

Thanks! Have a good weekend,

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:50 PM

To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Perfect, thank you Scott.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 3:49 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

You don't often get email from scott.ciambor@juneau.gov. Learn why this is important

Hi Arthur –
This study was one of the last items needed for their Conditional Use Permit application. The Planning Commission hearing on this case will likely be in July/August – I'll be sure to have Irene reach out once it is set. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:36 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Scott,

Thank you for passing this along. I will disseminate to the appropriate parties within the department for r currently public hearing or planning commission agenda regarding the review of the development? If there is it may be good to loop us in after the TIA is reviewed in order to provide comment.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 2:02 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Some people who received this message don't often get email from scott.ciambor@juneau.gov. Learn why this is important

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Hi Arthur and Michael -
Since Irene is on vacation, I wanted to forward the Traffic Impact Analysis for Huna Totem Aak'w Landing project that we received on Friday. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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Irene Gallion

From: Irene Gallion
Sent: Friday, June 23, 2023 1:43 PM
To: Fred Parady;Corey Wall
Subject: FW: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi guys,

Friday afternoon, so I'll be following this up with a call.

See highlights.

Thanks,

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Friday, June 23, 2023 12:45 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Irene,

The review of the provided TIA for the proposed development garnered the following feedback from the respective sections within the Department.

Planning: No objections from Planning. The assumed no build growth rate seems high at 2%; however, I note it was confirmed by DOT&PF. As well, mitigation is included for the Egan/Whittier intersection, so I am not concerned that the no build growth rate impacts the final outcome.

Environmental: No comment at this time from Environmental concerning the TIA and potential traffic impacts.

Traffic and Safety: Failed to provide feedback before the deadline.

Maintenance and Operations: Failed to provide feedback before the deadline.

Right of Way: Per 17 AAC 10.060 the developers will be required to submit an application for an approach road permit as the proposed development significantly changes the current land use and traffic flow on the existing road. As part of the permitting process due to the indicated traffic flow in the subject Traffic Impact Analysis, the developer will be required to conduct an additional Traffic Impact Analysis that meets the Departments requirements. The provided Traffic Impact Analysis does not meet Department standards and will not suffice as it fails to address a number of pertinent issues key to a basic Traffic Impact Analysis. Please encourage the developers to reach out to Right of Way Agent, Arthur Drown, Phone: 907-465-4517 or email arthur.drown@alaska.gov to initiate the permitting process.

As always, thank you for the opportunity to review,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, June 16, 2023 1:53 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

Not nagging, just checking – does it look like you'll have comments by June 26th?

Thank you, have a good weekend!

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Tuesday, May 30, 2023 7:59 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thank you for this information Irene,

I put the TIA out for Department wide review, I will compile any comments provided and return a summary to you prior to the deadline.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, May 26, 2023 4:18 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

The Huna Totem project is scheduled for the July 11 Planning Commission meeting.

For DOT analysis or concerns to be considered in the staff report, it must be received by June 26.

If you miss that deadline, review notes and memos can still be accepted through July 7 at noon, but will not be included in the staff analysis. If this is the case, I'd recommend that DOT develop a memo that clearly states conditions they'd like to see added to the permit.

Thanks! Have a good weekend,

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:50 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Perfect, thank you Scott.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 3:49 PM
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Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

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Hi Arthur –
This study was one of the last items needed for their Conditional Use Permit application. The Planning Commission hearing on this case will likely be in July/August – I'll be sure to have Irene reach out once it is set. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
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From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:36 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Scott,

Thank you for passing this along. I will disseminate to the appropriate parties within the department for review. Is there currently public hearing or planning commission agenda regarding the review of the development? If there is it may be good to loop us in after the TIA is reviewed in order to provide comment.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 2:02 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Traffic Impact Analysis for Huna Totem Aak'w Landing project

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Hi Arthur and Michael -
Since Irene is on vacation, I wanted to forward the Traffic Impact Analysis for Huna Totem Aak'w Landing project that we received on Friday. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
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Office: 907.586.0753 ext. 4127

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ALASKA'S CAPITAL CITY

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Irene Gallion

From: Jill Maclean
Sent: Sunday, June 25, 2023 8:15 PM
To: Scott Ciambor;Irene Gallion
Subject: RE: USE23-03: Huna Totem First Draft for Review

Hi – I added mine onto Scott's version, and deleted the other that had my initials. Great work, Irene.

Thanks,

Jill

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Friday, June 23, 2023 1:31 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>
Subject: RE: USE23-03: Huna Totem First Draft for Review

Hi all – draft staff report comments are in the folder. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 21, 2023 11:31 AM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>
Subject: USE23-03: Huna Totem First Draft for Review

I:\DOCUMENTS\CASES\2023\USE\USE23-03 Huna Totem Aak'w Landing\05 Staff Report and Director's Report

Hi Leaders,

Lots of moving parts on this one so your thorough review is appreciated. Also,

- Let me know if connections or flow is not clear
- Let me know if something is superfluous.

I tried to use graphics to orient the Commissioners to the attachments.

DOT has not submitted any comments yet.

Look at conditions and think about how we could enforce them, and if they need to be clearer.

Of note, this is the one we'd like to get to Admin by the 29th due to the 4th of July holiday.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Sunday, June 25, 2023 12:09 PM
To: Irene Gallion
Cc: Mickey Richardson;Corey Wall
Subject: Re: USE23-03: Sign reminder

Irene:

I put the sign up just now (noon on Sunday 6/25)…

NOTICE
For more information
586-0715
MIXED USE
DEVELOPMENT
USE20230003: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.
HEARING DATE: 7/11/2023

NOTICE
For more information
586-0715
pc_comments@juneau.org
MIXED USE DEVELOPMENT
USE20230003: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.
HEARING DATE: 7/11/2023

NOW OPEN
NOTICE 586-0715
MIXED USE
DEVELOPMENT
HEARING DATE: 7/11/2023

NOTICE SB6-0715
MIXED USE
DEVELOPMENT
HEARING DATE: 7/11/2023

Fred

Sent from my iPhone

On Jun 20, 2023, at 4:19 PM, Irene Gallion <Irene.Gallion@juneau.gov> wrote:

Hi Team,

Just a reminder that the public notice sign needs to be posted by Monday, June 26, 2023.

Fred, if you already did this and sent me a picture, I've misplaced it, can you resend? I know you picked up the sign already. If not, please send me an e mail when the sign is posted. The e mail will be used to date stamp the installation.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Scott Ciambor
Sent: Monday, June 26, 2023 9:37 AM
To: Irene Gallion;Jill Maclean
Subject: RE: USE23-03: Coast Guard Comments

Thanks Irene – Looks appropriate to me. - scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 9:29 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: USE23-03: Coast Guard Comments

Hi Jill and Scott,

I got these comments from the CG (original attached) and wanted to run the responses past you.

DRAFT RESPONSE TO COAST GUARD:
I'll be your USCG POC for agency reviews going forward. Below are our comments:

- Concerning increased traffic on Whittier Street: STA Juneau needs to maintain unimpeded access to the pier. STA Juneau regularly transports crews and boats on the road system from downtown to Auke Bay for operations. CBJ Standards are that rights-of-way remain clear for movement of pedestrians and vehicles. If the right-of-way will be blocked or used for other purposes, a ROW Permit will be required.
- Concerning on-street parking along Whittier Street: STA Juneau and the Buoy Deck utilize that public parking for overflow. Should it get repurposed, there will be an impact on Coast Guard use, along with patrons of the Buoy Deck restaurant/bar. Unless waivered or within the No Parking Required Area, property owners are expected to maintain adequate parking for their uses on their property. CBJ does not allow back-out parking onto rights-of-way for commercial uses. The Applicant has not included the Whittier Street spaces in their parking calculations, and showed them conceptually.
- Concerning significant increase to pedestrian traffic along Whittier Street: based on the projections and conceptual design, STA Juneau's security posture will require an upgraded stance, which will incur costs to the USCG. This note is not a request for funding, it is solely provided for awareness of the impact. If CBJ can facilitate reasonable accommodation through permitting or design please open that conversation with me, and I'll get you to the right Department depending on the proposal.

- Page 36 Existing Site Plan shows Huna Totem property line extended onto USCG property. We su show it that way due to a 35' revocable permit that was previously in place with the State of Alaska when our wharf extended to the mooring dolphin and the State had a building located roughly where Tracy's Crab Shack is now. The permit was so they could access their building. Upon demolition of the building and transfer of the property to the Mental Health Trust the permit was dissolved. This information was passed to Fred Parady at Huna Totem on 11/15/2022. Pages 37-39 appear to have their planned seawalk partially on USCG property which is not allowable. Verifying with Applicant. Seawalk development seems to be of a slightly different color that does not extend onto Coast Guard property. In discussions with the Applicant, they were lucid of the constraint of Coast Guard property and the limitations that placed on the width of the dock.
- According to our records, we own the bulkhead that runs along their property and our dock; what measures will be taken to ensure Huna Totem's planned construction does not compromise our bulkhead? Verifying with the Applicant (will hear from HT before responding to CG)

Please don't hesitate to contact me with any questions or concerns. I look forward to working with you on this effort.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Scott Ciambor
Sent: Monday, June 26, 2023 9:54 AM
To: Irene Gallion;Jill Maclean
Subject: RE: USE23-03: Comments addressed

Looks great…thank you. Scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 9:38 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: USE23-03: Comments addressed

I:\DOCUMENTS\CASES\2023\USE\USE23-03 Huna Totem Aak'w Landing\05 Staff Report and Director's Report\STF_USE23-03_SC_jmm_img.docx

Here is succinct responses to your comments.

I'm going to start a Draft 2 with comments incorporated for simplicity and less complexity, but wanted you to see what had been done with yours.

Let me know if you have any concerns.

In the next version I'll highlight the changes that have been made since your last review. Will include words about the TIA, some explicit response to Coat Guard concerns regarding the property line, and a list of public involvement events Huna Totem has held.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Monday, June 26, 2023 10:45 AM
To: George Schaaf;Michele Elfers
Subject: RE: P&R Comments re Aak'w Landing
Attachments: 2023.06.02 P&R 1.pdf

Hi George and Michele,

Quick question.

Your comment on conditioning operation of the parks consistent with CBH's operation – what does that look like? For instance, are there hours they should post? Standards they should meet? We can say, "The Applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use." But do you have a standards manual? Or, is there a standard in any of your plans? How do we make this enforceable?

Hoping for a quick turn, as this staff report should be going to admin today. (Sorry about that).

Thanks!

From: George Schaaf <George.Schaaf@juneau.gov>
Sent: Friday, June 2, 2023 8:40 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Michele Elfers <Michele.Elfers@juneau.gov>
Subject: P&R Comments re Aak'w Landing

Hi Irene,

I'm attaching comments from P&R regarding Huna Totem's CU permit application for Aak'w Landing.

Thanks for the opportunity – please let me know if you have any questions.

Best,
George

George Schaaf (he/him – *what's this?*)
Director
Parks & Recreation Department

City & Borough of Juneau
155 S. Seward St.
Juneau, Alaska 99801
Ph: (907) 586-5226

Irene Gallion

From: Alexandra Pierce
Sent: Monday, June 26, 2023 12:53 PM
To: Irene Gallion
Subject: RE: USE23-03: Huna Totem Cruise Facility - FYI

Wow. Also, I'm back, let's talk when you get a chance (I won't violate the sanctity of your do not disturb on Micollab)

From: Rorie Watt <Rorie.Watt@juneau.gov>
Sent: Thursday, June 22, 2023 1:53 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>; Sherri Layne <Sherri.Layne@juneau.gov>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: Re: USE23-03: Huna Totem Cruise Facility - FYI

Prior to our 16B docks, we were probably on CBJ owned tidelands. We acquired additional tidelands as part of that project. For the Franklin Dock, they lease both CBJ and State tidelands and we are in the process of acquiring the State tidelands so that the dock owner only leases from one owner (it is slow DNR process, they generally lack staffing). The AJ Dock leases State tidelands, which is not preferable to CBJ – that means the lease payment goes to the SOA not to CBJ. We missed the opportunity to acquire those tidelands when the dock was built.

For HTC, if the Dock is a approved, we would apply to the SOA to acquire tidelands and we would eventually get them and the lease payment would come to CBJ.

Depending on the alignment of ice breaker facilities, the USCG would be on CBJ and a maybe also State tidelands. I imagine that the Federal Government has an avenue for acquiring tidelands from the State (or, we would acquire them for the USCG). But, the USCG has pretty much told us that they won't have any real work on the ice breaker until they get a congressional appropriation, expected this fall.

I seem to remember that Carl and I advocated coordinated planning, but HTC said "we got this" and felt like were trying to tank their project. In this case the I told you so rights are not very satisfying, its just inefficient.

From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Thursday, June 22, 2023 10:26 AM
To: Carl Uchytil <Carl.Uchytil@juneau.gov>; Rorie Watt <Rorie.Watt@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>; Sherri Layne <Sherri.Layne@juneau.gov>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: RE: USE23-03: Huna Totem Cruise Facility - FYI

Forgive my ignorance, but have we run into this situation before with any other dock or this specific to this site due to the USCG property being adjacent to it? I'm wondering if we have solutions from past experiences.

Thanks,

Jill

From: Carl Uchytil <Carl.Uchytil@juneau.gov>
Sent: Thursday, June 22, 2023 9:10 AM
To: Rorie Watt <Rorie.Watt@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>; Sherri Layne <Sherri.Layne@juneau.gov>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: RE: USE23-03: Huna Totem Cruise Facility - FYI

For what it's worth:
Jay Menze (civilian at CEU Juneau - real property division) called asking about vessel rights:

- On parcel viewer, Coast Guard Dock & NOAA Dock property extend only to the face of the pier (no federal submerged lands):
-
- I explained that CBJ supports bringing an icebreaker and it's probably not a big deal that the profile of their vessel along their dock extends over CBJ submerged lands;
    - For the 16B project, ADNR encouraged application of more submerged lands to extend the profile of the vessel, mitigating risk to the State…which we did.
- He queried me about what rights/guarantees USCG would have that their approaches would not be impeded by other developments/vessels/structures/etc.
    - I told him that probably wouldn't happen but that not a local port director call;
    - I encouraged the USCG to consult with lawyers familiar with admiralty law;
    - Army Corps of Engineers also has responsibility to regulate structures in navigable waters of the US
    - I also encouraged USCG Civil Engineering Unit Juneau to participate in the agency review for the Huna-Totem CUP

Thx.
Carl

From: Rorie Watt <Rorie.Watt@juneau.gov>
Sent: Thursday, June 22, 2023 5:07 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>; Sherri Layne <Sherri.Layne@juneau.gov>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: Re: USE23-03: Huna Totem Cruise Facility - FYI

Double face palm. I sense Carl is doing the same.

Get Outlook for iOS

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 21, 2023 4:57 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Rorie Watt <Rorie.Watt@juneau.gov>; Robert Barr <Robert.Barr@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>; Sherri Layne <Sherri.Layne@juneau.gov>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.gov>
Subject: FW: USE23-03: Huna Totem Cruise Facility - FYI

Hello all,

Coast Guard had some questions about the Huna Totem project. Lawyers were mentioned early in the conversation, so I am providing this to you for context, in case you get a call.

Thank you,

IMG

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 21, 2023 3:54 PM
To: jay.t.menze@uscg.mil
Cc: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Huna Totem Cruise Facility - per your query

Hi Jay,

Thank you for the call.

You had expressed concerns that the proposed cruise ship dock would impede Coast Guard operations, particularly regarding the Coast Guard mooring dolphin. You also advised that the Coat Guard will be accepting responsibility for NOAA lands to the east and will accommodate any federal ship.

I'm sending you the latest application materials.

Please advise of:

- The location of your mooring dolphin.
- The depth and width of area you'd need to operate effectively at your dock.

Note that the Planning Commission is not technically expert on maritime design, but can establish conditions for CBJ-held tidelands that could mitigate impacts on Coat Guard operations. There are two ways to present your information that would be helpful:

- In layman's terms, so that members of the public, the Commission and Assembly have an idea of the request.
- In technical terms, so constraints can be passed on to the Applicant and their engineers.

The documents I'm attaching are larger than the system allows, so I'll be sending you a ZendTo to pick them up. There will be a two week deadline on picking up the documents. If you miss it, let me know and I'll resend. Note: Please check your junk file!

You can also find initial documents at the project web site: https://juneau.org/community-development/projects Scroll down to case number USE2023 0003. The documents I'm e mailing you have been revised from those on the web site, but the site has not yet been updated.

Note that Coast Guard comments will need to be received by **noon on July 7th** to be considered by the Commission at their July 11th meeting.

As we discussed, after the Conditional Use Permit application will be the Tidelands Lease process run through CBJ Lands and decided by the Assembly.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Carl Uchytil
Sent: Monday, June 26, 2023 1:28 PM
To: Irene Gallion
Cc: Harbor Board
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit
Attachments: Agency Comments Form REVISED 5.26.2023.pdf

Irene –
Please see attached comments provided via the Docks & Harbors Board. Thank you for the opportunity for input.
Sincerely,
Carl

From: Carl Uchytil <Carl.Uchytil@juneau.gov>
Sent: Friday, June 2, 2023 11:54 AM
To: Harbor Board <HarborBoard@juneau.org>
Cc: Harbormaster <Harbormaster@juneau.gov>; Kevin Dugan <Kevin.Dugan@juneau.gov>; Matthew Sill <Matthew.Sill@juneau.gov>; Alec Mesdag <Alec.Mesdag@aelp.com>; Darrell Wetherall <Darrell.Wetherall@aelp.com>
Subject: FW: USE23-03: Aak'w Landing Conditional Use Permit

Board Members,
Attached is the Huna-Totem - Conditional Use Permit application for the 5th dock. This is provided in the event the Board would like to provide agency comments. I will add to the June 21th Operations-Planning Committee meeting.
Sincerely,
Carl

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, May 30, 2023 8:28 AM
To: Charlie Ford <Charlie.Ford@juneau.gov>; General Engineering <General_Engineering@juneau.gov>; Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Cc: Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; John Bohan <John.Bohan@juneau.gov>; Matthew Creswell <Matthew.Creswell@juneau.gov>
Subject: RE: USE23-03: Aak'w Landing Conditional Use Permit

Hello all,

We've received updated materials from the applicant:

- A Traffic Impact Analysis, currently under review by ADOT&PF.
- Updated scope includes a dock concept.

The Planning Commission hearing is scheduled for July 11, 2023. Abutters notices will go out this week.

Please have comments to me by **June 26, 2023** for inclusion in the staff report analysis. Comments received after June 26 but before July 7th at noon will be provided directly to the Commission.

Thank you!

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Thursday, February 2, 2023 2:56 PM
To: Charlie Ford <Charlie.Ford@juneau.gov>; General Engineering <General_Engineering@juneau.gov>; Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Carl Uchytil <Carl.Uchytil@juneau.gov>
Cc: Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; John Bohan <John.Bohan@juneau.gov>; Matthew Creswell <Matthew.Creswell@juneau.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Aak'w Landing Conditional Use Permit

Hello CBJ Team,

We have received an application from Huna Totem for the uplands development of the subport lot. As part of the review process, we are circulating the application amongst CBJ departments for input that will be provided to the Planning Commission for review.

Attached is the application, draft plans and concept drawings. You can also find information at the short term planning web site: https://juneau.org/community-development/short-term-projects

We do not have the case scheduled for the Planning Commission yet.

If you could provide feedback by **February 16th, 2023**, that would be very helpful. I've attached an Agency Comment Form for your use. If you need more time let me know and we will work something out.

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 X2

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

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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Docks & Harbors

STAFF PERSON/TITLE: Carl Uchytil/Port Director

DATE: June 22, 2023

APPLICANT: Huna-Totem Corporation (HTC)

TYPE OF APPLICATION: Conditional Use Permit (CUP)

PROJECT DESCRIPTION:
Mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

1. Docks & Harbors requests a navigability study be conducted to ensure the alignment of the proposed HTC dock does not impede access to the AS/CT Docks or to the USCG/NOAA Docks. The study should also evaluate any unreasonable impact to larger vessels (i.e. fuel/material barges) transiting Gastineau Channel under the bridge. The AJT Dock (former Standard Oil Dock) also should be addressed as the proposed HTC appears to block reasonable access to this derelict pier which is legally on patented private tidelands.
2. Docks & Harbors recommends that Wings and FAA be consulted to ensure access, landing and taxiing to the float plane docks are not unduly restricted.
3. Docks & Harbors, on behalf of CBJ requests as a condition of the permit, the ability to petition the State of Alaska (DNR) for state submerged tidelands to be conveyed to CBJ in accordance with AS 38.05.820 (Occupied Tide and Submerged Land) necessary for the HTC dock construction.
4. Docks & Harbors recommends the CUP address dock electrification and expected commitment from HTC to achieve shore power (conceptual planning document, by date certain, anticipated financial investment, etc.).
5. Docks & Harbors requests the applicant provide clarity to the finger floats shown in the renderings. What size of slips are proposed and how will these slips be utilized in the off-season.

AGENCY COMMENTS (CONTINUED):

6. Docks & Harbors requests to know if HTC will be providing navigation safety measures such as real time current monitoring and/or meteorological sensors.

7. Given a that very large cruise ships will be moored perpendicular to shore and in close proximity to the bride, request a hydraulic study be conducted to determine whether disruptions to the tidal flushing under the bridge or if siltation issues will be anticipated. Additionally, evaluate safety concerns to very large cruise ships mooring with current abeam in the proposed dock alignment.

8. An evaluation to view-shed impacts should be considered/addressed for both the dock (with vessel) as well as the proposed upland building.

Irene Gallion

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Monday, June 26, 2023 1:29 PM
To: Irene Gallion
Subject: Re: USE23-03: Coast Guard comment

No problem.

Not sure if Fred told you, but we had a good meeting with DOWL and all the relevant players at DoT. I believe that Arthur is going to get you revised comments by the end of the today that make it clear there is not a show-stopper with the TIA and that we are working to address their minor comments. DOWL had been working closely with people in the Traffic & Safety Dept. of DoT and Arthur is in a different department. We will need to apply for a permit through his dept, but that is downstream of this TIA & review process.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 1:22 PM
To: Corey Wall <corey@jensenyorbawall.com>
Subject: RE: USE23-03: Coast Guard comment

Thanks Corey, appreciate it.

From: Corey Wall <corey@jensenyorbawall.com>
Sent: Monday, June 26, 2023 12:37 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Fred Parady <FParady@hunatotem.com>
Subject: Re: USE23-03: Coast Guard comment

Hi Irene-

I think this graphic problem was caused by some inaccuracies in our site survey information at this corner. We have pretty good survey work from PND that was done for NCL in 2021, but we understand this will need to be supplemented and we have a proposal from PND for that work.

Our response to the USCG is that we intend to extend the Seawalk between our building and the USCG property to the property line, but not over it. We understand that the old 35' easement has been revoked, and we were not intending to use it. If the existing USCG dock facilities extend off their property and encroach onto ours, then we will work with them to resolve the issue, but we think any encroachments are very minor. Our building starts a minimum of 16' back from property line, so there will not be major excavation work near the USCG bulkhead. We will design our work to protect any existing USCG structures.

Thanks,
C

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 9:24 AM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: Coast Guard comment

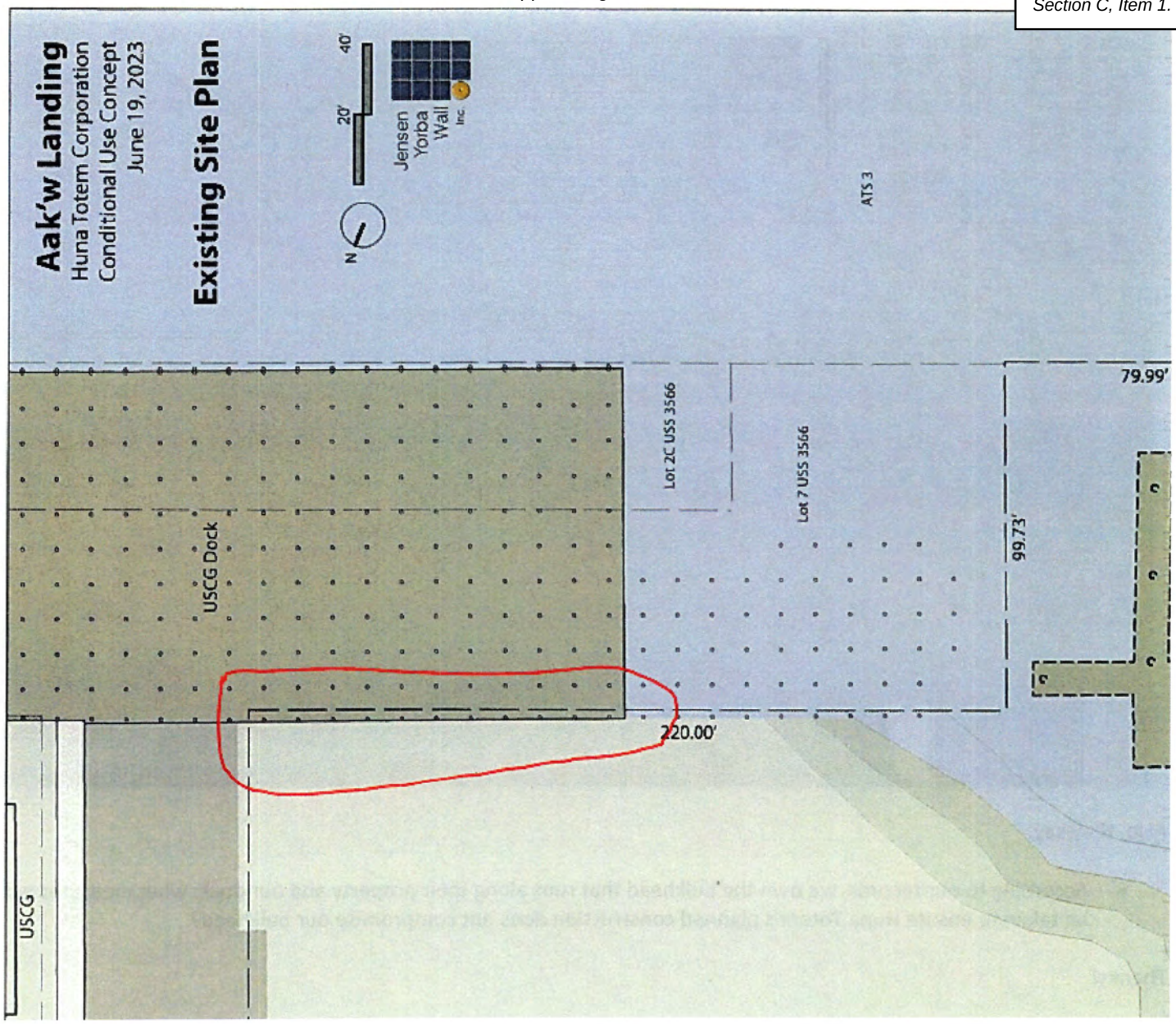
Hi Fred and Corey,

Hoping to get the staff report wrapped up today for Admin, hoping to get a quick response on these issues if able. Thanks!

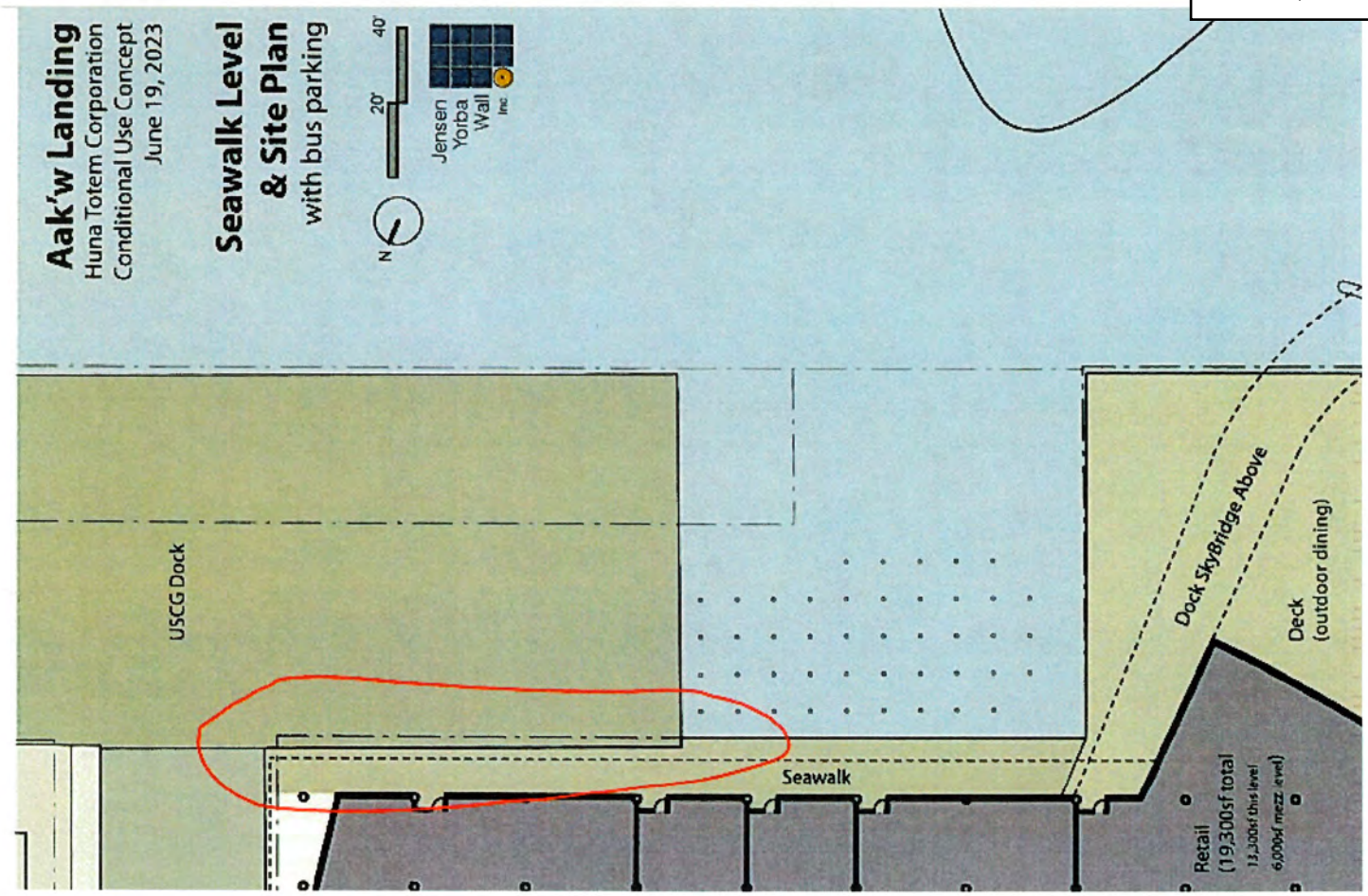
I received this comment from the Coast Guard:

- Page 36 Existing Site Plan shows Huna Totem property line extended onto USCG property. We suspect they show it that way due to a 35' revocable permit that was previously in place with the State of Alaska when our wharf extended to the mooring dolphin and the State had a building located roughly where Tracy's Crab Shack is now. The permit was so they could access their building. Upon demolition of the building and transfer of the property to the Mental Health Trust the permit was dissolved. This information was passed to Fred Parady at Huna Totem on 11/15/2022. Pages 37-39 appear to have their planned seawalk partially on USCG property which is not allowable.

I think they mean the area below:



When I look at subsequent drawings, based on color, it looks like development of the seawalk does not extend onto Coast Guard property. Is that correct? I remember Mickey talking about this at one of our meetings, so I think you are aware and designing appropriately, but wanted to double check.



Also, they say,

- According to our records, we own the bulkhead that runs along their property and our dock; what measures will be taken to ensure Huna Totem's planned construction does not compromise our bulkhead?

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Monday, June 26, 2023 2:57 PM
To: Jill Maclean;Scott Ciambor
Subject: FW: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Note: A bit more modification to the staff report:

From: Irene Gallion
Sent: Monday, June 26, 2023 2:56 PM
To: 'Drown, Arthur EE (DOT)' <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Purves, Nathan A (DOT) <nathan.purves@alaska.gov>; Thater, Steven P (DOT) <steven.thater@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thanks Arthur! I can make that modification.

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, June 26, 2023 2:01 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Purves, Nathan A (DOT) <nathan.purves@alaska.gov>; Thater, Steven P (DOT) <steven.thater@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Irene,

The outcome of a very productive meeting between the Department, DOWL, Huna Totem and Jensen Yorba Wall this morning culminated in the following adjustments to the previously provided feedback on the review of the subject TIA. Hopefully this is not too late, but please submit this as DOT&PF's comments on the TIA.

The review of the provided TIA for the proposed development garnered the following feedback from the respective sections within the Department.

Planning: No objections from Planning. The assumed no build growth rate seems high at 2%; however, I note it was confirmed by DOT&PF. As well, mitigation is included for the Egan/Whittier intersection, so I am not concerned that the no build growth rate impacts the final outcome.

Environmental: No comment at this time from Environmental concerning the TIA and potential traffic impacts.

Traffic and Safety: Traffic and Safety is working with DOWL to ensure that a revised Traffic Impact Analysis meets the needs of the Department and addresses pertinent mitigation measures necessary to successfully flow traffic in the best interests of the traveling public.

Maintenance and Operations: No comment.

Right of Way: Per 17 AAC 10.060 the developers will be required to submit an application for an approach as the proposed development significantly changes the current land use of the subject property and traffic flow into the established DOT&PF facility, specifically at the Egan/Whittier intersection. As part of the permitting process, the Department will build a memorandum of agreement with the developer to address any and all mitigation measures needed to alleviate traffic flow issues that may arise from the subject properties change of use. At this time, the subject Traffic Impact Analysis is preliminary and will be modified to address potential traffic flow mitigation measures as they are identified. For further Right of Way permitting questions, please contact Right of Way Agent, Arthur Drown Phone: 907-465-4517 or email arthur.drown@alaska.gov to work through the permitting process.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, June 16, 2023 1:53 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

Not nagging, just checking – does it look like you'll have comments by June 26th?

Thank you, have a good weekend!

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Tuesday, May 30, 2023 7:59 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thank you for this information Irene,

I put the TIA out for Department wide review, I will compile any comments provided and return a summary to you prior to the deadline.

Arthur Drown
Right of Way Agent

Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, May 26, 2023 4:18 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

The Huna Totem project is scheduled for the July 11 Planning Commission meeting.

For DOT analysis or concerns to be considered in the staff report, it must be received by June 26.

If you miss that deadline, review notes and memos can still be accepted through July 7 at noon, but will not be included in the staff analysis. If this is the case, I'd recommend that DOT develop a memo that clearly states conditions they'd like to see added to the permit.

Thanks! Have a good weekend,

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:50 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Perfect, thank you Scott.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 3:49 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>

Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

You don't often get email from scott.ciambor@juneau.gov. Learn why this is important

Hi Arthur –
This study was one of the last items needed for their Conditional Use Permit application. The Planning Commission hearing on this case will likely be in July/August – I'll be sure to have Irene reach out once it is set. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:36 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Scott,

Thank you for passing this along. I will disseminate to the appropriate parties within the department for review. Is there currently public hearing or planning commission agenda regarding the review of the development? If there is it may be good to loop us in after the TIA is reviewed in order to provide comment.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 2:02 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Some people who received this message don't often get email from scott.ciambor@juneau.gov. Learn why this is important

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Arthur and Michael -
Since Irene is on vacation, I wanted to forward the Traffic Impact Analysis for Huna Totem Aak'w Landing project that we received on Friday. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
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Irene Gallion

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, June 26, 2023 3:06 PM
To: Irene Gallion
Cc: Schuler, Michael K (DOT);Purves, Nathan A (DOT);Thater, Steven P (DOT)
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thank you Irene.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
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6860 Glacier Hwy, Juneau, AK 99801
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Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:36 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Scott,

Thank you for passing this along. I will disseminate to the appropriate parties within the department for review. Is there currently public hearing or planning commission agenda regarding the review of the development? If there is it may be good to loop us in after the TIA is reviewed in order to provide comment.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 2:02 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Some people who received this message don't often get email from scott.ciambor@juneau.gov. Learn why this is important

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Arthur and Michael -
Since Irene is on vacation, I wanted to forward the Traffic Impact Analysis for Huna Totem Aak'w Landing project that we received on Friday. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Microsoft Outlook
To: randall.p.vigil@USACE.army.gov
Sent: Monday, June 26, 2023 3:41 PM
Subject: Undeliverable: RE: USE23-03: Subport Development - agency comments

Delivery has failed to these recipients or groups:

randall.p.vigil@USACE.army.gov (randall.p.vigil@USACE.army.gov)
Your message couldn't be delivered. The Domain Name System (DNS) reported that the recipient's domain does not exist.

Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin that it appears that their domain isn't properly registered at their domain registrar. Give them the error details shown below. It's likely that the recipient's email admin is the only one who can fix this problem.

For more information and tips to fix this issue see this article: https://go.microsoft.com/fwlink/?LinkId=389361.

Diagnostic information for administrators:

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randall.p.vigil@USACE.army.gov
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Original message headers:

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From: Irene Gallion <Irene.Gallion@juneau.gov>
To: "Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA)"
        <Tracey.L.Torba@uscg.mil>
CC: "Sprenger, Paul A CIV USCG D17 (USA)" <Paul.Sprenger@uscg.mil>,
        "randall.p.vigil@USACE.army.gov" <randall.p.vigil@USACE.army.gov>,
        "matthew.t.brody@usace.army.mil" <matthew.t.brody@usace.army.mil>, "Stiles,
 Dave D. LCDR USCG SEC JUNEAU (USA)" <Dave.D.Stiles@uscg.mil>, "Meek, Moira H
 LT USCG CGC LIBERTY (USA)" <Moira.H.Meek@uscg.mil>, "Schumacher, Mitchell P
 LCDR USCG CEU JUNEAU-ASSET L (USA)" <Mitchell.P.Schumacher@uscg.mil>, Irene
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Irene Gallion

From: Meek, Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>
Sent: Monday, June 26, 2023 3:41 PM
To: Irene Gallion
Subject: Automatic reply: USE23-03: Subport Development - agency comments

Hello!

I am currently attending a graduate school program through summer of 2023 & I am not regularly monitoring this email. If you need to contact me, please feel free to text/call my personal cell at (443) 370-9640 or forward it to my personal email, moira.meek@gmail.com.

For any concerns regarding CGC LIBERTY I have been relieved as XO by LTJG Reid Wiegleb.

Hope you have a good rest of your day!

Very Respectfully,
LT Mo Meek

Irene Gallion

From: Brody, Matthew T CIV USARMY CEPOA (USA) <Matthew.T.Brody@usace.army.mil>
Sent: Monday, June 26, 2023 3:47 PM
To: Irene Gallion
Subject: RE: USE23-03: Subport Development - agency comments

Hey Irene,

I am no longer working permits, however my Coworker Randal Vigil is. You have his email address incorrect. You have it ending in .gov and it should be .mil His email is Randal.P.Vigil@usace.army.mil

Matthew Brody

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 3:40 PM
To: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Cc: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; Brody, Matthew T CIV USARMY CEPOA (USA) <Matthew.T.Brody@usace.army.mil>; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>; Meek, Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>; Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA) <Mitchell.P.Schumacher@uscg.mil>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: [URL Verdict: Neutral][Non-DoD Source] RE: USE23-03: Subport Development - agency comments

Hello CBR Torba,

Below are initial responses to your concerns. Please advise if you have any concerns or additions.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

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From: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Sent: Friday, June 23, 2023 10:17 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov;

matthew.t.brody@usace.army.mil; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mi
Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>; Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA) <Mitchell.P.Schumacher@uscg.mil>
Subject: RE: USE23-03: Subport Development - agency comments

Good Afternoon Ms. Gallion,

I'll be your USCG POC for agency reviews going forward. Below are our comments:

- Concerning increased traffic on Whittier Street: STA Juneau needs to maintain unimpeded access to the pier. STA Juneau regularly transports crews and boats on the road system from downtown to Auke Bay for operations. CBJ requires rights-of-way remain clear for movement of pedestrians and vehicles. If the right-of-way will be blocked or used for other purposes, a ROW Permit will be required.
- Concerning on-street parking along Whittier Street: STA Juneau and the Buoy Deck utilize that public parking for overflow. Should it get repurposed, there will be an impact on Coast Guard use, along with patrons of the Buoy Deck restaurant/bar. Unless waivered or within the No Parking Required Area, property owners are expected to maintain adequate parking for their uses on their property. CBJ does not allow back-out parking onto rights-of-way for commercial uses. The Applicant has not included the Whittier Street spaces in their parking calculations, and showed them conceptually.
- Concerning significant increase to pedestrian traffic along Whittier Street: based on the projections and conceptual design, STA Juneau's security posture will require an upgraded stance, which will incur costs to the USCG. This note is not a request for funding, it is solely provided for awareness of the impact. If CBJ can facilitate reasonable accommodation through permitting or design please open that conversation with me, and I'll get you to the right Department depending on the proposal.
- Page 36 Existing Site Plan shows Huna Totem property line extended onto USCG property. We suspect they show it that way due to a 35' revocable permit that was previously in place with the State of Alaska when our wharf extended to the mooring dolphin and the State had a building located roughly where Tracy's Crab Shack is now. The permit was so they could access their building. Upon demolition of the building and transfer of the property to the Mental Health Trust the permit was dissolved. This information was passed to Fred Parady at Huna Totem on 11/15/2022. Pages 37-39 appear to have their planned seawalk partially on USCG property which is not allowable. I reached out to the applicant on this concern. No element of the development will extend into Coast Guard property. They are aware of the expired 35-foot easement. They are anticipating some supplemental survey that will clean up the drawings during design.
- According to our records, we own the bulkhead that runs along their property and our dock; what measures will be taken to ensure Huna Totem's planned construction does not compromise our bulkhead? If the bulkhead extends onto Applicant property, they will work with you regarding the encroachment. They anticipate that, if there are encroachments, they are very minor. They do not anticipate excavation work near your bulkhead, and will design their work to protect existing USCG structures.

Please don't hesitate to contact me with any questions or concerns. I look forward to working with you on this effort.

Respectfully,

CDR Tracey Torba, PE, PMP
Commanding Officer
U.S. Coast Guard Civil Engineering Unit Juneau
709 West Ninth Street | Juneau, AK| 99801
O: 907-463-2412| M: 907-463-2412
Chat on MS Teams
Call me on MS Teams

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, May 30, 2023 10:02 AM
To: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Subject: [URL Verdict: Neutral][Non-DoD Source] USE23-03: Subport Development - agency comments

Hello all,

Attached are revised application materials for proposed development of a cruise ship dock and associated uplands infrastructure. You can find additional information at our web site: https://juneau.org/community-development/short-term-projects

The Conditional Use Permit hearing has been scheduled for July 11, 2023.

Please have comments to CBJ by **June 26, 2023** for inclusion in the staff report. Comments received between June 26, 2023 and July 7, 2023 at noon will be forwarded directly to the Planning Commission. Comments received after July 7, 2023 at noon cannot be accepted.

Note that the purpose of the Planning Commission hearing and Conditional Use Permit process is to assure the project meets local codes and complies with local plans. We recognize that this project will still require permits from other local, state and federal agencies.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Monday, June 26, 2023 4:07 PM
To: Fred Parady;Corey Wall
Subject: USE23-03: D&H Comment

Hi Fred and Corey,

There is one comment received from Docks and Harbors that I am unable to address:

Docks & Harbors requests the applicant provide clarity to the finger floats shown in the renderings. What size of slips are proposed and how will these slips be utilized in the off-season.

At one point, the narrative had said that the dock might accommodate "dayboats, tenders or small watercraft." Is that the intent, or is there something more specific?

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Tuesday, June 27, 2023 10:11 AM
To: Jill Maclean;Scott Ciambor
Subject: Draft e mail to commissioners - prep for July 11

Greetings, Commissioners:

On July 11, 2023 you'll be hearing a Conditional Use Permit application from Huna Totem for subport uplands and dock development.

In advance of the meeting, you may want to familiarize yourself with some applicable documents found at our Short Term web site: https://juneau.org/community-development/short-term-projects

When you click the "+" next to USE2023 0003, you can scroll down to "Resources." This includes:

- Long Range Waterfront Plan, Amendment: This document was written specifically to condition a dock development at the subport.
- Long Range Waterfront Plan, Subarea B: This section of the Long Range Waterfront Plan is specific to development in the subport area.
- Limiting visitors: This memo from the City Attorney outlines the legal challenges to limiting visitors.
- State of the Visitor Industry: This is a presentation that the Tourism Manager made to the Assembly Committee of the Whole on April 3, 2023. The video is poor, so the slide deck she refers to is linked at the web site. YouTube Link: https://www.youtube.com/watch?v=8w_xyEeg-34 You can start watching the video at time stamp 1:17:40.

The web page includes a public process timeline, starting with Norwegian Cruise Line purchase of the property, and linking to support documents for meetings that have been held.

Please be mindful of conversations that might impact your ability to hear this case. If you have any concerns about conflicts, please contact Attorney Sherri Lane.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Scott Ciambor
Sent: Tuesday, June 27, 2023 10:20 AM
To: Irene Gallion;Jill Maclean
Subject: RE: Draft e mail to commissioners - prep for July 11

Hi Irene – Here are a couple of more ideas if they seem relevant. Thanks scott

---

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 27, 2023 10:11 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: Draft e mail to commissioners - prep for July 11

Greetings, Commissioners:

On July 11, 2023 you'll be hearing a Conditional Use Permit application from Huna Totem for subport uplands and dock development.
[Scott Ciambor] *The Planning Commission role will be to……(maybe a reminder of PC general duty to see if project meets land use code/eligibility, etc. vs. solving the communities tourism issues through this project)?*

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- ***[Scott Ciambor]*** *VITF final report if one exists*

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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 x4130

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Irene Gallion

From: Jill Maclean
Sent: Tuesday, June 27, 2023 12:43 PM
To: Scott Ciambor;Irene Gallion
Subject: RE: Draft e mail to commissioners - prep for July 11

Hi – I don't have any comments. The email looks good and I like Scott's addition too. Please make sure to bcc the Planning Commission group contact from Outlook, so the attorneys and other also receive the email, and so they can't reply all.

Thanks,

Jill

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Tuesday, June 27, 2023 10:20 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>
Subject: RE: Draft e mail to commissioners - prep for July 11

Hi Irene – Here are a couple of more ideas if they seem relevant. Thanks scott

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 27, 2023 10:11 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: Draft e mail to commissioners - prep for July 11

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[Scott Ciambor] *The Planning Commission role will be to……(maybe a reminder of PC general duty to see if project meets land use code/eligibility, etc. vs. solving the communities tourism issues through this project)?*

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Please be mindful of conversations that might impact your ability to hear this case. If you have any concerns about conflicts, please contact Attorney Sherri Lane.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Ilsa Lund
Sent: Tuesday, June 27, 2023 8:08 AM
To: Irene Gallion;Lily Hagerup
Cc: Minta Montalbo
Subject: RE: USE23-03: Schedule

Thanks, Irene. I'll get started on the attachments now so they are ready to compile with the staff report when that comes our way.
Cheers,

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Fostering excellence in development for this generation and the next.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 27, 2023 8:07 AM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>; Lily Hagerup <Lily.Hagerup@juneau.gov>
Cc: Minta Montalbo <Minta.Montalbo@juneau.gov>
Subject: RE: USE23-03: Schedule

Hi Ilsa,

Attachments should be ready to label:

I:\DOCUMENTS\CASES\2023\USE\USE23-03 Huna Totem Aak'w Landing\03 To Admin\01 Staff Report\Attachments

Staff report is getting a second look from Jill and Scott, and I'm checking all cross references. So, getting closer!

IMG

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Monday, June 26, 2023 9:33 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Lily Hagerup <Lily.Hagerup@juneau.gov>
Cc: Minta Montalbo <Minta.Montalbo@juneau.gov>
Subject: RE: USE23-03: Schedule

Thanks, Irene! No rush for today. We'd like to try and get the report posted to MuniCode on Friday, so any time this week will be fine if possible. If not, I'll walk Minta through uploading a doc to MuniCode so she can get the report published on Monday if necessary.
Kind regards,

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Fostering excellence in development for this generation and the next.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 8:09 AM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>; Lily Hagerup <Lily.Hagerup@juneau.gov>
Cc: Minta Montalbo <Minta.Montalbo@juneau.gov>
Subject: USE23-03: Schedule

Hi Guys!

I just got comments from Jill so will incorporate those and touch it up. It might need another look by her. That is my top pri this morning.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Jennifer Shields
Sent: Tuesday, June 27, 2023 3:35 PM
To: Irene Gallion
Subject: RE: Ugh, can you poke some holes in this?

Yep, makes sense to me!

Haha right? I must be learning from the Master. Slowly learning. But still.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 27, 2023 3:22 PM
To: Jennifer Shields <Jennifer.Shields@juneau.gov>
Subject: RE: Ugh, can you poke some holes in this?

Right. So, it makes sense?

(I'm kind of surprised you didn't add any words)

From: Jennifer Shields <Jennifer.Shields@juneau.gov>
Sent: Tuesday, June 27, 2023 3:21 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Ugh, can you poke some holes in this?

Roughly…

This application is part of a larger, three-step project approval process established by the Assembly when the property was owned by NCL.

The first step, completed in March of 2022, was an amendment of the Long Range Waterfront Plan to allow a dock at the property.

The second step, the purpose of tonight's meeting, is the Conditional Use Permit for the uplands and dock, providing review of code and plan compliance.

The third step, if the Conditional Use Permit is approved by the Planning Commission, will be establishing a Tidelands Lease through the Lands and Resources Division. As part of that process, the Assembly will be able to condition the lease with more qualitative constraints, such as tools to manage how this individual project fits in with operations at other docks.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 27, 2023 3:13 PM
To: Jennifer Shields <Jennifer.Shields@juneau.gov>
Subject: Ugh, can you poke some holes in this?

Manager's report:

USE2023 0003: A Conditional Use Permit for mixed use development: Up to 50,000 square feet of retai uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

This application is part of a larger process. The multi-step process for overall project approval was established by the Assembly when the subport was owned by NCL. There are three major steps. The first step was amendment of the Long Range Waterfront Plan to allow a dock at the subport. That was completed in March of 2022. The second step is the Conditional Use Permitting for the uplands and dock, providing review of code and plan compliance. Conditional use permitting is the purpose of tonight's meeting. The third step will be establishing a Tidelands Lease through the Lands and Resources Division. The Assembly will be able to condition the lease with more qualitative constraints, such as tools to manage how this individual project fits in with operations at other docks.
Staff recommends the Planning Commission adopt the Director's analysis and findings, and approve Conditional Use Permit 2023 0003 with conditions.

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 x4130

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Irene Gallion

From: Jill Maclean
Sent: Tuesday, June 27, 2023 3:55 PM
To: Irene Gallion;Scott Ciambor
Subject: RE: USE23-03: Final-ish review

Thanks!

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 27, 2023 2:14 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: RE: USE23-03: Final-ish review

Responses to your proposed changes are in the folder. Here are the biggies:

~~Two additional moorages could be provided under the current vehicle parking proposal. Additional moorages would require additional vehicle parking.~~

ADA spaces are required:

Use	Square Feet	Metric	Parking Required	ADA Required
PHASE I				
Retail	34,000	1/750 sf	45	
Moorage		1/moorage stall	2	
PHASE I PROJECT TOTAL			47	2
PHASE II				
Retail	9,000	1/750 sf	12	1
PHASE I/II PROJECT TOTAL			59	3
Phase III				
Cultural Center **OR**	40,000	1/1,500 sf	26	2
Retail **OR**	40,000	1/750 sf	53	3
Housing (32 1-bedroom)	40,000	0.4 spaces per	12	1
COMPLETED PROJECT				

Meetings conducted by the Applicant and NCL include:

- 11.18.2020 - 1st NCL Community Meeting/Presentation (online)
- 12.2.2020 - 2nd NCL Community Meeting/Presentation (online)
- 2.18.2021 - 3rd NCL Community Meeting/Presentation (online)
- ~~5.14.2021 - HTC Presentation to NCL (not public)~~
- 2.9.2022 – Southeast Conference – Mid-Session Summit, Juneau
- ~~4.12.2022 - HTC Presentation to NCL (not public)~~
- ~~9.20.2022 - CBJ / HTC Subport Process Initial Meeting~~
- ~~10.26.2022 - Conditional Use Pre-Application Meeting~~
- 10/29/2023: Juneau Chamber Luncheon
- 11.7.2022 - CBJ Committee of the Whole Presentation
- 11/10/22: Juneau Chamber Luncheon
- 12.2.2022 - Gallery Walk Public Presentation
- 1/11/23: Juneau Rotary - Alaska Room at Juneau Airport
- 1.30.2023 - Hanger Ballroom Presentation
- 2/1/2023: Southeast Conference – Mid-Session Summit - Juneau
- 3.19 - 3.25.2023 - Gold Metal Basketball Pop-Up Informational Booth

Irene Gallion
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Irene Gallion
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From: Jill Maclean <Jill.Maclean@juneau.gov>
Sent: Tuesday, June 27, 2023 1:07 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: RE: USE23-03: Final-ish review

That is great news from DOT. I've made a few small tweaks. Thanks,

J

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, June 27, 2023 8:00 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Subject: USE23-03: Final-ish review

I:\DOCUMENTS\CASES\2023\USE\USE23-03 Huna Totem Aak'w Landing\05 Staff Report and Director's Report\STF_USE23-03_Draft 2.docx

Please focus on highlighted areas.

Meanwhile, I'll be finishing up attachments, then double checking all references so they go to the right place.

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 x4130

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Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 28, 2023 2:57 PM
To: Alexandra Pierce
Subject: Per our discussion
Attachments: STF_USE23-03_DRAFT FINAL.docx

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 x4130

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

PLANNING COMMISSION STAFF REPORT
CONDITIONAL USE PERMIT USE2023 0003
HEARING DATE: JULY 11, 2023

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

DATE: October 12, 2023

TO: Michael LeVine, Chair, Planning Commission

BY: Irene Gallion, Senior Planner

THROUGH: Jill Maclean, Director, AICP

PROPOSAL: Applicant requests a Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

STAFF RECOMMENDATION: Approval with conditions

KEY CONSIDERATIONS FOR REVIEW:

- Applicant is limited to one large cruise ship unless they subsequently modify the conditional use permit with Planning Commission approval.
- Two additional moorages for smaller vessels could be provided under the current vehicle parking regime. More than three moorages would require additional vehicle parking.
- Seawalk on the south side of the development will meet the 16 foot requirement established in ordinance and in plans. The seawalk width on this lot line is limited by Coast Guard properties.
- Seawalk on the west side of the development will be 20 feet wide, as desired by CBJ Parks and Recreation.
- The proposal moves reception of over 100 thousand passengers out of the congested downtown dock area.
- No development on USCG property is explicitly or tacitly approved by this permit.

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:
  - CBJ 49.15.330
  - CBJ 49.40.210
  - CBJ 49.35.240
  - CBJ 49.70.960
  - CBJ 49.80

GENERAL INFORMATION	
Property Owner	Huna Totem Corporation
Applicant	Russell Dick
Property Address	0 Egan Drive
Legal Description	Juneau Subport Lot C1
Parcel Number	1C060K010031
Zoning	Uplands: MU2. Dock: Waterfront Commercial
Land Use Designation	Traditional Town Center
Lot Size	125,406 square feet, 2.8789 acres
Water/Sewer	CBJ
Access	Whittier Street
Existing Land Use	Vacant
Associated Applications	None at this time

SITE FEATURES AND ZONING

SURROUNDING ZONING AND LAND USES	
North (MU2)	Egan Drive/mixed use
South (WC)	Gastineau Channel
East (MU2/WC)	Coast Guard
West (WC)	Tidelands

SITE FEATURES	
Anadromous	No
Flood Zone	VE El 23 feet
Hazard	None mapped
Hillside	No
Wetlands	No
Parking District	Town Center
Historic District	No
Overlay Districts	Cruise Ship Berthing and Lightering District Map

BACKGROUND INFORMATION

Project Description – The Applicant is requesting a Conditional Use Permit (CUP) for a dock up to 500 feet long and 70 feet wide, and uplands development that includes vehicle parking, tourism logistics, retail, restaurants and a park (**Attachment A1**-**A5**).

The original application was for the uplands. The Applicant added the dock to this application rather than apply for a separate one. Revisions have resulted in some redundancies throughout the submission.

Concept drawings are provided to aid the Planning Commission in determining compliance with Title 49. Approval of the CUP would signal to the Applicant that investment in further design, flood zone permitting and tidelands leasing was warranted.

The Planning Commission is reviewing this application for CBJ Title 49 land use compliance. If this application is approved the Applicant will coordinate permitting with other agencies as needed. Permitting agencies may include departments of CBJ, the United States Coast Guard, and multiple State of Alaska environmental and land use departments.

Process –

The process for bringing this project through CBJ review was established when Norwegian Cruise Lines owned the property. The public process history can be found at the Short Term Planning web site:

https://juneau.org/community-development/short-term-projects

The process was outlined for the public in the January 10, 2022 public meeting on the Long Range Waterfront Plan amendment.

> ***Update to the Long Range Waterfront Plan, COMPLETED.*** The intent of Appendix B of the plan is to provide a concise set of provisions for the Commission to review.
>
> ***Apply for and receive a Conditional Use Permit.*** The Planning Commission's role is to verify regulatory and plan compliance.
>
> ***Tidelands Lease.*** The lease provides the vehicle for the Assembly to attach qualitative policy standards to the project, based on their assessment of community interest and well-being. The tidelands lease will be applied for through the CBJ Division of Lands and Resources, and heard by the Assembly under Title 53.

Modifications to the Long Range Waterfront Plan followed recommendations of the Visitor Industry Task Force (VITF). The VITF was established by the Mayor in 2019 with the task of:

- Addressing tourism industry management
- Revisiting the 2004 Long Range Waterfront Plan
- Conceiving of an appropriate "cap" on the number of visitors, and
- Evaluating the need for additional public involvement.

The table below outlines if VITF recommendations are envisioned to be enacted through the CUP process or the Tideland Lease process. "Process" refers to the Commission process of evaluation under Title 49.

Recommendation	CUP?	Lease?
One large ship per day using the facility	Condition	
Maximum of five larger ships in port per day (what is larger?)		X
No hot berthing at the new facility	Condition	
No larger ship allowed to anchor as the 6th ship in town		X
High quality uplands development for community and visitors	Process	
Year-round development orientation	Process/Condition?	
CBJ manages dock to some extent*		X
Dock is electrified	Condition	

Lease "conditions" established by the Assembly may be qualitative rather than measurable. For instance, the Assembly may provide conditions that require looking at the tourism system as a whole. These include limits on the number of large ships in Juneau, where they are parked, and how docks will work together.

The analysis of engineered elements of the development would occur during the building permit review process.

Background –

Like the rest of the flats, the subport was built on mine fill. During World War II the subport was used to stage military resources, and afterward served for storage and vehicle parking.

Figure 1: *Right: First Sergeant Kermit Gutierrez receives the Eisenhower Trophy from Governor Ernest Gruening on behalf of Company D. of the 208th Infantry Battalion (Sep) during Governor's Day review at Juneau subport. The Sitka unit was the first Alaska National Guard company to receive the trophy, presented for outstanding achievement in recruiting, training, and soldierly conduct (1939-1959). Left: BURTON ISLAND. Navy Ice Breaker, Juneau Subport dock 7/19/ 1956.*

The original subport was subdivided in 2009. Lot C1 (yellow highlight in **Figure 2**, below) is the area proposed for dock uplands development under this application. The Heat Street right-of-way was recorded to provide seawalk access around the Coast Guard if needed. Uses in the area include:

- Purple: Alaska Mental Health Trust (AMHT), currently vehicle parking for the U.S. Coast Guard.
- Blue: U.S. Coast Guard, including the dock area at the end of Whittier Street.
- Green: National Oceanic and Atmospheric Administration (NOAA)
- Orange: Develop Juneau Now, LLC. Juneau Hydropower plans to provide downtown heating district infrastructure at this location.

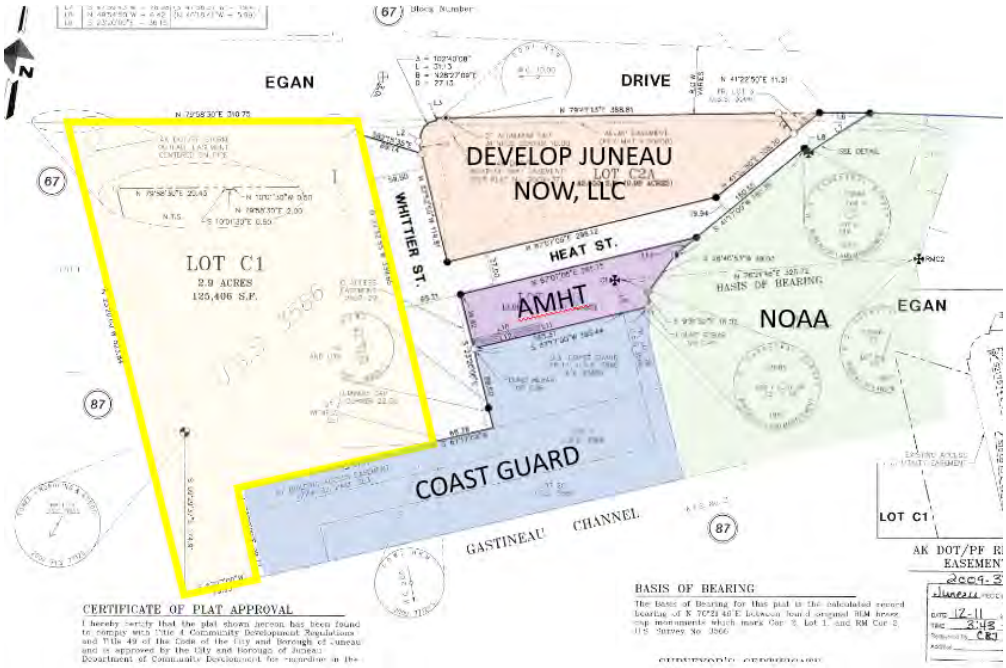

Figure 2: *Plat 2009-37 shows current lot configuration, and established Heat Street, which was intended to provide seawalk access around government properties. Yellow indicates the subport property the Applicant proposes developing. Blue indicates Coast Guard property, purple is the Alaska Mental Health Trust, green is the National Oceanic and Atmospheric Administration. Orange is Develop Juneau Now, LLC, associated with Juneau Hydro's efforts for a heating district downtown.*

In 2019 the AMHT, owner of the property at the time, acted on a study by the Urban Land Institute indicating that sale of the subport would have fewer risks than long-term leasing, and would better serve the AMHT mission. In September of 2019 Norwegian Cruise Lines purchased the subport for $20 million, $7 million higher than the next highest bidder.

The City and Borough of Juneau (CBJ) took the first step to facilitate cruise ship docking at the subport with an update to the Long Range Waterfront Plan, crafting the new Appendix B for reference during conditional use permitting.

In 2022 Norwegian Cruise Lines transferred the property to Huna Totem. The details of the transaction remain private.

The table below summarizes relevant case history for the lot and proposed development.

Item	Summary
BLD2007-00561	Abate and demolish subport building.
SUB2009 00016, Plat 2007-29	Subdivision of Lots 1, 2A, 2B, 4 and 5 of US Survey No 3566, creating Lot C.
SUB2009-00017, Plat 2009-37	Subdivision of Lot C into C1 and C2.
INQ2009-00017	Query about putting an office building on the site.
USE2009-00026	Office building (not constructed). 18 month extension under USE2010 0030.
VAR2009-00017	Parking variance for proposed office building (not constructed). 18 month extension under VAR2010 0033.
VAR2009-00016	Heigh variance for proposed office building (not constructed). 18 month extension under VAR2010 0034.
MAP2009-00001	Rezone from Waterfront Commercial to Mixed Use 2.
USE2012 0022	Off-site staging for the State Library Archive Museum (SLAM) project.
BLD2012 0691	Temporary structures supporting construction of SLAM.
BLD2017 0289	Temporary structure for food service.
Plat 2017-22	Creation of lot C2A and C2B, and the Heat Street right-of-way.
MIP2018 0005	Right-of-way acquisition for Egan Drive reconstruction project.
BLD2019 0242	Temporary power for a job trailer.
LZC2020 0001	Zoning verification summary for a title company.

ZONING REQUIREMENTS: Uplands – Mixed Use 2

Standard		Requirement	Uplands	Code
Lot	Size, square feet	4,000	125,406	CBJ 49.25.400
	Width, linear feet	50	350	CBJ 49.25.400
Setbacks, linear feet	Front (East)	5	5	CBJ 49.25.400
	Rear (West)	5	5	CBJ 49.25.400
	Side (South, abutting tidelands)	0	0	CBJ 49.25.400
	Side (South, not abutting tidelands)	5	5	CBJ 49.25.400
	Street Side (North)	5	5	CBJ 49.25.400
Lot Coverage Maximum, percentage		80	39	CBJ 49.25.400
Vegetative Cover Minimum, percentage		5	22	CBJ 49.50.300
Height	Permissible, linear feet	45	45	CBJ 49.25.400
	Accessory, linear feet	35		CBJ 49.25.400
Maximum Dwelling Units (80 units/Acre)		230	**Unknown**	CBJ 49.25.500
Use		Vacant	Tourism	CBJ 49.25.300

Yard setbacks are not required from tidewater lot lines [CBJ 49.25.430(4)(G)]. Staff has interpreted the lines highlighted in **Figure 3** (below) by the thick white line to be tidewater lot lines for the purposes of buildings setbacks. Buildings are defined in CBJ 49.80. Note that a seawalk or dock does not constitute a building.

Figure 3: *Tidewater lot lines have a zero setback in code. The image above shows the lot lines that have zero setback for the Applicant's development. Note the CBJ tidelands lot to the west of the project. CBJ does not currently have established plans for the lot.*

The tidelands fall under Waterfront Commercial zoning. Proposed structures associated with the dock (**Attachment A3, page 6**) extend approximately 740 feet into State of Alaska-held tidelands.

SITE PLAN

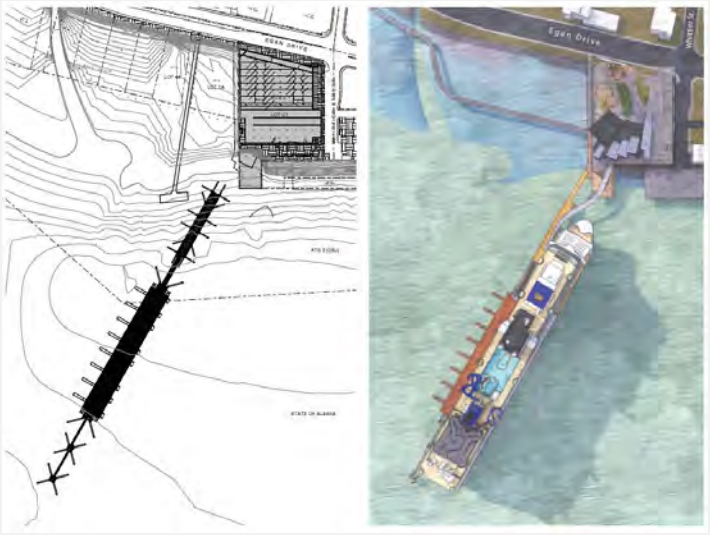

Figure 4: *Overall site plan. The figure on the left shows lot lines and tidelands boundaries. The one on the right shows a rendering of the completed project. Note that the sections of seawalk that are dark grey are shown for conceptual purposes only (as requested of the Applicant by other CBJ departments) and are not part of this application or project.*

ANALYSIS

Project Phasing – (Attachment A2, page 1. Attachment A3, pages 2-4)

- Phase 1: Parking structure with 34,000 square feet of retail space, and dock.
- Phase 2: 9,000 additional square feet of retail space
- Phase 3: 40,000 square feet, use to be determined. Could be museum, retail, housing, or other.

Figure 5: *Site plan showing Phase 1, 2 and 3 structures. The park, underground vehicle parking facilities and dock are part of Phase 1.*

Condition: None.

Project Site – The development extends across three land ownership entities.

- The proposed uplands are on private property held by Huna Totem Corporation.
- CBJ can lease CBJ-held tidelands to private entities.
  - 800 feet of the dock structure crosses CBJ-held tidelands (**Attachment A3, page 6**).
  - The seawalk walkway on the west lot line is proposed 20 feet wide. The extension into CBJ tidelands property is conceptual. (**Attachment A3, page 2-4**).
- 700 feet of the dock structure extends into DNR-held tidelands (**Attachment A3, page 6**). CBJ can apply to DNR to hold the tidelands for an economic development purpose. Tidelands will not be granted to a private entity.

Access is via CBJ-owned Whittier Street, which also provides access to the Coast Guard base. The project is bordered on the north by state-owned Egan Drive.

Condition: A Temporary Certificate of Occupancy will not be issued for the dock until the tidelands lease is recorded.

Project Design – Project design can be split into three levels.

- Underground bus staging and parking, and other vehicle parking.
- Ground level vehicle parking and seawalk-level retail
- Upper plaza level retail

Disembarking cruise ship passengers will ascend a gangway into the upper plaza level retail. The ascending gangway:

- Will be ADA compliant.
- Provides an elevated view of the plaza and waterfront, aiding in orientation.
- Routes passengers through the retail and restaurant area.

Escalators through the middle of the development take passengers to:

- The seawalk level area, with access to retail, restaurants, the park, and the seawalk.
- The underground bus staging. Busses park nose-in to the island where visitors are deposited. Passengers can load onto tour busses without walking behind maneuvering busses (**Attachment A4, page 11**).

Amenities include:

- Indigenous art will be integrated into the structure. For instance, columns can be wrapped with a totem pole motif, or hardscape can be planned to illustrate cultural stories.
- Restaurants and retail will serve tourists and locals.
- Approximately one acre of publicly-available park.
- Off-season vehicle parking available.

Condition: None.

Traffic – According to CBJ 49.40.300(a)(1) a traffic impact analysis (TIA) is required (**Attachment A5**). Initial comments received from the Tourism Manager have been analyzed (**Attachment A6**).

The traffic impact analysis indicates that modifications to street striping and signal timing would address delays created by the additional project traffic (**Attachment 5, page 14**).

The Alaska Department of Transportation and Public Facilities (ADOT&PF) reviewed the TIA (**Attachment E, pages 51**). ADOT&PF will make agreements with the Applicant to mitigate impacts as they are identified.

The Coast Guard is concerned about unimpeded access to the pier (**Attachment E**, **page 45**). CBJ requires rights-of-way remain clear for movement of pedestrians and vehicles. If the right-of-way will be blocked or used for other purposes, a ROW Permit will be required.

Condition: None.

Vehicle Parking & Circulation – The project is in the Town Center Parking Area. When determining required off-street parking spaces, the calculated number is rounded down [CBJ 49.40.210]. Depending on eventual uses, 71 to 112 off-street parking spaces will be required at the completion of Phase 3.

Total required parking off-street parking spaces are met, with 117 provided. Code does not differentiate between bus parking spaces and vehicle parking spaces.

The back-out spaces shown on Whittier Street in the site plans <u>are not included</u> in the parking calculations for the project. The spaces are conceptual. CBJ does not allow commercial uses to have parking that backs into the right-of-way.

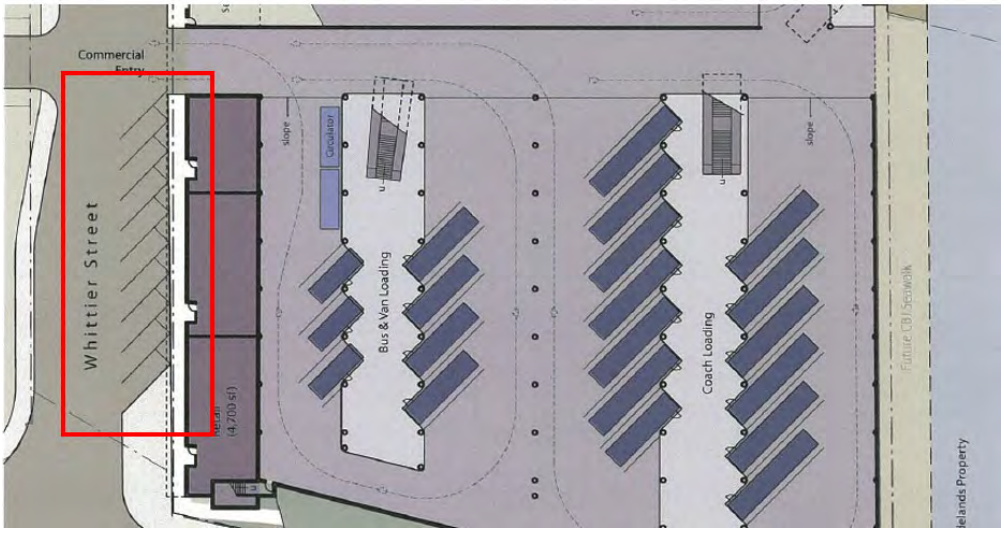

Figure 6: *The back-out parking shown on the site plans is conceptual only. CBJ will not permit back-out parking into the right-of-way for commercial uses.*

ADA spaces are required:

Use	Square Feet	Metric	Parking Required	ADA Required
PHASE I				
Retail	34,000	1/750 sf	45	
Moorage		1/moorage stall	2	
PHASE I PROJECT TOTAL			47	2
PHASE II				
Retail	9,000	1/750 sf	12	1
PHASE I/II PROJECT TOTAL			59	3
Phase III				
Cultural Center **OR**	40,000	1/1,500 sf	26	2
Retail **OR**	40,000	1/750 sf	53	3
Housing (32 1-bedroom)	40,000	0.4 spaces per	12	1
COMPLETED PROJECT				
w/ Cultural Center			83	4
w/ Retail			112	5
w/ Housing (32 1-bedroom)			71	3

One loading space will be required and must be provided in Phase I [CBJ 49.20.210(c)].

Note that retail and restaurants have the same vehicle parking requirement [CBJ 49.40.210(a)].

Condition: None.

Non-motorized Transportation – The seawalk elements shown over CBJ-held tidelands, outlined in red below, are conceptual. The applicant was asked to conceptually show how the project could connect to a seawalk or bridge to Gold Creek, features that are included in the Long Range Waterfront Plan. CBJ does not have plans for their tidelands lot (shown in **Figure 3,** above) at this time.

Figure 7: *Seawalk elements outlined in red are shown for concept only, and are not part of this approval or project.*

A detailed description of passenger flow can be found in **Attachment A2, page 4**.

Two levels of pedestrian accommodation are proposed along the waterfront. The gangway will deposit pedestrians on the upper "park" level (1 in **Figure 8**, below). Pedestrians can then take a stairway or elevator down to the seawalk level (8 in **Figure 8**, below). Note that seawalk elements shown in slate grey are shown for concept only.

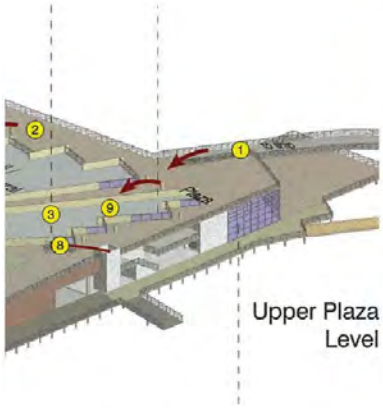

Figure 8: *Two levels of pedestrian accommodation. The gangway leads to the upper level (1) of the proposed development. Passengers can then descend a stairwell or elevator (8) to get to the seawalk level, which will include restaurants and shops.*

CBJ Ordinance 2005-29 (am) requires 16-foot wide provision for a pedestrian path along the waterfront. This project proposes seawalk along the east and south lot lines.

CBJ Parks and Recreation would maintain the seawalk. The Applicant would be required to provide a recorded easement for any section of the seawalk on Applicant property. CBJ will empty trash, repair the structure, and any other type of maintenance or management required for public use. A similar agreement is in place with Franklin Dock Enterprises, LLC.

The Applicant proposes that the seawalk at the south of the proposed facility is 16 feet wide, due to Coast Guard dock and property constraints. Note that the upper park level of the facility (1 in **Figure 8**, above) is wider than 20 feet and provides a view of the waterfront.

The Applicant can construct a 20 foot wide seawalk on the west side of the property.

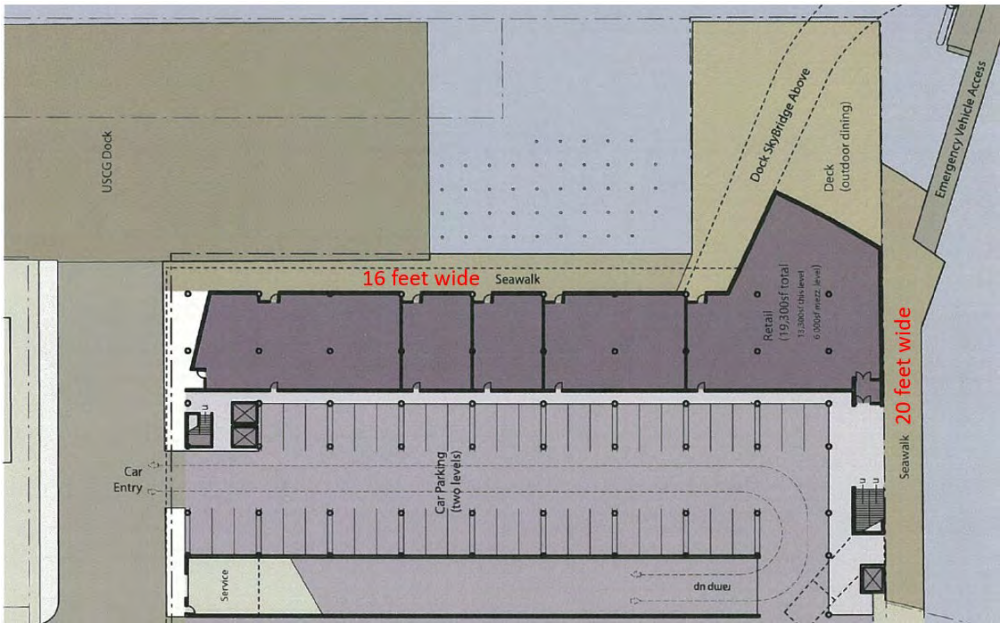

Figure 9: *The seawalk along the south lot line (top) is constrained by Coast Guard development but will meet the 16 foot width required by ordinance and plans. The west lot line seawalk can meet the 20 foot width requested by CBJ's Parks and Recreation Department.*

Under the proposed project (without the CBJ connector seawalk) pedestrians access Egan Drive through two park portals, one at the west side and one at the east side (**Attachment A3 page 4**). An earthen berm will discourage

direct access along the rest of the north side. CBJ Parks and Recreation requests a condition that the park be maintained for year-round activities by the Applicant (**Attachment E, page 11**). In the past, other large developments have included amenities, (e.g. playgrounds, parks), but vague direction has led to confusion on maintenance responsibility.

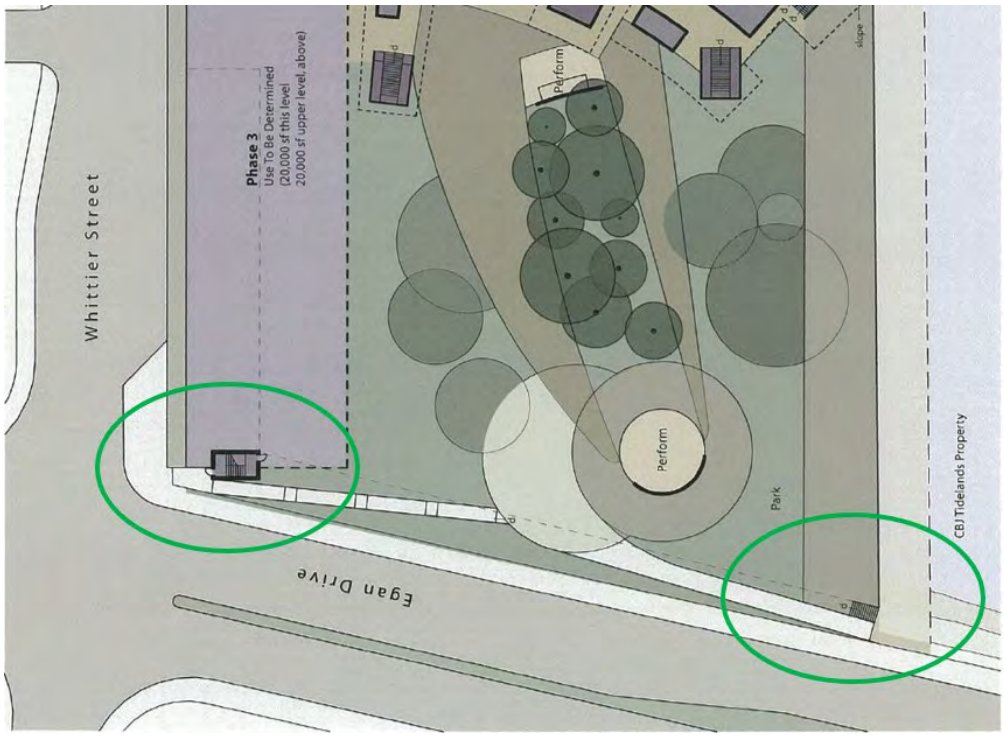

Figure 10: *In the absence of a CBJ seawalk connection, pedestrians can access the Egan Drive sidewalk via the park. The park will be designed to provide sidewalk access at the east and west ends of the park, with an earthen berm dissuading pedestrian access along the length of the lot line.*

Figure 11 shows the applicant's proposed seawalk and CBJ's conceptual seawalk in blue (not to scale). At the west end, the seawalk connects to the Egan Drive sidewalk, which currently accommodates tourists walking the coast. At the east end the Applicant's seawalk development would deposit users on Whittier Street, which currently lacks pedestrian enhancements. The area in yellow shows where CBJ may want to consider seawalk-oriented improvements.

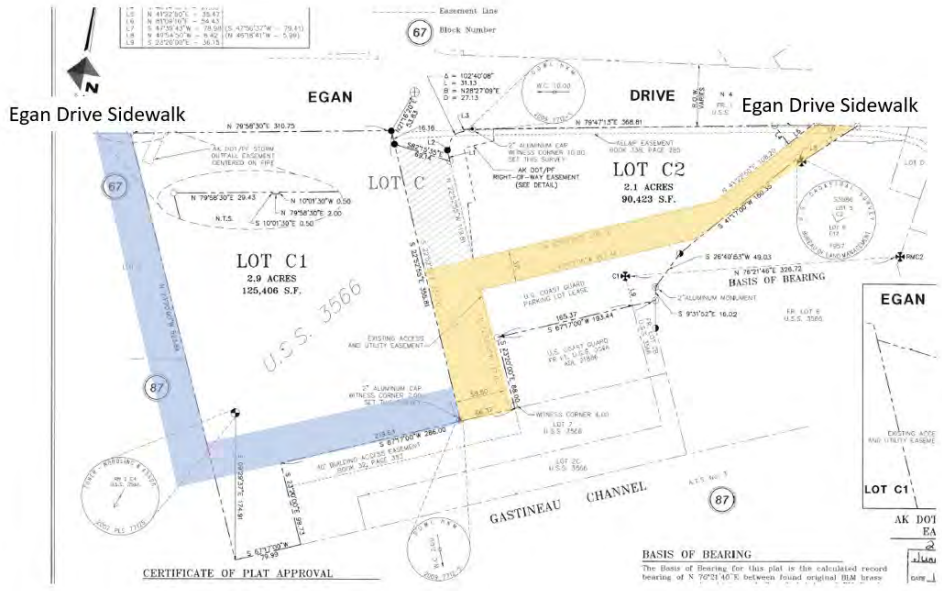

Figure 11: *Plat 2009-37 is highlighted to show the connection of the seawalk to Whittier Street and Heat Street.*

When the parent lot was subdivided in 2017, the staff report recognized the role of the property in providing seawalk continuity:

> The lot is in the special waterfront area identified in Title 49. **49.70.960(c)(6)** requires dedication of a 16 foot wide pedestrian access easement for the purposes of a seawalk as depicted in the officially adopted *Long Range Waterfront Plan* with the responsibility of the construction left to the landowner. The requirement to dedicate the leg of the easement that is 22 feet wide and the waiver allowed by 49.35.240(i)(2)(A) will satisfy this requirement. The lot is specifically identified as Area B in *The Long Range Waterfront Plan.* The dedication of ROW is consistent with *The Long Range Waterfront Plan.* The Seawalk will have uninterrupted access from the boardwalk over the water to Egan Drive.

The subdivision created Heat Street, extending east from Whittier Street.

> **Condition**: The minimum width of the Applicant – constructed seawalk on the south side of the lot will be 16 feet wide. The minimum width of the Applicant-constructed seawalk on the west side of the lot will be 20 feet.

> **Condition:** Before Temporary Certificate of Occupancy for any phase or element of the project, the Applicant will record an easement for CBJ maintenance and management of the seawalk. The easement will be at least 16 feet wide on the south side of the lit, and 20 feet wide on the west side of the lot. The easement will be comparable to such easements in place for other dock owners.

Condition: The Applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use.

Proximity to Transit – Proximate Capital Transit stops include:

MAP	LOCATION	FEET FROM PROJECT, approximate
A	Alaska State Museum, Whittier Street	200
B	State Archives Building, Willoughby Avenue	250
C	Downtown Transit Center, Main Street	400
D	Andrew Hope Building, Willoughby Avenue	870
E	Foodland IGA, Willoughby Avenue	1,300
F	Federal Building, Willoughby Avenue	2,000

Transit stops are on the north side of Egan Drive. The proposed project is on the south side of Egan Drive. A crosswalk at Whittier Street connects the proposal to transit.

The project includes provisions for underground bus and van parking to serve tourists. The design deposits tourists on an island in the middle of the garage, which the busses and vans pull up to. This limits people walking behind the busses.

Figure 12: *Pedestrians will take a descending escalator to the underground tour bus area, which includes provisions for recharging a CBJ circulator should one come into existence. Passengers can load onto tour busses without walking behind maneuvering busses.*

Condition: None.

Noise – Noise is anticipated to be in character with Mixed Use 2 and Waterfront Commercial activities. While ship horns and chimes have been a source of noise complaints, this project does not change or mitigate those concerns.

Condition: None.

Lighting – Structure lighting will be evaluated during the building permit process. Parking areas will need to be suitably lit, lighting fixtures will be required to be "full cut-off," and no off-site glare is allowed.

Condition: None.

Vegetative Cover & Landscaping – Site concepts show approximately 28,000 square feet of vegetation in the proposed park area. The landscaping and park facilities are described on **page 4 and 7 of Attachment A2** and shown on **page 4 of Attachment A3**.

Condition: None.

Habitat – The closest anadromous resource is Gold Creek, approximately 1,000 feet to the west.

Condition: None.

Drainage and Snow Storage – Drainage and snow storage are discussed in **Attachment A2 page 5**. Off-site snow storage for seawalks is not anticipated, similarly to CBJ seawalks. Vehicle parking is covered. Drainage from vehicle area will include oil-water separation.

Condition: None.

Hazard Zones – The site is not in a mapped landslide or avalanche zone.

The dock and some proposed seawalk is in an AE special flood hazard area with an elevation of 23 feet, and will have to be designed and constructed in accordance with CBJ flood regulations.

Condition: None.

Public Health, Safety, and Welfare –

The proposed dock will be designed to structurally accommodate a ship on one side. The other side could accommodate dayboats, tenders, or small watercraft (**Attachment A2 page 12**). Modifications to this approved design would require amendment of the CUP.

Juneau docks are owned by multiple owners with varying policies and fees. CBJ is undertaking a systemic effort to normalize dockage and harmonize fees, allowing ships to be more flexibly accommodated at various docks.

Health: Shore power would improve heath through reduction of combustion byproducts. The dock will be built to accommodate shore power "when a municipal line is available." There are no current plans to provide a municipal line. Though debated in the community, AEL&P has suggested two ways to provide an appropriate line to the subport: Via a submarine line laid from Douglas, or by burying a new line between the Juneau Douglas Bridge and the subport. With a new line, a powerhouse and transformer would be required on or near the site. Rough order of magnitude costs are expected in the mid- to high-tens of thousands. By comparison, the dock

electrification for Juneau -owned docks, estimated by PND Engineers (https://juneau.org/engineering-public-works/jcos, under "Climate"), is $12.9 million per berth (2019 dollars), without the need for new transmission infrastructure.

Safety: In their 2022 Juneau Tourism Survey, McKinley Research Group reports crowding on sidewalks and vehicle congestion downtown are the second and third highest concerns of Juneau residents (https://juneau.org/manager/tbmp , page 10). The proposed facility at the subport would move approximately 120,000 passengers and support services west of Main Street. Until infrastructure was upgraded or reconstructed, pinch points are the sidewalk at the west end of the project, and the seawalk connection with Whittier Street. Pedestrian accommodations are improved where the seawalk is developed.

The project includes dedicated ambulance access that is separated from the gangway and accessible through the parking garage (**Attachment A3, page 2 and 3**). The stairway and elevator will be configured to accommodate ambulance access. Approximately 80 feet of seawalk may be impacted by transient ambulance access.

Figure 13: *The green line shows ambulance access to the Emergency Vehicle Access. This route bypasses approximately 420 feet of seawalk along the waterfront, reducing conflict with pedestrians.*

Welfare: Cruise lines remit a per passenger fee that goes toward tourism-related improvements to offset impacts (https://juneau.org/manager/marine-passenger-fee-program). Cruise ship use of CBJ infrastructure has resulted in funding for lift station improvements (FY2012), Last Chance Basin well field development (FY2015), and improvements to Front and Franklin Streets (FY2017). Such projects benefit CBJ residents in the absence of tourists.

AEL&P estimates that electric rates would be 25% higher without the interruptible sales to Greens Creek Mine and Princess Cruise Lines. https://www.aelp.com/Energy-Conservation/Planning-For-Our-Energy-Future

According to the Juneau Economic Development Council's Economic Indicators for 2022, tourism employs seven percent of employees, and provides three percent (over $32 million), in salary earnings (https://www.jedc.org/research-library-reports-studies-by-jedc/).

The 2022 Visitor Industry Survey done by McKinley Research Group (see link above) indicates that 55 percent of Juneau residents say that tourism has an overall positive impact on their household (page 9).

CBJ Docks and Harbors requested a navigability study to verify that the proposed dock does not impede access to other docks, or impact larger vessels (such as fuel or material barges) transiting Gastineau Channel under the bridge. The study should include discussions with air operators and the Department of Transportation Federal Aviation Administration to verify access by aircraft landing and taxiing to the float plane docks (**Attachment E, page 56**).

Condition: The dock owner will, at their own expense, provide shore power within 24 months after an appropriately-sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.

Condition: Prior to issuance of a building permit, the Applicant must provide a navigability study that includes explicit consideration of access impacts to:

- Alaska Steam Dock.
- Cruse Ship Terminal.
- USCG/NOAA docks.
- Large traffic, such as material or fuel barges, transiting Gastineau Channel under the bridge.
- The AJT Mining Properties, Inc. dock.
- Aircraft using the area for landing and taxiing to the float plane docks.

Property Value or Neighborhood Harmony –

Conditioning for tourism impacts on the Juneau community is challenging due to ship size increases and the ability to enforce limitations.

The dock is proposed to accommodate a ship 360 meters long (1181 feet), and 240,000 gross tons (**Attachment A2, page 8**). Below are the largest ships run by lines currently serving Juneau:

				CAPACITY		
Ship	**Line**	**Gross Tons**	**Length (feet)**	**Rooms**	**Double**	**Max**
Icon of the Seas	Royal Caribbean	250,800	1,198	2,805	5,610	7,600
Utopia of the Seas	Royal Caribbean	228,081	1,188	2,874	5,748	6,988
Wonder of the Seas	Royal Caribbean	236,857	1,187.8	2,867	5,734	6,988
Symphony of the Seas	Royal Caribbean	228,081	1,184.42	2,759	5,518	6,680
Harmony of the Seas	Royal Caribbean	226,963	1,188.1	2,747	5,494	6,687
Oasis of the Seas	Royal Caribbean	226,838	1,180	2,742	5,484	6,771
Allure of the Seas	Royal Caribbean	225,282	1,180	2,742	5,484	6,780
Carnival Celebration	Carnival	183,521	1,130	2,687	5,374	6,631
Mardi Gras	Carnival	181,808	1,130	2,641	5,282	6,631
Spectrum of the Seas	Royal Caribbean	169,379	1,138.8	2,137	4,246	5,622
Norwegian Encore	Norwegian	169,116	1,094	2,040	3,998	UNK
Ovation of the Seas	Royal Caribbean	168,666	1,138.6	2,090	4,180	4,905

Norwegian Encore and Quantum of the Seas are the largest to visit Juneau at this time. Depending on the source (Cruise Critic, Cruise Mapper, Wikipedia) Norwegian Encore and Ovation of the Seas are in the low 20s of worldwide ship size.

Industry trends are towards larger ships that exceed 4,000 passengers under double occupancy. Max capacity considers, for instance, if a room for two is occupied by a family of four.

The inertia of the lightering process practically limits ship size to about 3,000 passengers. A dock will allow larger ships to occupy Juneau's 5th cruise ship position, increasing Juneau's cruise ship visitor capacity by 25 percent. If all docks were occupied every day of the season, this could be up to half a million additional visitors to Juneau each year considering current ship design (**Attachment B, page 14**).

Juneau planning documents and agreements limit the number of "large" ships to five. Definitions in use are:

- 750 feet in length in the amendment to the Long Range Waterfront Plan (**Attachment C, page 6, item 2**)
- 950 passengers in the Memorandum of Agreement between CBJ and the cruise lines (https://juneau.org/manager/tbmp , under "Visitor Industry Task Force").

There is no upper limit on a large ship.

The City Attorney has provided a memo outlining the challenges of limiting the number of passengers rather than ships (**Attachment D**). Among those:

- The U.S. Constitutional right to travel.
- Revenue bonds prohibit CBJ from undertaking actions that put debt service payments in jeopardy.

- CBJ regulation that may favor their own competing properties.

Docks at anchor cannot connect to water and sanitary services.

If CBJ were managing the docks, the cruise ship passenger limitation could be rotated through the docks for equity.

Condition: The dock is limited to one large cruise ship (750 feet or more in length OR 950 or more passengers passengers) each 24 hour period beginning at midnight.

Condition: The dock will not accommodate hot berthing.

Condition: The dock will not accommodate lightering from a cruise ship at anchor if that ship si over 750 feet in length or accommodates more than 950 passengers at full capacity.

AGENCY REVIEW

CDD conducted an agency review comment period between May 30, 2023 and June 26, 2023. Agency review comments can be found in **Attachment E**.

Agency	Summary
CBJ Manager's Office, Manager	Notes and background on process.
USCG, Sector Juneau	Concerns with back-out parking on to Whittier Street.
CBJ Manager's Office, Tourism	1ST set of comments before dock added to CUP. 2nd set is questions on how the development fits into Juneau cruise ship operations.
CBJ Parks and Recreation	Seawalk width, park maintenance, and information on maintenance easements.
United States Coast Guard	Parking, access, and protection of dock infrastructure.
ADOT&PF	Mitigations will be worked out with the Applicant before ADOT&PF permitting.
CBJ Docks and Harbors	Navigability study, tidelands permits, electrification, and elucidation on finger floats.

CBJ Parks and Recreation asked for 20-foot seawalk widths with a CBJ maintenance easement, and explicit Applicant maintenance responsibility for the park. These concerns are addressed with the conditions on page 16-17 of this report. Parks and Recreation provided examples of seawalk easement maintenance language in place with other privately-owned docks (**Attachment E, page 10**).

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The USCG expressed concerns that proposed development might extend into their property, due to confusion over an expired 35 foot easement. The Applicant intends to build the seawalk between their proposed building and the USCG property. The Applicant understands the 35 foot easement has expired (**Attachment E, page 46 and 48**).

The USCG expressed concern about compromising their bulkhead that runs along Applicant property. The Applicant states they are aware of the bulkhead. The Applicant will work with the USCG if there are any encroachments. The Applicant does not anticipate major excavation work near the bulkhead, and design will protect existing USCG buildings (**Attachment E, page 46**).

CBJ Docks and Harbors asked for a navigation study (**Attachment E, page 56)**, which has been made a condition (page 20 of this report). Other items of interest include:

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- Permission to request tidelands from the Alaska Department of Natural Resources. This permission would be granted through the tidelands lease and expansion, under the Lands and Resources Department.
- Requirement for electrification. This is a condition.
- Clarity regarding dock fingers shown in renderings. These fingers could be used for dayboats, tenders or watercraft (**Attachment A2, page 12**).

PUBLIC COMMENTS

CDD conducted a public comment period between June 2, 2023 and June 20, 2023. Public notice was mailed to property owners within 500 feet of the proposed development (**Attachment F**). A public notice sign was also posted on-site two weeks prior to the scheduled hearing (**Attachment G**). Public comments submitted at time of writing this staff report can be found in **Attachment H**.

CDD received one comment.

Name	Summary
Bill Kramer	Concerns about cruise impacts.

Meetings conducted by the Applicant and NCL include:

- 11.18.2020 - 1st NCL Community Meeting/Presentation (online)
- 12.2.2020 - 2nd NCL Community Meeting/Presentation (online)
- 2.18.2021 - 3rd NCL Community Meeting/Presentation (online)
- 2.9.2022 – Southeast Conference – Mid-Session Summit, Juneau
- 10/29/2023: Juneau Chamber Luncheon
- 11.7.2022 - CBJ Committee of the Whole Presentation
- 11/10/22: Juneau Chamber Luncheon
- 12.2.2022 - Gallery Walk Public Presentation
- 1/11/23: Juneau Rotary - Alaska Room at Juneau Airport
- 1.30.2023 - Hanger Ballroom Presentation
- 2/1/2023: Southeast Conference – Mid-Session Summit - Juneau
- 3.19 - 3.25.2023 - Gold Metal Basketball Pop-Up Informational Booth

CONFORMITY WITH ADOPTED PLANS

2013 Comprehensive Plan

Chapter	Page No.	Item	Summary
5	50	5.5-IA5F: Public and private investment in new dock facilities for cruise ships.	This project provide private investment in new facilities, but requires CBJ participation on a tidelands lease.
5	50	5.5-IA12: CBJ should look at measures that would convey the community's unique style and cultural roots to cruise ship passengers.	The proposal includes maintenance of sight lines from Egan to the waterfront, and includes indigenous art and forms in the architecture, decoration and landscaping.

2022 Long Range Waterfront Plan, Amendment (Attachment C)

Page No.	Item	Summary
1	Provide infrastructure to prevent hot-berthing at existing docks.	A new dock does not prevent hot-berthing, but creates an alternative. A proposed condition would prohibit hot-berthing.
1	Provide infrastructure to prevent large ship at anchor/dynamic positioning.	While not a goal of the project, construction of the dock may impede anchoring in Gastineau Channel.
1	Minimize congestion of pedestrians and tourism-related vehicles east of Seward Street.	If currently lightered passengers are accommodated at the new dock, accommodations for approximately 110 thousand passengers will be moved west of Seward Street.
2	Dock facility capable of accommodating one large cruise ship plus government ships.	Current proposal is for one large cruise ship. Opposite side of dock will not be constructed to accommodate the loads of large ships, but could handle dayboats, tenders, or small watercraft (**Attachment A2 page 12**).
3	Seawalk the length of the waterfront.	Current proposal includes seawalk on west and south sides of the development (waterfront). Seawalk ends at Whittier Street.
3	Use structures to accentuate view corridors or anchor visual interests.	Passenger gangway provides elevated view of waterfront. Gaps between structures creates visual continuity with park. Whittier Street terminates at the dock.
5	One larger ship per day using one side of the facility.	Condition proposed.
5	Maximum of five larger ships in port per day.	CBJ management issue.
5	No hot berthing at the new facility.	Condition proposed.
5	No larger ships allowed to anchor as the sixth ship in town.	CBJ management issue.

Page No.	Item	Summary
5	CBJ manages the dock to some extent through private partnership or agreement.	CBJ management issue.
5	Dock is electrified.	Condition proposed.
5	High quality uplands development for visitors and community.	Uplands include extensive retail and restaurant space, indigenous art incorporation, and underground staging of tourist transportation.
5	Year-round development orientation.	Vehicle parking available off season. Retail and restaurants available off-season.
6	No berthing or lightering outside of the area encompassed by the plan.	CBJ manages current lightering facilities, and would deny access to a sixth ship at anchor, or anchored outside of the managed area. A proposed condition prohibits lightering from the proposed facility.
6	No more than five ships greater than 750 feet in length.	CBJ management issue.
6	New docks should address impacts to navigation and anchorage.	This will be determined during dock design.
6	New docks should address impacts to view planes.	Passenger gangway provides elevated view of waterfront. Gaps between structures creates visual continuity with park. Whittier Street terminates at the dock, creating connection from Egan Drive to the waterfront.
6	New docks should address environmental impacts, including shore power to mitigate air pollution.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.
6	Uplands: manage vehicular traffic, including signalization.	Vehicle parking and bus transportation under-ground, with park on top.
6	Uplands: Stage tourist transportation efficiently.	Pedestrian traffic is routed through the structure and onto the seawalk. Tourists access busses at an underground island, minimizing need to walk behind maneuvering busses.
6	Uplands: Extend seawalk to the proposed dock.	Seawalk is proposed along the west and south sides of the project.
6	Uplands: Extend shuttle bus service.	The project provides accommodation for parking and maneuvering busses and large vans.

2004 Long Range Waterfront Plan, Original (Area B, Attachment I). The amendment recognized that uplands provisions of the original LRWP are valid and appropriate to the tidelands dock use, and used to manage the impacts of a large cruise ship dock and its impacts.

Chapter	Page No.	Item	Summary
3.3	47/48	Create a lively, mixed-use neighborhood. Mix commercial on ground floor with residential upstairs.	This can be evaluated and determined during the CUP process.
	47	Streets and plazas encourage travel through site and along waterfront.	Seawalks are proposed on the west and south sides of the development, adjacent to the Channel. Covered gathering areas between retail structures provide visual continuity with the waterfront.
	48/50	"Area B" properties provide significant parking, and development of the area may require accommodations elsewhere.	Vehicle parking will be maintained underground, and will be available for use during the off season.
	48	Building setbacks a maximum of 10 feet from street edge.	Setbacks on the west, south and east sides are approximately five feet. Setbacks on the north side (from Egan Drive) are more due to the park.
	48/50	Parking should be behind or wrapped by buildings. Discourage parking on the waterfront.	Vehicle parking and tourist transportation are provided underground. This provides a sheltered area for tourists to wait.
	48	Buildings should be a maximum of 35 feet, unless view corridors, open space or enhancing building design are provided.	MU2 zoning height limit is 45 feet. Retail and visitor structures include corridors between structures providing continuity with the waterfront. Over an acre of open space is provided. The structures focus toward the waterfront and provide indigenous art.
	48	View corridors should be preserved.	Covered corridors between structures provide continuity with the waterfront.
	48	Set aside a minimum of 16 feet for a seawalk.	A seawalk is proposed along the west and south sides, meeting the minimum 16 feet.
	48	Create a mix of medium buildings that create an appealing visual rhythm.	Renderings show a varied roof line, covered corridors between structures, and accommodations for totem poles.
	48	Historic maritime architecture with deep recessed building openings and strong detailing.	Modern architecture highlights indigenous cultures. Covered decks and walkways create recessed structure openings.
	48/50	Views along internal streets should be preserved, accentuating view corridors and anchoring visual interests.	Internal streets are not proposed. Covered corridors between structures create visual continuity with the waterfront. The gangway to the second story provides elevated orientation to Juneau's waterfront.

2018 Juneau Renewable Energy Strategy

Chapter	Page No.	Item	Summary
Apx A,B	A13, B8	Long Term actions: Require all cruise ships and other large commercial ships to have the capacity to plug into Juneau's electric energy supply when in port.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.
Apx A,B	A13, B8	Mandate new commercial docks to provide electric plug-ins for cruise ships and other commercial vessels, and require that ships use electric power whenever available.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.

2011 Juneau Climate Action and Implementation Plan

Chapter	Page No.	Item	Summary
Strategy T6-A	43	Long Term actions: Require all cruise ships and other large commercial ships to have the capacity to plug into Juneau's electric energy supply when in port.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.
Strategy T6-A	43	Mandate new commercial docks to provide electric plug-ins for cruise ships and other commercial vessels, and require that ships use electric power whenever available.	The proposed dock includes cable trays and structure for integrating future shore power connections once the municipal feed is available (**Attachment A2, page 12**). However, a line capable of providing power needed is not currently proximate to the project.

Juneau Solid Waste Action Plan (no date) – no specific requirements.

Juneau 2008 Solid Waste Management Strategy – no specific requirements.

2015 Juneau Economic Development Plan – no specific insights or requirements.

The **Juneau Commission on Sustainability Annual Report (2022)** listed dock electrification as the top transportation priority. https://juneau.org/engineering-public-works/jcos

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 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?

Analysis: The application is for up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. The project includes a floating steel dock up to 70 feet wide and 500 feet long.

The uplands uses listed at CBJ 49.25.300:

- 1.300: Multi-family dwellings
- 2.200: Storage and display of goods with greater or equal to 5,000 square feet and/or 20 percent of gross floor area of outside merchandising of goods.
- 5.300: Libraries, museums and art galleries.
- 8.100 Restaurants without drive-through.
- 10.510 Moorage, commercial
- 21.300: Visitor, cultural facilities related to features of the site

Each use requires a conditional use permit because the project constitutes major development:

- More than 12 residences
- More than 10,000 square feet of commercial uses

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: No further analysis required.

Finding: Yes. With the recommended conditions, the proposed development will comply with Title 49, including vehicle parking, lighting, vegetative cover, structures design and seawalk access.

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

Analysis: No further analysis needed.

Finding: No. With appropriate conditions, the requested use, in MU2 and Waterfront Commercial zoning districts, will not 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?

Analysis: No further analysis needed.

Finding: No. With appropriate conditions, the requested use, in MU2 and Waterfront Commercial zoning districts, will substantially decrease the value or be out of harmony with the property in the neighboring area.

6. Will the proposed development be in conformity with officially adopted plans?

Analysis: No further analysis required.

Finding: Yes. The proposed use, with the recommended conditions, will conform with the 2013 Comprehensive Plan, 2022 Long Range Waterfront Plan Amendment, 2004 Long Range Waterfront Plan, 2018 Juneau Renewable Energy Strategy, and 2011 Juneau Climate Action and Implementation Plan.

RECOMMENDATION

Staff recommends 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 Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

The approval is subject to the following conditions:

1. A Temporary Certificate of Occupancy will not be issued for the dock until the tidelands lease is recorded.
2. The minimum width of the Applicant – constructed seawalk on the south side of the lot will be 16 feet wide. The minimum width of the Applicant-constructed seawalk on the west side of the lot will be 20 feet.
3. Before Temporary Certificate of Occupancy for any phase or element of the project, the Applicant will record an easement for CBJ maintenance and management of the seawalk. The easement will be at least 16 feet wide on the south side of the lit, and 20 feet wide on the west side of the lot. The easement will be comparable to such easements in place for other dock owners.
4. The Applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use.
5. The dock owner will, at their own expense, provide shore power within 24 months after an appropriately-sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.
6. Prior to issuance of a building permit, the Applicant must provide a navigability study that includes explicit consideration of access impacts to:
   - Alaska Steam Dock.
   - Cruse Ship Terminal.
   - USCG/NOAA docks.
   - Large traffic, such as material or fuel barges, transiting Gastineau Channel under the bridge.
   - The AJT Mining Properties, Inc. dock.
   - Aircraft using the area for landing and taxiing to the float plane docks.
7. The dock is limited to one large cruise ship (750 feet or more in length OR 950 or more passengers passengers) each 24 hour period beginning at midnight.

8. The dock will not accommodate hot berthing.
9. The dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity.

STAFF REPORT ATTACHMENTS

Item	Description
Attachment A1	Application Packet – Application Forms
Attachment A2	Application Packet - Summary Documents
Attachment A3	Application Packet - Site plans and elevations
Attachment A4	Application Packet - Renderings
Attachment A5	Application Packet - Traffic Impact Analysis – Final Draft
Attachment B	Assembly Committee of the Whole: 2023 Cruise Season Presentation Materials
Attachment C	Ordinance 2022-12(am): Amendment to the Long Range Waterfront Plan
Attachment D	City Attorney Memo: "Preliminary Legal Issues with Managing Tourism"
Attachment E	Agency Review Comments
Attachment F	Abutters Notices
Attachment G	Public Notice Sign
Attachment H	Public Comments
Attachment I	2004 Long Range Waterfront Plan, Chapter 3.3 (Area B)

Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 28, 2023 3:00 PM
To: Alexandra Pierce
Subject: FW: USE23-03: Subport Development - agency comments
Attachments: 03 TIA Aak'w Landing Study 05.19.23 vs USCG Bulkhead, Mooring Dolphin, and Ice Breaker dimentions.pdf

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From: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Sent: Wednesday, June 28, 2023 12:51 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>; Meek, Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>; Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA) <Mitchell.P.Schumacher@uscg.mil>
Subject: RE: USE23-03: Subport Development - agency comments

Thanks Irene, we'll confer with our security folks to see if a CBJ reasonable accommodation for security concerns would be fitting or not.

Regarding the bulkhead comment. I've attached a graphic to help illustrate the concern (red line shows bulkhead) and appreciate that Huna Totem will ensure they work with us on that aspect.

CDR Tracey Torba
CEU Juneau CO
(M): 907-723-0316
Chat on MS Teams

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 3:40 PM
To: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Cc: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>; Meek, Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>; Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA) <Mitchell.P.Schumacher@uscg.mil>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: [URL Verdict: Neutral][Non-DoD Source] RE: USE23-03: Subport Development - agency comments

Hello CBR Torba,

Below are initial responses to your concerns. Please advise if you have any concerns or additions.

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 x4130

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---

From: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Sent: Friday, June 23, 2023 10:17 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>; Meek, Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>; Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA) <Mitchell.P.Schumacher@uscg.mil>
Subject: RE: USE23-03: Subport Development - agency comments

Good Afternoon Ms. Gallion,

I'll be your USCG POC for agency reviews going forward. Below are our comments:

- Concerning increased traffic on Whittier Street: STA Juneau needs to maintain unimpeded access to the pier. STA Juneau regularly transports crews and boats on the road system from downtown to Auke Bay for operations. CBJ requires rights-of-way remain clear for movement of pedestrians and vehicles. If the right-of-way will be blocked or used for other purposes, a ROW Permit will be required.
- Concerning on-street parking along Whittier Street: STA Juneau and the Buoy Deck utilize that public parking for overflow. Should it get repurposed, there will be an impact on Coast Guard use, along with patrons of the Buoy Deck restaurant/bar. Unless waivered or within the No Parking Required Area, property owners are expected to maintain adequate parking for their uses on their property. CBJ does not allow back-out parking onto rights-of-way for commercial uses. The Applicant has not included the Whittier Street spaces in their parking calculations, and showed them conceptually.
- Concerning significant increase to pedestrian traffic along Whittier Street: based on the projections and conceptual design, STA Juneau's security posture will require an upgraded stance, which will incur costs to the USCG. This note is not a request for funding, it is solely provided for awareness of the impact. If CBJ can facilitate reasonable accommodation through permitting or design please open that conversation with me, and I'll get you to the right Department depending on the proposal.
- Page 36 Existing Site Plan shows Huna Totem property line extended onto USCG property. We suspect they show it that way due to a 35' revocable permit that was previously in place with the State of Alaska when our wharf extended to the mooring dolphin and the State had a building located roughly where Tracy's Crab Shack is now. The permit was so they could access their building. Upon demolition of the building and transfer of the property to the Mental Health Trust the permit was dissolved. This information was passed to Fred Parady at Huna Totem on 11/15/2022. Pages 37-39 appear to have their planned seawalk partially on USCG property which is not allowable. I reached out to the applicant on this concern. No element of the development will extend into Coast Guard property. They are aware of the expired 35-foot easement. They are anticipating some supplemental survey that will clean up the drawings during design.
- According to our records, we own the bulkhead that runs along their property and our dock; what measures will be taken to ensure Huna Totem's planned construction does not compromise our bulkhead? If the bulkhead

extends onto Applicant property, they will work with you regarding the encroachment. They anti
there are encroachments, they are very minor. They do not anticipate excavation work near your bulkhead, and will design their work to protect existing USCG structures.

Please don't hesitate to contact me with any questions or concerns. I look forward to working with you on this effort.

Respectfully,

CDR Tracey Torba, PE, PMP
Commanding Officer
U.S. Coast Guard Civil Engineering Unit Juneau
709 West Ninth Street | Juneau, AK| 99801
O: 907-463-2412| M: 907-463-2412
Chat on MS Teams
Call me on MS Teams

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, May 30, 2023 10:02 AM
To: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Subject: [URL Verdict: Neutral][Non-DoD Source] USE23-03: Subport Development - agency comments

Hello all,

Attached are revised application materials for proposed development of a cruise ship dock and associated uplands infrastructure. You can find additional information at our web site: https://juneau.org/community-development/short-term-projects

The Conditional Use Permit hearing has been scheduled for July 11, 2023.

Please have comments to CBJ by **June 26, 2023** for inclusion in the staff report. Comments received between June 26, 2023 and July 7, 2023 at noon will be forwarded directly to the Planning Commission. Comments received after July 7, 2023 at noon cannot be accepted.

Note that the purpose of the Planning Commission hearing and Conditional Use Permit process is to assure the project meets local codes and complies with local plans. We recognize that this project will still require permits from other local, state and federal agencies.

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 x4130

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Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 28, 2023 8:49 AM
To: Irene Gallion
Subject: USE23-03: Familiarization

Greetings, Commissioners:

On July 11, 2023 you'll be hearing a Conditional Use Permit application from Huna Totem for subport uplands and dock development.

The Commission's role will be evaluating this individual project for compliance with code and plans. The Assembly, through the Tidelands Lease project, will have the opportunity to manage tourism impacts systemically.

In advance of the meeting, you may want to familiarize yourself with some applicable documents found at our Short Term web site: https://juneau.org/community-development/short-term-projects

When you click the "+" next to USE2023 0003, you can scroll down to "Resources." This includes:

- Long Range Waterfront Plan (LRTP), Amendment: This document was written specifically to condition a dock development at the subport.
- Long Range Waterfront Plan, Subarea B: This section of the Long Range Waterfront Plan is specific to development in the subport area.
- Limiting visitors: This memo from the City Attorney outlines the legal challenges to limiting visitors.
- State of the Visitor Industry: This is a presentation that the Tourism Manager made to the Assembly Committee of the Whole on April 3, 2023. The video is poor, so the slide deck she refers to is linked at the web site. YouTube Link: https://www.youtube.com/watch?v=8w_xyEeg-34 You can start watching the video at time stamp 1:17:40.

The web page includes a public process timeline, starting with Norwegian Cruise Line purchase of the property, and linking to support documents for meetings that have been held.

The recommendations that led to LRTP update come from the Visitor Industry Task Force (VITF). VITF charter and products can be found at this web site, along with other tourism resources: https://juneau.org/manager/tbmp

Please be mindful of conversations that might impact your ability to hear this case. If you have any concerns about conflicts, please contact Attorney Sherri Lane.

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 x4130

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Irene Gallion

From: Irene Gallion
Sent: Wednesday, June 28, 2023 9:10 AM
To: Corey Wall;Fred Parady
Subject: FW: Traffic Impact Analysis for Huna Totem Aak'w Landing project

FYI – Corey told me you had not received DOT's comments, see below. This is also an attachment in the staff report.

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, June 26, 2023 2:01 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Purves, Nathan A (DOT) <nathan.purves@alaska.gov>; Thater, Steven P (DOT) <steven.thater@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Irene,

The outcome of a very productive meeting between the Department, DOWL, Huna Totem and Jensen Yorba Wall this morning culminated in the following adjustments to the previously provided feedback on the review of the subject TIA. Hopefully this is not too late, but please submit this as DOT&PF's comments on the TIA.

The review of the provided TIA for the proposed development garnered the following feedback from the respective sections within the Department.

Planning: No objections from Planning. The assumed no build growth rate seems high at 2%; however, I note it was confirmed by DOT&PF. As well, mitigation is included for the Egan/Whittier intersection, so I am not concerned that the no build growth rate impacts the final outcome.

Environmental: No comment at this time from Environmental concerning the TIA and potential traffic impacts.

Traffic and Safety: Traffic and Safety is working with DOWL to ensure that a revised Traffic Impact Analysis meets the needs of the Department and addresses pertinent mitigation measures necessary to successfully flow traffic in the best interests of the traveling public.

Maintenance and Operations: No comment.

Right of Way: Per 17 AAC 10.060 the developers will be required to submit an application for an approach road permit as the proposed development significantly changes the current land use of the subject property and traffic flow into the established DOT&PF facility, specifically at the Egan/Whittier intersection. As part of the permitting process, the Department will build a memorandum of agreement with the developer to address any and all mitigation measures needed to alleviate traffic flow issues that may arise from the subject properties change of use. At this time, the subject Traffic Impact Analysis is preliminary and will be modified to address potential traffic flow mitigation measures as they are identified. For further Right of Way permitting questions, please contact Right of Way Agent, Arthur Drown Phone: 907-465-4517 or email arthur.drown@alaska.gov to work through the permitting process.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, June 16, 2023 1:53 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

Not nagging, just checking – does it look like you'll have comments by June 26th?

Thank you, have a good weekend!

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Tuesday, May 30, 2023 7:59 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Thank you for this information Irene,

I put the TIA out for Department wide review, I will compile any comments provided and return a summary to you prior to the deadline.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, May 26, 2023 4:18 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>; Scott Ciambor <Scott.Ciambor@juneau.gov>

Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Hi Arthur,

The Huna Totem project is scheduled for the July 11 Planning Commission meeting.

For DOT analysis or concerns to be considered in the staff report, it must be received by June 26.

If you miss that deadline, review notes and memos can still be accepted through July 7 at noon, but will not be included in the staff analysis. If this is the case, I'd recommend that DOT develop a memo that clearly states conditions they'd like to see added to the permit.

Thanks! Have a good weekend,

IMG

From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:50 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Perfect, thank you Scott.

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 3:49 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

You don't often get email from scott.ciambor@juneau.gov. Learn why this is important

Hi Arthur –
This study was one of the last items needed for their Conditional Use Permit application. The Planning Commission hearing on this case will likely be in July/August – I'll be sure to have Irene reach out once it is set. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/ | PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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From: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Sent: Monday, May 22, 2023 3:36 PM
To: Scott Ciambor <Scott.Ciambor@juneau.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Good afternoon Scott,

Thank you for passing this along. I will disseminate to the appropriate parties within the department for review. Is there currently public hearing or planning commission agenda regarding the review of the development? If there is it may be good to loop us in after the TIA is reviewed in order to provide comment.

Thank you,

Arthur Drown
Right of Way Agent
Property Management, Right of Way
Department of Transportation & Public Facilities
Southcoast Region
6860 Glacier Hwy, Juneau, AK 99801
(907)465-4517

From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Monday, May 22, 2023 2:02 PM
To: Drown, Arthur EE (DOT) <arthur.drown@alaska.gov>
Cc: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Traffic Impact Analysis for Huna Totem Aak'w Landing project

Some people who received this message don't often get email from scott.ciambor@juneau.gov. Learn why this is important

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Arthur and Michael -
Since Irene is on vacation, I wanted to forward the Traffic Impact Analysis for Huna Totem Aak'w Landing project that we received on Friday. Thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

Fostering excellence in development for this generation and the next.

Irene Gallion

From: Ilsa Lund
Sent: Wednesday, June 28, 2023 9:32 AM
To: Irene Gallion
Cc: Lily Hagerup
Subject: RE: USE23-03: Familiarization

Done!

Lily, I added this initial email to the case folder additional materials as well as the meeting folder.

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Fostering excellence in development for this generation and the next.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 28, 2023 9:30 AM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>
Cc: Lily Hagerup <Lily.Hagerup@juneau.gov>
Subject: RE: USE23-03: Familiarization

Just the e mail, thank you!

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Wednesday, June 28, 2023 9:26 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Lily Hagerup <Lily.Hagerup@juneau.gov>
Subject: RE: USE23-03: Familiarization

Sounds good, Irene. Just to clarify regarding the additional materials: you want just the email, or copies of all the documents in the resources section printed for the packet as well?
Thanks!

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Fostering excellence in development for this generation and the next.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 28, 2023 8:59 AM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: RE: USE23-03: Familiarization

Excellent. This will go in the additional materials folder.

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Wednesday, June 28, 2023 8:52 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: USE23-03: Familiarization

Got it!

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Fostering excellence in development for this generation and the next.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 28, 2023 8:49 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: USE23-03: Familiarization

Greetings, Commissioners:

On July 11, 2023 you'll be hearing a Conditional Use Permit application from Huna Totem for subport uplands and dock development.

The Commission's role will be evaluating this individual project for compliance with code and plans. The Assembly, through the Tidelands Lease project, will have the opportunity to manage tourism impacts systemically.

In advance of the meeting, you may want to familiarize yourself with some applicable documents found at our Short Term web site: https://juneau.org/community-development/short-term-projects

When you click the "+" next to USE2023 0003, you can scroll down to "Resources." This includes:

- Long Range Waterfront Plan (LRTP), Amendment: This document was written specifically to cond development at the subport.
- Long Range Waterfront Plan, Subarea B: This section of the Long Range Waterfront Plan is specific to development in the subport area.
- Limiting visitors: This memo from the City Attorney outlines the legal challenges to limiting visitors.
- State of the Visitor Industry: This is a presentation that the Tourism Manager made to the Assembly Committee of the Whole on April 3, 2023. The video is poor, so the slide deck she refers to is linked at the web site. YouTube Link: https://www.youtube.com/watch?v=8w_xyEeg-34 You can start watching the video at time stamp 1:17:40.

The web page includes a public process timeline, starting with Norwegian Cruise Line purchase of the property, and linking to support documents for meetings that have been held.

The recommendations that led to LRTP update come from the Visitor Industry Task Force (VITF). VITF charter and products can be found at this web site, along with other tourism resources: https://juneau.org/manager/tbmp

Please be mindful of conversations that might impact your ability to hear this case. If you have any concerns about conflicts, please contact Attorney Sherri Lane.

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 x4130

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Sent: Wednesday, June 28, 2023 12:51 PM
To: Irene Gallion
Cc: Sprenger, Paul A CIV USCG D17 (USA);randall.p.vigil@USACE.army.gov;matthew.t.brody@usace.army.mil;Stiles, Dave D. LCDR USCG SEC JUNEAU (USA);Meek, Moira H LT USCG CGC LIBERTY (USA);Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA)
Subject: RE: USE23-03: Subport Development - agency comments
Attachments: 03 TIA Aak'w Landing Study 05.19.23 vs USCG Bulkhead, Mooring Dolphin, and Ice Breaker dimentions.pdf

Thanks Irene, we'll confer with our security folks to see if a CBJ reasonable accommodation for security concerns would be fitting or not.

Regarding the bulkhead comment. I've attached a graphic to help illustrate the concern (red line shows bulkhead) and appreciate that Huna Totem will ensure they work with us on that aspect.

CDR Tracey Torba
CEU Juneau CO
(M): 907-723-0316
Chat on MS Teams

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 3:40 PM
To: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Cc: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>; Meek, Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>; Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA) <Mitchell.P.Schumacher@uscg.mil>; Irene Gallion <Irene.Gallion@juneau.gov>
Subject: [URL Verdict: Neutral][Non-DoD Source] RE: USE23-03: Subport Development - agency comments

Hello CBR Torba,

Below are initial responses to your concerns. Please advise if you have any concerns or additions.

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 x4130

Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-develop... are-we-doing

From: Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>
Sent: Friday, June 23, 2023 10:17 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Cc: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>; Meek, Moira H LT USCG CGC LIBERTY (USA) <Moira.H.Meek@uscg.mil>; Schumacher, Mitchell P LCDR USCG CEU JUNEAU-ASSET L (USA) <Mitchell.P.Schumacher@uscg.mil>
Subject: RE: USE23-03: Subport Development - agency comments

Good Afternoon Ms. Gallion,

I'll be your USCG POC for agency reviews going forward. Below are our comments:

- Concerning increased traffic on Whittier Street: STA Juneau needs to maintain unimpeded access to the pier. STA Juneau regularly transports crews and boats on the road system from downtown to Auke Bay for operations. CBJ requires rights-of-way remain clear for movement of pedestrians and vehicles. If the right-of-way will be blocked or used for other purposes, a ROW Permit will be required.
- Concerning on-street parking along Whittier Street: STA Juneau and the Buoy Deck utilize that public parking for overflow. Should it get repurposed, there will be an impact on Coast Guard use, along with patrons of the Buoy Deck restaurant/bar. Unless waivered or within the No Parking Required Area, property owners are expected to maintain adequate parking for their uses on their property. CBJ does not allow back-out parking onto rights-of-way for commercial uses. The Applicant has not included the Whittier Street spaces in their parking calculations, and showed them conceptually.
- Concerning significant increase to pedestrian traffic along Whittier Street: based on the projections and conceptual design, STA Juneau's security posture will require an upgraded stance, which will incur costs to the USCG. This note is not a request for funding, it is solely provided for awareness of the impact. If CBJ can facilitate reasonable accommodation through permitting or design please open that conversation with me, and I'll get you to the right Department depending on the proposal.
- Page 36 Existing Site Plan shows Huna Totem property line extended onto USCG property. We suspect they show it that way due to a 35' revocable permit that was previously in place with the State of Alaska when our wharf extended to the mooring dolphin and the State had a building located roughly where Tracy's Crab Shack is now. The permit was so they could access their building. Upon demolition of the building and transfer of the property to the Mental Health Trust the permit was dissolved. This information was passed to Fred Parady at Huna Totem on 11/15/2022. Pages 37-39 appear to have their planned seawalk partially on USCG property which is not allowable. I reached out to the applicant on this concern. No element of the development will extend into Coast Guard property. They are aware of the expired 35-foot easement. They are anticipating some supplemental survey that will clean up the drawings during design.
- According to our records, we own the bulkhead that runs along their property and our dock; what measures will be taken to ensure Huna Totem's planned construction does not compromise our bulkhead? If the bulkhead extends onto Applicant property, they will work with you regarding the encroachment. They anticipate that, if there are encroachments, they are very minor. They do not anticipate excavation work near your bulkhead, and will design their work to protect existing USCG structures.

Please don't hesitate to contact me with any questions or concerns. I look forward to working with you on this effort.

Respectfully,

CDR Tracey Torba, PE, PMP
Commanding Officer
U.S. Coast Guard Civil Engineering Unit Juneau
709 West Ninth Street | Juneau, AK| 99801
O: 907-463-2412| M: 907-463-2412
Chat on MS Teams
Call me on MS Teams

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Tuesday, May 30, 2023 10:02 AM
To: Sprenger, Paul A CIV USCG D17 (USA) <Paul.Sprenger@uscg.mil>; randall.p.vigil@USACE.army.gov; matthew.t.brody@usace.army.mil
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <Dave.D.Stiles@uscg.mil>
Subject: [URL Verdict: Neutral][Non-DoD Source] USE23-03: Subport Development - agency comments

Hello all,

Attached are revised application materials for proposed development of a cruise ship dock and associated uplands infrastructure. You can find additional information at our web site: https://juneau.org/community-development/short-term-projects

The Conditional Use Permit hearing has been scheduled for July 11, 2023.

Please have comments to CBJ by **June 26, 2023** for inclusion in the staff report. Comments received between June 26, 2023 and July 7, 2023 at noon will be forwarded directly to the Planning Commission. Comments received after July 7, 2023 at noon cannot be accepted.

Note that the purpose of the Planning Commission hearing and Conditional Use Permit process is to assure the project meets local codes and complies with local plans. We recognize that this project will still require permits from other local, state and federal agencies.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Thursday, June 29, 2023 11:05 AM
To: Irene Gallion
Cc: Corey Wall;Mickey Richardson
Subject: RE: USE23-03: D&H Comment

Irene:

Our intent is for tour boat loading on the other side of the dock, so the narrative description remains accurate.

The small vessel moorage is conceptual at this point. It will be refined as the project proceeds and specific users/tours are identified. There are no finger slips on our current docks in Hoonah.

Winter use is possible but that is not the current intent of the facility.

Could you please give me a call when you have a moment? I have tried your office several times but am routed to voicemail, so I thought it better to email my request.

Fred

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Monday, June 26, 2023 4:07 PM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: D&H Comment
Importance: High

Hi Fred and Corey,

There is one comment received from Docks and Harbors that I am unable to address:

Docks & Harbors requests the applicant provide clarity to the finger floats shown in the renderings. What size of slips are proposed and how will these slips be utilized in the off-season.

At one point, the narrative had said that the dock might accommodate "dayboats, tenders or small watercraft." Is that the intent, or is there something more specific?

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 x4130

.

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Jill Maclean
Sent: Thursday, June 29, 2023 4:42 PM
To: Irene Gallion
Subject: RE: USE23-03: Draft MR

Hi – I made some changes and saved with my initials. Thanks for being so on top of this one—so many details.

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Wednesday, June 28, 2023 8:26 AM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Subject: USE23-03: Draft MR

I:\DOCUMENTS\CASES\2023\USE\USE23-03 Huna Totem Aak'w Landing\05 Staff Report and Director's Report\Director's Report Template.docx

For your editing.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Alexandra Pierce
Sent: Friday, June 30, 2023 4:36 PM
To: Irene Gallion
Subject: draft PC memo
Attachments: 6.30.23_PCMemo_USE20230003_APierce.docx

For your eyes only, is this what you had in mind?

Alexandra Pierce | Tourism Manager
City & Borough of Juneau, AK
Location: 155 South Seward Street
Cell: 907.500.8677

MEMORANDUM

DATE: October 10, 2023

TO: City and Borough of Juneau Planning Commission

FROM: Alexandra Pierce, Tourism Manager

SUBJECT: USE2023 0003

I have reviewed the staff report for USE2023 0003 and I am offering revisions to three recommended conditions to align with the work of the Visitor Industry Task Force (VITF) and the memoranda of agreement in place between CBJ and the cruise lines currently calling on Juneau. Condition numbers below are based on the numbers assigned on page 30 of the staff report.

Condition #5
Proposed Revision: The dock owner will, at their own expense, construct all necessary infrastructure and provide shore power within 24 months after an appropriately sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.

Discussion: The VITF recommended that the dock be electrified. This condition recognizes the complication of getting power to the site. The revision clarifies the applicant's responsibility.

Condition #7
Proposed Revision: The dock is limited to one ~~large~~ cruise ship ~~(750 feet or more in length OR 950 or more passengers)~~ each 24-hour period beginning at midnight.

Discussion: The VITF recommended that one side of the dock be available for cruise ship moorage regardless of ship size.

Condition #9
Proposed Revision: The dock will not accommodate lightering from a cruise ship at anchor ~~if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity~~.

Discussion: The VITF recommended that CBJ and the cruise lines establish a five-ship limit. Further, the VITF discussed closing the anchorage with if a fifth dock is constructed. A municipally operated lightering facility already exists. The addition of another lightering facility for ships of any size has traffic and parking implications not contemplated in the application submitted.

Irene Gallion

From: Irene Gallion
Sent: Thursday, July 6, 2023 3:13 PM
To: Fred Parady;Corey Wall;Mickey Richardson;Russell Dick
Subject: RE: USE23-03: Packet posted, and materials reminder

Hi team, sorry for the multiple e mails. A few things to keep in mind.

The proposed conditions are on page 29. If you have any concerns with the conditions or would like to propose changes, that is something to put into your presentation.

I'm expecting we will have late-arriving materials, which should be posted at the site Friday afternoon. You'll be able to get additional materials here: https://juneau-ak.municodemeetings.com/

07/27/2023 - 5:00pm	Docks and Harbors Regular Board Meeting
07/25/2023 - 7:00pm	Regular Planning Commission
07/25/2023 - 12:00pm	Juneau Commission on Sustainability - Solid Waste Subcommittee
07/20/2023 - 12:00pm	Planning Commission - Title 49 Committee
07/19/2023 - 5:00pm	Docks and Harbors Operations Meeting
07/19/2023 - 12:00pm	Juneau Commission on Sustainability Worksession
07/17/2023 - 6:00pm	Assembly Committee of the Whole
07/13/2023 - 6:00pm	Airport Board
07/13/2023 - 5:15pm	Utility Advisory Board
07/11/2023 - 7:00pm	Regular Planning Commission

It will be under Item R, "Supplemental Materials," on the HTML agenda:

CITY AND BOROUGH OF JUNEAU

Regular Planning Commission

Tuesday, July 11, 2023 07:00 PM
Assembly Chambers/Zoom Webinar

https://juneau.zoom.us/j/88134375638 or 1-669-444-9171 Webinar ID: 881 3437 5638

A. **LAND ACKNOWLEDGEMENT**

We would like to acknowledge that the City & Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh!

B. **ROLL CALL**

C. **REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA**

D. **APPROVAL OF MINUTES**

1. June 13, 2023 Draft Minutes, Regular Planning Commission

Minutes Regular PC_6.13.23_draft.pdf (0.19 MB)

E. **BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION**

F. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

G. **ITEMS FOR CONSIDERATION**

H. **CONSENT AGENDA**

I. **UNFINISHED BUSINESS**

J. **REGULAR AGENDA**

2. **USE2023 0003:** Conditional Use Permit for Mixed Use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Project includes a floating steel dock up to 70 feet wide and 500 feet long

Applicant: Hoonah Totem Corperation

Location: Southwest corner of Egan Drive and Whittier Street

DIRECTOR'S REPORT

This application focuses on code and plan compliance of this proposal and is part of a larger process. The multi-step process for overall project approval was established by the Assembly when the subport was owned by NCL. There are three (3) major steps. The first step was amendment of the Long Range Waterfront Plan to allow a dock at the subport, which was completed in March of 2022. The second step is the Conditional Use Permit for the uplands and dock, providing review of code and plan compliance. The third step will be establishing a Tidelands Lease through the Lands and Resources Division. The Tidelands Lease is the authority of the Assembly and will occur at a future date.

RECOMMENDATION

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE Conditional Use Permit 2023 0003 with conditions.

Staff Report for USE2023 0003.pdf (68.06 MB)

K. **OTHER BUSINESS**

L. **STAFF REPORTS**

M. **COMMITTEE REPORTS**

N. **LIAISON REPORT**

O. **CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

P. **PLANNING COMMISSION COMMENTS AND QUESTIONS**

Q. **EXECUTIVE SESSION**

R. **SUPPLEMENTAL MATERIALS**

S. **ADJOURNMENT**

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

From: Irene Gallion
Sent: Thursday, July 6, 2023 3:00 PM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>; Mickey Richardson <Mickey@hunatotem.com>; Russell Dick <russell.dick@HunaTotem.com>
Subject: USE23-03: Packet posted, and materials reminder

https://meetings.municode.com/adaHtmlDocument/index?cc=JUNEAUAK&me=49fa8130e4ca472286af710b611747bc&ip=True

A reminder to have any presentation or additional materials to me by noon tomorrow, July 7, 2023. Prese materials are required to be posted on the web site for the public to look at, in case they are calling in rather than zooming.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Thursday, July 6, 2023 3:01 PM
To: Jill Maclean;Scott Ciambor
Subject: FW: USE23-03: Packet posted, and materials reminder

FYI

From: Irene Gallion
Sent: Thursday, July 6, 2023 3:00 PM
To: Fred Parady <FParady@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>; Mickey Richardson <Mickey@hunatotem.com>; Russell Dick <russell.dick@HunaTotem.com>
Subject: USE23-03: Packet posted, and materials reminder

https://meetings.municode.com/adaHtmlDocument/index?cc=JUNEAUAK&me=49fa8130e4ca472286af710b611747bc&ip=True

A reminder to have any presentation or additional materials to me by noon tomorrow, July 7, 2023. Presentation materials are required to be posted on the web site for the public to look at, in case they are calling in rather than zooming.

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Ilsa Lund
Sent: Thursday, July 6, 2023 1:22 PM
To: Jill Maclean
Subject: FW: 7/11 PC Second Ad
Attachments: First Ad for 07112023 PC.docx; First Ad for 07252023 PC.docx

Hi Jill,
Below is an example of what our ad proof looks like and attached is a Word doc example. Since there are not case numbers or locations, you could just list the activities. I've supplies a draft for you. Let me know if you need anything else.

FYI: This will get submitted tomorrow and the final proof will need to be approved by Tuesday at 9 a.m. for Wednesday publication, so even if we need to make a few tweaks before it gets published, we will have the opportunity to do that. Thanks!

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

Fostering excellence in development for this generation and the next.

From: Justin Price <justin.price@soundpublishing.com>
Sent: Monday, July 3, 2023 9:04 AM
To: City Clerk <City.Clerk@juneau.gov>; Lily Hagerup <Lily.Hagerup@juneau.gov>
Cc: Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: Re: 7/11 PC Second Ad

Good morning! I just want to make sure you got this. With the holiday tomorrow, the office will be closed, so today is the proofing deadline. Ten AM.
On Sun, Jul 2, 2023 at 1:00 PM Justin Price <justin.price@soundpublishing.com> wrote:

COMMUNITY DEVELOPMENT

TUESDAY, July 11, 2023

REGULAR PLANNING COMMISSION MEETING

7:00 P.M. – Virtual & In-Person Meeting

The following agenda items are scheduled:

Applicant: Huna Totem Corporation
Case No.: USE2023 0003
Location: 0 Egan Drive
Activity: Conditional Use Permit for mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Project includes a steel dock up to 70 feet wide and 500 feet long. Uplands located at southwest corner of Egan Drive and Whittier Street, zoned Mixed Use 2. Dock extends into tidelands, zone Waterfront Commercial.

This meeting will be held in person and by remote participation. To join the webinar, paste this URL into your browser: https://juneau.zoom.us/j/88134375638 Or telephone: 1-669-900-6833 or 1-253-215-8782 or 1-346-248-7799 or 1-929-436-2866 or 1-301-715-8592 or 1-312-626-6799 and enter Webinar ID: 881 3437 5638. You may also participate in person at City Hall; Assembly Chambers, 155 S. Seward Street, Juneau, AK.

To read materials associated with this agenda item please visit:
https://juneau-ak.municodemeetings.com/

COMMUNITY DEVELOPMENT

TUESDAY, July 25, 2023

REGULAR PLANNING COMMISSION MEETING

7:00 P.M. – Virtual & In-Person Meeting

The following agenda items are scheduled:

Applicant: City and Borough of Juneau- Planning Commission
Activities:

1. Title 49, Chapter 35:
2. Bungalow Lot Setbacks:
3. Rules of Order:

This meeting will be held in person and by remote participation. To join the webinar, paste this URL into your browser: https://juneau.zoom.us/j/81774378069 Or telephone: 1-669-900-6833 or 1-253-215-8782 or 1-346-248-7799 or 1-929-436-2866 or 1-301-715-8592 or 1-312-626-6799 and enter Webinar ID: 817 7437 8069. You may also participate in person at City Hall; Assembly Chambers, 155 S. Seward Street, Juneau, AK.

To read materials associated with this agenda item please visit:
https://juneau-ak.municodemeetings.com/

Irene Gallion

From: Irene Gallion
Sent: Friday, July 7, 2023 10:52 AM
To: Jill Maclean;Scott Ciambor
Cc: Lily Hagerup;Ilsa Lund;Minta Montalbo
Subject: USE23-03: NOD drafted

A draft NOD for this project is in the Admin folder: I:\DOCUMENTS\CASES\2023\USE\USE23-03 Huna Totem Aak'w Landing\03 To Admin\03 NOD

I imagine, with a case like this, modifications will be needed, BUT at least this can get you started.

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 x4130

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Fostering excellence in development for this generation and the next.

How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Ilsa Lund
Sent: Friday, July 7, 2023 10:45 AM
To: Irene Gallion
Subject: RE: Additional Materials?

Ok! Thanks for the update 😊

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, July 7, 2023 10:44 AM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: RE: Additional Materials?

My understanding is that the manager's office is sending something over, and that the applicant will have a presentation to us. So, at least 2 things.

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Friday, July 7, 2023 9:54 AM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: Additional Materials?

Hi Irene,
Are there/ do you expect there to be any additional materials for USE23-03? The deadline is noon today.
Thanks!

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

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Irene Gallion

From: Irene Gallion
Sent: Friday, July 7, 2023 3:26 PM
To: Jill Maclean;Scott Ciambor
Subject: USE23-03: Parady

His brother-in-law just passed, not sure if he will be at the meeting.

Fred still seems to be driving, but if you can't contact him and need something, I'd say Corey is your next best bet. That should be ok, since Mickey and Corey are the ones doing the heavy lifting at the presentation.

Corey Wall

Principal Architect

JENSEN YORBA WALL, INC.

522 West Tenth Street | Juneau, AK 99801

C 907-209-0366 | D 907-802-2351 | O 907-586-1070 | F 907-586-3959

www.jensenyorbawall.com

corey@jensenyorbawall.com

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Irene Gallion

From: Fred Parady <FParady@hunatotem.com>
Sent: Friday, July 7, 2023 12:00 PM
To: Irene Gallion;Mickey Richardson;Russell Dick;Corey Wall
Subject: FW: CUP PDF File
Attachments: Aak'w Landing - Juneau CUP 7-7-2023 PDF.pdf

Irene:

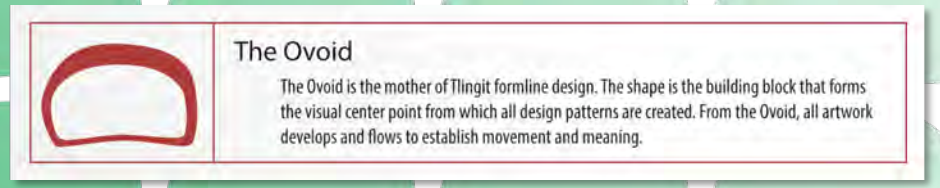
Here is the presentation for the Planning Commission meeting.

Fred

From: Mickey Richardson <Mickey@hunatotem.com>
Sent: Friday, July 7, 2023 11:57 AM
To: Fred Parady <FParady@hunatotem.com>
Subject: CUP PDF File

Àak'w Landing

JUNEAU



Huna Totem
DEVELOPMENT GROUP

HUNA TOTEM
CORPORATION

HTC Development Team

Russell Dick
President and CEO
Huna Totem

Fred Parady
Chief Operating Officer
Huna Totem

Steve Moller
Chief Business Development Oficer
Huna Totem/Icy Strait Point

Tyler Hickman
SVP
Icy Strait Point

Mike Reimers
Sr. Director – Port Development
Huna Totem/Icy Strait Point

Mickey Richardson
VP of Creative Development
Huna Totem/Icy Strait Point

Architecture
Interiors
Construction
Management

Wayne Jensen
President - Architect
Jensen Yorba Wall

Cory Wall
VP - Architect
Jensen Yorba Wall

Garth A. Schlemlein
Partner
Schlemlein Flick & Franklin

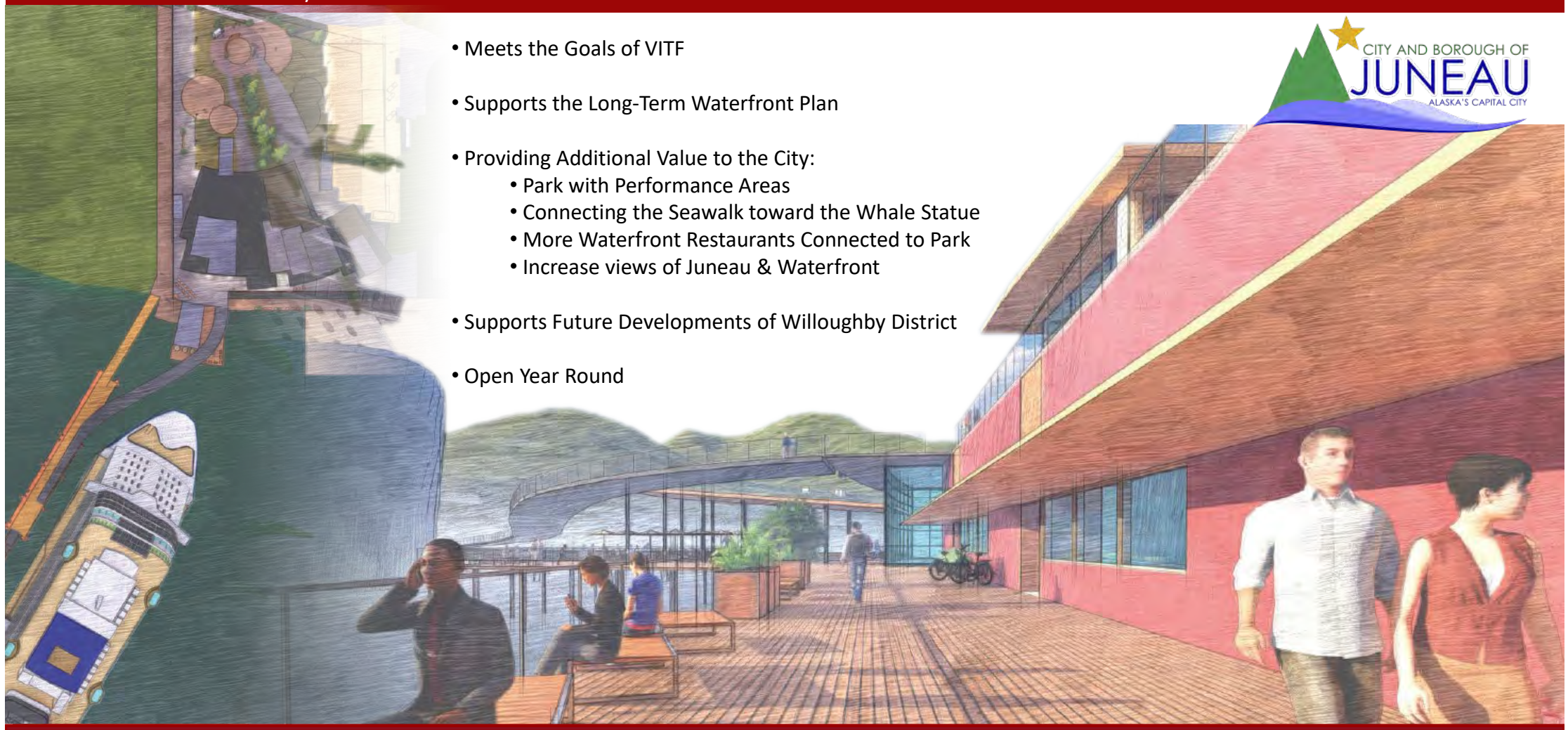
Bruce Walters
Construction Manager
Huna Totem

Turnagain Marine Construction

Josh Zellmer
Principle Engineer
Turnagain Marine

Huna Totem Corporation
Huna Totem
DEVELOPMENT GROUP

Where the Community Meets

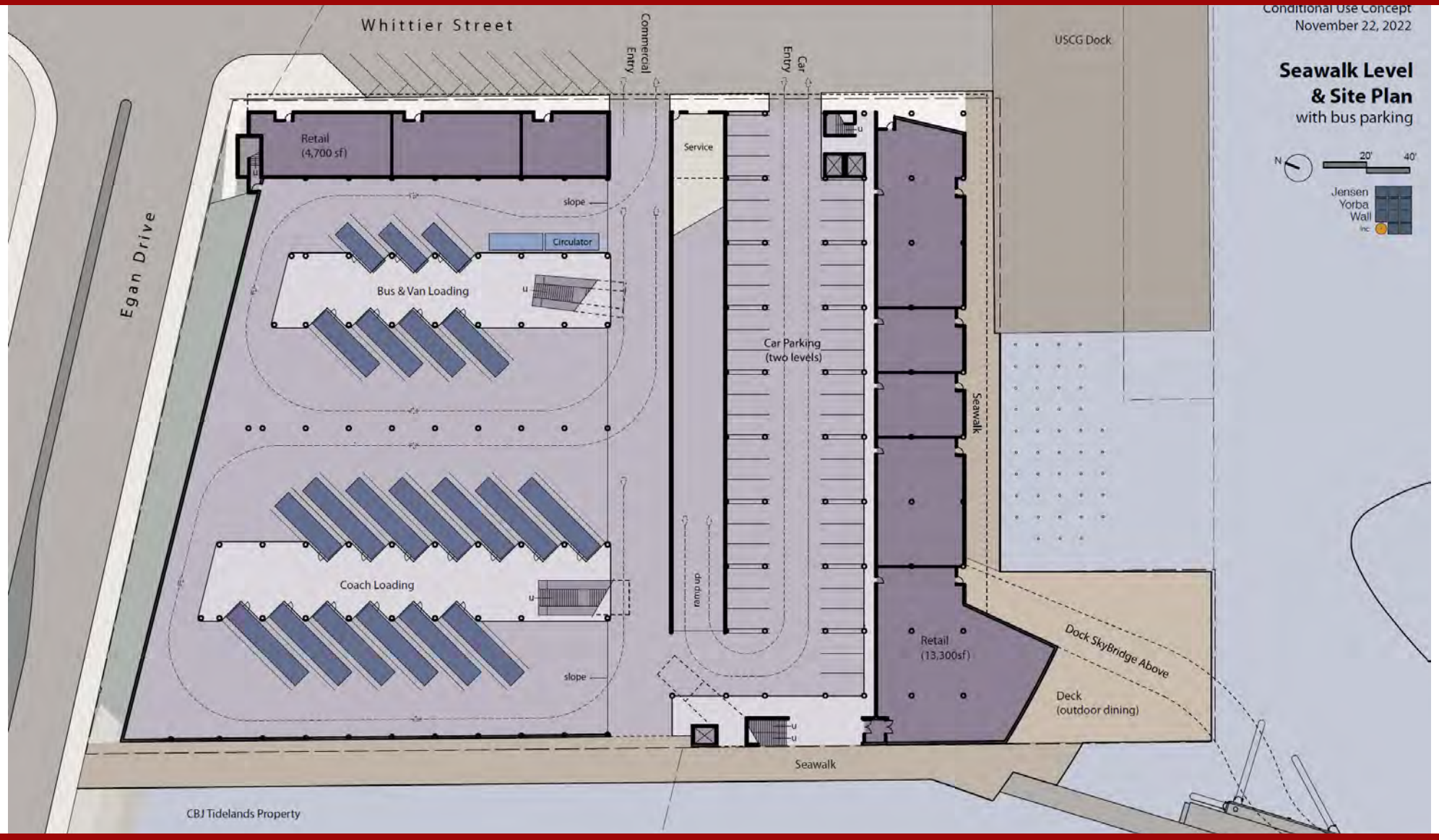


- Meets the Goals of VITF
- Supports the Long-Term Waterfront Plan
- Providing Additional Value to the City:
  - Park with Performance Areas
  - Connecting the Seawalk toward the Whale Statue
  - More Waterfront Restaurants Connected to Park
  - Increase views of Juneau & Waterfront
- Supports Future Developments of Willoughby District
- Open Year Round

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

HUNA TOTEM CORPORATION
Huna Totem DEVELOPMENT GROUP

Benefits of Separation of Buses & Turning Left – 1/5 Transfer



Minimal Concerns with Conditions

5. The dock owner will, at their own expense, provide shore power within 24 months after an appropriately[1]sized power line is within 25 feet of the property line. When shore power is provided, large ships using the dock will be required to use shore power instead of ship power.

➡ Transformer availability may affect the timeline.

7. The dock is limited to one (1) large cruise ship (750 feet or more in length OR 950 or more passengers) each 24 hour period beginning at midnight.

➡ Dock is designed with tour boat loading opposite side from the cruise ship.

9. The dock will not accommodate lightering from a cruise ship at anchor if that ship is over 750 feet in length or accommodates more than 950 passengers at full capacity.

HUNA TOTEM

CORPORATION

ICY STRAIT

—POINT—

HOONAH, ALASKA

Huna Totem

DEVELOPMENT GROUP

HUNA TOTEM

CORPORATION

Irene Gallion

From: Ilsa Lund
Sent: Friday, July 7, 2023 1:13 PM
Subject: 7/11 PC Meeting Additional Materials
Attachments: Aak'w Landing - Juneau CUP 7-7-2023 PDF.pdf

Hello Commissioners,
Attached is a brief presentation regarding USE2023 0003 from the applicant.

Have a fantastic weekend!

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

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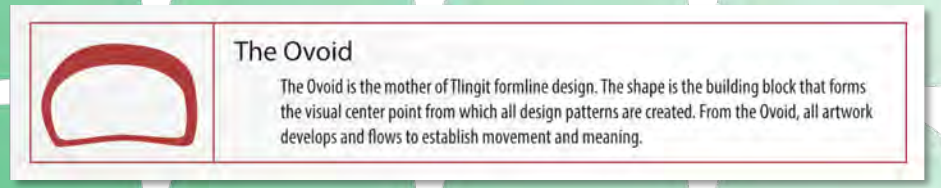
Àak'w Landing

JUNEAU



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VP - Architect
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Partner
Schlemlein Flick & Franklin

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Construction Manager
Huna Totem

Turnagain
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Josh Zellmer
Principle Engineer
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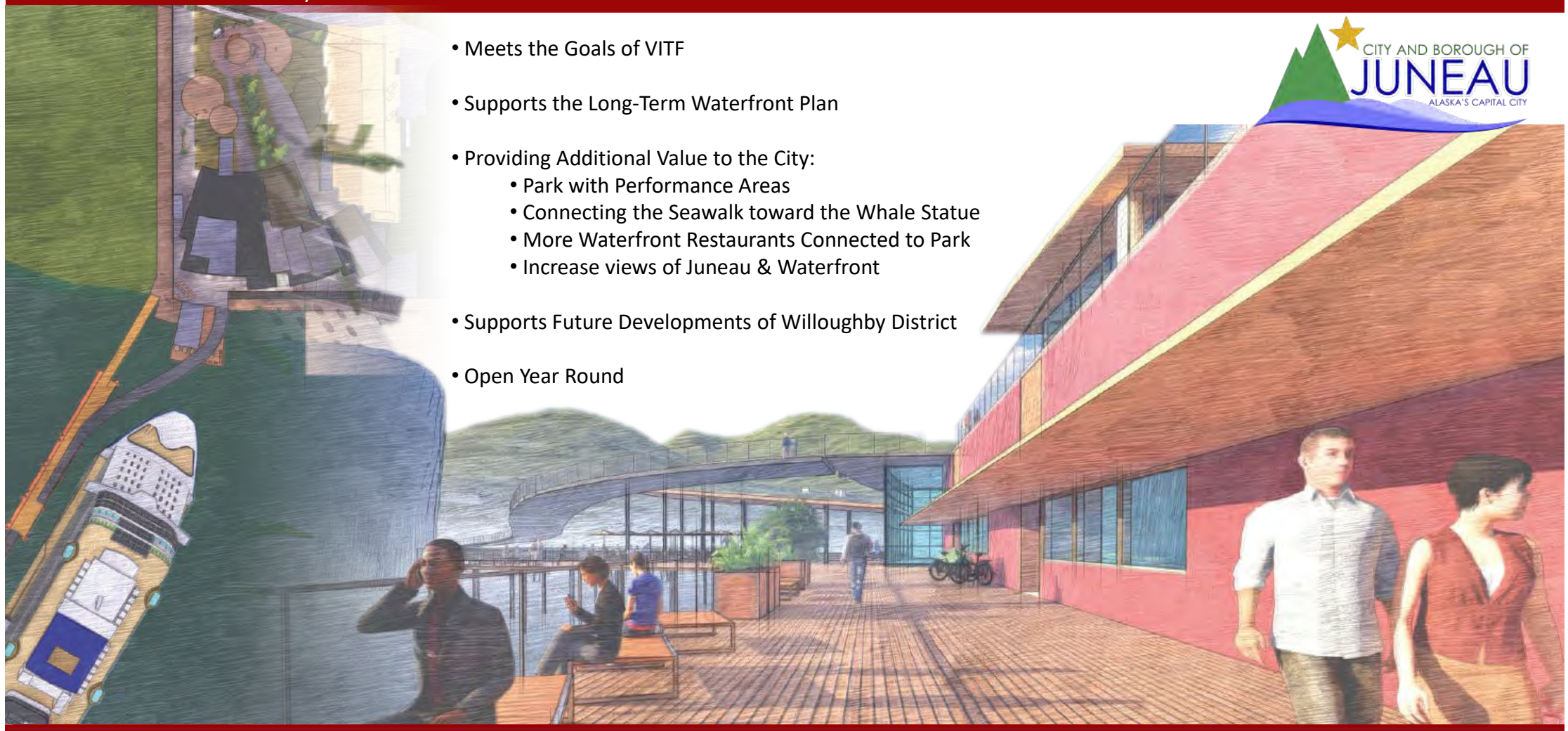
DEVELOPMENT GROUP

Where the Community Meets



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ALASKA'S CAPITAL CITY

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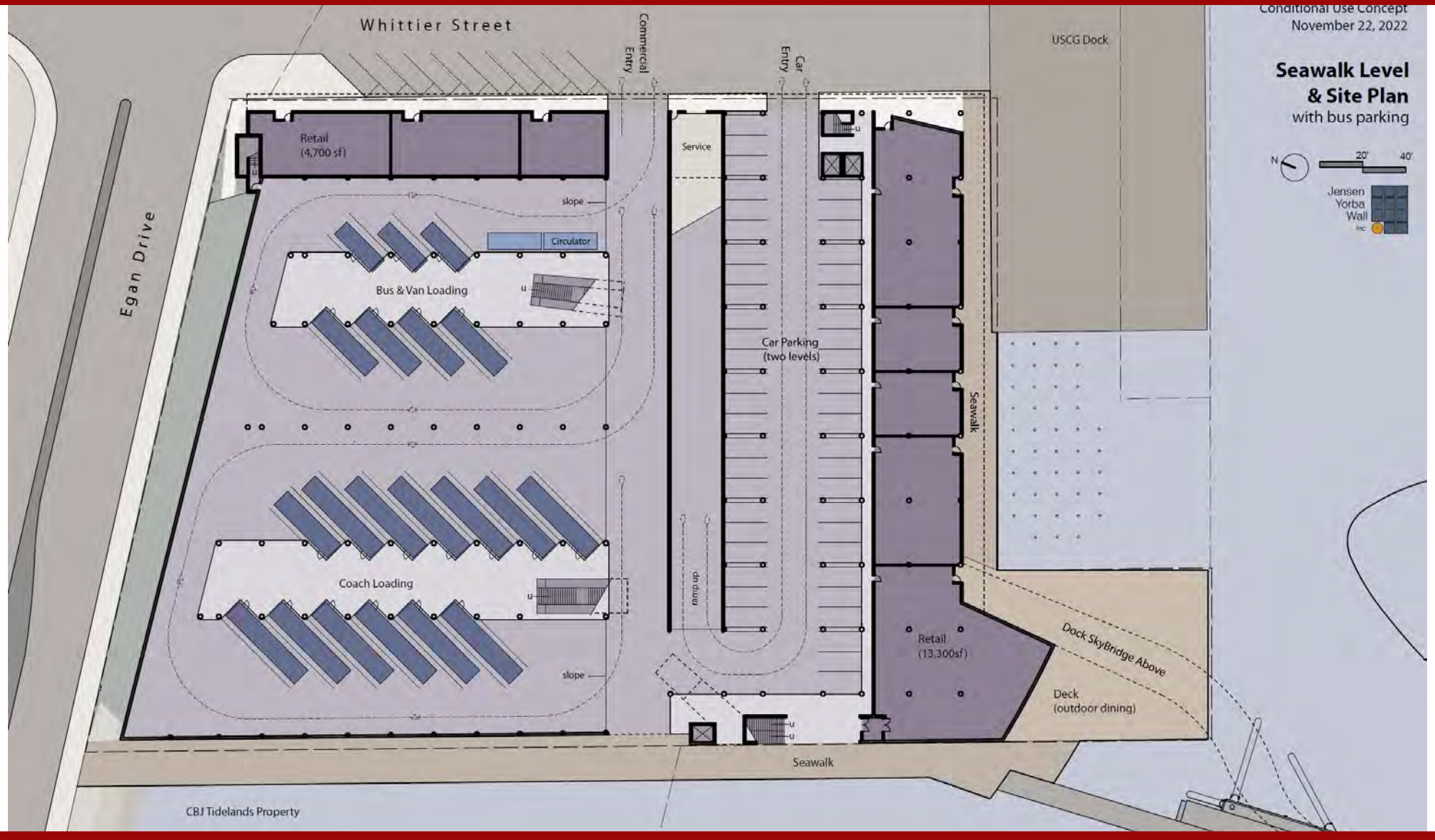

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CORPORATION

ICY STRAIT

—POINT—

HOONAH, ALASKA

Huna Totem

DEVELOPMENT GROUP

HUNA TOTEM

CORPORATION

Irene Gallion

From: Ilsa Lund
Sent: Friday, July 7, 2023 2:51 PM
To: Irene Gallion
Subject: RE: Did PC comments receive anything on Huna Totem?

Here are the citations for your reference.

B. Timely Material for Packet.
1. Material—including public comments, applicant comments, and supplemental staff reports—submitted to CDD before noon four days before the hearing (Friday at noon) is considered timely submitted and will be included in a packet for that meeting. Material submitted less than four days before a meeting is subject to the late submittal policy below. If justice so requires and with consultation with the Chair, the Director may extend the timely material deadline to noon the day before the hearing (Monday).

C. Late Material. Maps, graphics, photographs, and no more than the equivalent of two single-sided printed pages of written information are allowed to be submitted at the hearing when a person presents. Specifically, if the applicant, staff, or member of the public wishes to submit material after the timely material deadline (Friday 12 PM), that person or a representative for that person must (1) attend the meeting and present the material to the Commission during the opportunity for public comment, and (2) if appearing in person, provide fifteen copies of the written and/or illustrative material; if appearing remotely, email the material to the Community Development Department no later than 8 AM the day of the hearing.

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, July 7, 2023 2:40 PM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: RE: Did PC comments receive anything on Huna Totem?

So, Huna Totem could bring two pages in addition to what they've submitted?

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Friday, July 7, 2023 2:13 PM

To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Did PC comments receive anything on Huna Totem?

According to the Rules of Order, yes, it is too late to submit written comment; however, the individual my testify at the meeting. If they wish to present materials, they must bring 13 printed copies of their submission, which can't be longer than 2 pages.

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Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, July 7, 2023 2:03 PM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: RE: Did PC comments receive anything on Huna Totem?

So, too late, right?

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Friday, July 7, 2023 1:06 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Did PC comments receive anything on Huna Totem?

Not at all. I've been checking regularly and nothing has come in.

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

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From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, July 7, 2023 12:09 PM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>
Subject: Did PC comments receive anything on Huna Totem?

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 x4130

.

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Jill Maclean
Sent: Friday, July 7, 2023 6:11 PM
To: Irene Gallion
Subject: Re: Did PC comments receive anything on Huna Totem?

Correct.

Jill Maclean, AICP
Director Community Development
City & Borough of Juneau, Alaska

From: Irene Gallion <Irene.Gallion@juneau.gov>
Sent: Friday, July 7, 2023 2:52:42 PM
To: Jill Maclean <Jill.Maclean@juneau.gov>
Subject: FW: Did PC comments receive anything on Huna Totem?

Alix did not submit additional materials by the deadline, and will not be present. So, she cannot submit additional materials, correct?

From: Ilsa Lund <Ilsa.Lund@juneau.gov>
Sent: Friday, July 7, 2023 2:51 PM
To: Irene Gallion <Irene.Gallion@juneau.gov>
Subject: RE: Did PC comments receive anything on Huna Totem?

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From: Irene Gallion <Irene.Gallion@juneau.gov>
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Irene Gallion | Senior Planner
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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Irene Gallion
Sent: Friday, July 7, 2023 2:54 PM
To: Fred Parady;Mickey Richardson;Corey Wall
Subject: RE: USE23-03: Additional materials

Correction: **15 copies!**

From: Irene Gallion
Sent: Friday, July 7, 2023 2:53 PM
To: Fred Parady <FParady@hunatotem.com>; Mickey Richardson <Mickey@hunatotem.com>; Corey Wall <corey@jensenyorbawall.com>
Subject: USE23-03: Additional materials

You are the only ones to submit.

People who testify can provide up to two written pages if they provide 13 copies. So, if you wish to make corrections or modifications make sure you bring 13 copies.

Have a good weekend,

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 x4130

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How are we doing? Provide feedback here: https://juneau.org/community-development/how-are-we-doing

Irene Gallion

From: Ilsa Lund
Sent: Friday, July 7, 2023 2:41 PM
To: Scott Ciambor
Cc: Irene Gallion;Jill Maclean
Subject: RE: PC agenda change

I am fixing it as we speak and making sure it's not misspelled anywhere else.
Thanks!

Ilsa Lund | Administrative Assistant
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0715 ext. 4120

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From: Scott Ciambor <Scott.Ciambor@juneau.gov>
Sent: Friday, July 7, 2023 2:39 PM
To: Ilsa Lund <Ilsa.Lund@juneau.gov>
Cc: Irene Gallion <Irene.Gallion@juneau.gov>; Jill Maclean <Jill.Maclean@juneau.gov>
Subject: PC agenda change

Hi Ilsa – Jill got a note that the PC agenda lists has a spelling error for Huna Totem. (I think you may be on it already ☺)
thanks, scott

SCOTT CIAMBOR /SKAHT CHAM-bor/| PLANNING MANAGER
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0753 ext. 4127

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REGULAR PLANNING COMMISSION AGENDA

July 11, 2023 at 7:00 PM

Assembly Chambers/Zoom Webinar

https://juneau.zoom.us/j/88134375638 or 1-669-444-9171 Webinar ID: 881 3437 5638

A. LAND ACKNOWLEDGEMENT

We would like to acknowledge that the City & Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh!

B. ROLL CALL

C. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

D. APPROVAL OF MINUTES

1. June 13, 2023 Draft Minutes, Regular Planning Commission - APPROVED

E. BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION

F. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

G. ITEMS FOR CONSIDERATION

H. CONSENT AGENDA

I. UNFINISHED BUSINESS

J. REGULAR AGENDA

2. **USE2023 0003:** Conditional Use Permit for Mixed Use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Project includes a floating steel dock up to 70 feet wide and 500 feet long. APPROVED AS AMENDED

   Applicant: Huna Totem Corporation

   Location: Southwest corner of Egan Drive and Whittier Street

DIRECTOR'S REPORT

This application focuses on code and plan compliance of this proposal and is part of a larger process. The multi-step process for overall project approval was established by the Assembly when the subport was owned by NCL. There are three (3) major steps. The first step was amendment of the Long Range Waterfront Plan to allow a dock at the subport, which was completed in March of 2022. The second step is the Conditional Use Permit for the uplands and dock, providing review of code and plan compliance. The third step will be establishing a Tidelands Lease through the Lands and Resources Division. The Tidelands Lease is the authority of the Assembly and will occur at a future date.

RECOMMENDATION

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE Conditional Use Permit 2023 0003 with conditions.

3. USE2023 0003- Applicant Presentation

K. OTHER BUSINESS

L. STAFF REPORTS

M. COMMITTEE REPORTS

N. LIAISON REPORT

O. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

P. PLANNING COMMISSION COMMENTS AND QUESTIONS

Q. EXECUTIVE SESSION

R. SUPPLEMENTAL MATERIALS

S. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

In The Matter Of:

City and Borough of Juneau

Planning Commission - Regular Meeting

Transcript of Proceedings

July 11, 2023

Glacier Stenographic Reporters Inc.
P.O. Box 32340
Juneau, Alaska 99803
www.glaciersteno.com

Original File CBJ Planning Commission Meeting 7-11-2023.txt

Min-U-Script® with Word Index

CITY AND BOROUGH OF JUNEAU

PLANNING COMMISSION

REGULAR MEETING

July 11, 2023

7:00 P.M.

Transcript of Proceedings

Conducted via Zoom and Teleconference

Commissioners Present:

Michael LeVine, Chairman
Mandy Cole, Vice Chairman
Erik Pedersen, Assistant Clerk
Paul Voelckers
Matthew Bell
Adam Brown
Nina Keller
David Epstein

Commissioners Absent:

Travis Arndt, Clerk

Staff Present:

Jill Maclean, CDD Director
Lily Hagerup, CDD Administrative Assistant
Ilsa Lund, CDD Administrative Assistant
Sherri Layne, Law Assistant Municipal Attorney

Assembly Members Present:

'Wáahlaal Gíidaak (Barbara) Blake
Beth Weldon, Mayor
Christine Woll

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P R O C E E D I N G S

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00:00:00

CHAIR LeVINE: I will call to order the Regular Planning Commission Meeting of July 11, 2023.

Ms. Cole?

LAND ACKNOWLEDGEMENT

VICE-CHAIR COLE: We would like to acknowledge that the City and Borough of Juneau is on Tlingit land and wish to honor the indigenous people of this land. For more than 10,000 years Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh.

CHAIR LeVINE: Thank you, Ms. Cole.

ROLL CALL

CHAIR LeVINE: And welcome, Ms. Maclean, and please note the roll.

REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

CHAIR LeVINE: This evening on our agenda we have one item, USE2023 0003. Are there any requests to change or amend the agenda?

Seeing none, the agenda is approved.

APPROVAL OF MINUTES

CHAIR LeVINE: That brings us to the June 13, 2023, draft minutes.

Mr. Epstein?

MR. EPSTEIN: Thank you. Mr. Chairman.

I would move that we approve the draft minutes of the June 13th, 2023, Regular Planning Commission meeting as presented, subject to any additions, deletions, or corrections.

CHAIR LeVINE: Thank you, Mr. Epstein.

Is there objection to Mr. Epstein's motion? I'm seeing none.

The minutes -- I'll just repeat it. Mr. Epstein moved to approve the June 13th, 2023, draft minutes as written, subject to any minor corrections from Commissioners.

Correct, Mr. Epstein?

MR. EPSTEIN: Yes.

CHAIR LeVINE: And that motion passed unanimously.

And, Mr. Epstein, I think maybe if you could move in closer to the microphone that would be helpful. Yeah. I don't know.

BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION

CHAIR LeVINE: This evening we have -- this brings us to a brief review of the rules for public participation, and this evening we have one item on our regular agenda. And for that item, we will begin with a short report from staff, followed by a presentation from the applicant. The applicant will have 10 minutes to present information, after which there will be an opportunity for members of the public to present comments.

There is a sign-up sheet in the back, so if you would like to present testimony, we ask to you please sign up in the back. If you don't, don't worry. We will still give you the opportunity. And if you're on Zoom, we ask you to please use the raise hand feature in order to get in the queue to present public testimony.

We ask that you keep your comments germane to the issue at hand and respectful of the Commission and members of the public. And if you have submitted written comments, which there aren't very many this evening, you can safely presume that we have read them and are aware of their contents.

Ms. Maclean, have I missed anything? Excellent. Oh, I did miss something, which is that if you are on Zoom, you will notice that the chat feature is disabled. The Q & A feature is there solely for technical issues. Nothing in the Q & A will become part of our public record.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

CHAIR LeVINE: Which brings us to Public Participation on Non-Agenda Items. Is there any member of the public that would like to address the Commission on an item not before us this evening? If you're in the room, please raise your hand. If you're on Zoom, please use the raise hand feature.

Seeing none, there will be another opportunity for non-agenda items at the end of the meeting.

That brings us -- oh, I should also just

acknowledge, because it's good practice, that we have a visiting dignitary in the back, Mayor Weldon, and we have several members of the Assembly -- ‘Wáahlaal Gíidaak, Christina Woll -- am I missing any here? -- with us on Zoom. So welcome to our meeting this evening.

REGULAR AGENDA

CHAIR LeVINE: That will bring us all the way down to our Regular Agenda, USE2023 0003.

Ms. Maclean?

MR. VOELCKERS: Mr. Chairman?

CHAIR LeVINE: Mr. Voelckers?

MR. VOELCKERS: Before we get started, I wanted to declare a conflict on the project. I've had conversations with the attorney, Ms. Layne. Just for the record I wanted to explain to my fellow Commissioners that I was the planner and architect of record, working with Norwegian for a few years, on a previous iteration of planning and design for this property, including a fairly involved public process.

For better or worse, it had an alternate design approach than Hoonah is using, different

results, et cetera. But in any case, I think the result is that I'm not able to be completely impartial in terms of some of that process and things I carry, and so I wanted to just offer that and step down from this issue tonight.

CHAIR LeVINE: Thank you, Mr. Voelckers. Are there questions about that from the Commission?

Seeing none, Mr. Voelckers -- oh, Ms. Cole?

VICE-CHAIR COLE: Not a question.

CHAIR LeVINE: Not a question.

Mr. Voelckers, you are excused. And I know that since this is the only item on the agenda, you are not planning to sit in the back and listen to it. So thank you for coming and for your declaration.

Ms. Cole?

VICE-CHAIR COLE: Thank you, Mr. Chair.

I also have an issue to put before the public, which is that the architect, who I believe is here to present with the applicant, is on my board of directors. And I've discussed this with Ms. Layne. She does not believe that there's any conflict, and I don't believe that I'm conflicted, but I wanted to make sure that we noted this for the

public.

CHAIR LeVINE: Thank you, Ms. Cole. And do you have any financial interest in the project?

VICE-CHAIR COLE: No, sir.

CHAIR LeVINE: And do you believe you can be fair and impartial on the issue?

VICE-CHAIR COLE: Absolutely.

CHAIR LeVINE: Is there any member of the Commission that believes Ms. Cole should not participate in this item?

Seeing none, is there any member of the public who believes Ms. Cole should not participate on this item?

Seeing none, you may remain in your illustrious seat right next to me.

Ms. Maclean?

DIRECTOR'S REPORT

MS. MACLEAN: Thank you, Mr. Chair.

So this is USE2023 0003, a Conditional Use Permit for a mixed-use development, up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. The project includes a floating steel dock up

to 70 feet wide and 500 feet long.

The application focuses on code and plan compliance of this proposal and is part of a larger process. The multistep process for overall project approval was established by the Assembly when the subport was owned by Norwegian Cruise Lines.

There are three major steps. The first step was the amendment of the Long Range Waterfront Plan to allow a dock at the subport, which was completed in March 2022. The second step is the Conditional Use Permit for the uplands and dock, providing a review of code and plan compliance. The third step will be establishing a Tidelands Lease through the Lands and Resources Division. The Tidelands Lease is the authority of the Assembly and will occur at a future date.

Staff recommends the Planning Commission adopt the Director's analysis and findings and approve Conditional Use Permit USE2023 0003 with conditions.

CHAIR LeVINE: Thank you, Ms. Maclean.

QUESTIONS FOR STAFF

CHAIR LeVINE: Are there questions for staff

at this time?

I have one that I'm hoping you can answer, which is -- and this is mostly in the nature of clarification. The application and staff report note that there was a change from an initial CUP application that just had uplands to one that includes the dock as well, and I know the analysis is covered in both. I'm wondering if you could just clarify for the Commission whether there's any distinction between the two items, or if it is in fact just one CUP subject to the same analysis with different parts.

MS. MACLEAN: Thank you, Mr. Chair.

You're correct. It did change partway through, but this staff report before you is an analysis of the entire site, uplands and dock comprehensively. The applicants really could have chosen to split them up or put them together, and I think -- I don't want to misspeak, but I think at one point possibly one thing seemed to be moving a little quicker. And then when that wasn't occurring and things were lining up, it just seemed most cohesive to do one Conditional Use Permit.

And so this staff report, from the beginning, really, has been all of Ms. Gallion, and

she compiled everything into one comprehensive report, covering both the dock and the uplands site.

CHAIR LeVINE: Thank you, Ms. Maclean.

Are there additional questions for staff?

APPLICANT PRESENTATION

CHAIR LeVINE: Seeing none, we are ready for the applicant, and you will have ten minutes to present, make your presentation.

And just while you guys are getting settled, this is for you and for the members of the public. These microphones are unusual, I would say. You just have to touch them and they go on, and then you touch them and they go off. If you push them harder, they go on and then off, and then you're talking with the red light on, and they get mad at you in the back. So just touch them on, and make sure it's green when you're speaking or you won't get picked up on the Zoom recording.

And when you're ready, if you guys could just say your names for the record, we will be ready to proceed.

MR. PARADY: Mr. Chairman, members of the Commission, my name is Fred Parady. I'm the chief

operating officer of Huna Totem Corporation.

MR. RICHARDSON: I'm Mickey Richardson, the VP of Creative Development, and I also reside here and live on Douglas Island.

MR. WALL: I'm Corey Wall. I'm the architect with Jensen Yorba Wall Architects. I also live in Douglas.

MR. PARADY: Members of the Commission, we're happy to be here tonight. We welcome the dialogue in this step of the process as we continue to work in partnership with the community to make the most of this opportunity.

Àak'w Landing adds to the seawalk. It reduces congestion downtown. It fits within the five-ship limit. It accommodates shoreside power and is designed for year-round operation. Our project fulfills the applicable code found at 49.15.330, which affords the Commission, yourselves, the flexibility to make determinations appropriate to individual sites. It does not endangerer public health or safety or decrease neighboring property values, and conforms with the Long Range Waterfront Plan. It also meets the specific conditions assigned to you for review in (g) of that section of the code.

In short, it's the right project in the right place at the right time. We look forward to our continuing partnership with our home town.

We want to close my portion of our remarks with appreciation to the Community Development Department and CBJ for the detailed review and recommendations in the 312-page staff report that was in your packet and has been posted online. Our team brings 150 years of experience to this project, and we will now have Mickey provide -- I'm going to see if I can make that work. I can.

This is our team, and Mickey will provide a review of key details of our project.

MR. RICHARDSON: Commissioners, once again, thank you for having us this evening.

Really, our preparation for this project is 19 years in the works. We started with Icy Strait Point and, as you know, the development started with the historic cannery, culminating in the win of the Port of the Year, Global Port of the Year in 2020. Obviously it's been 18 years, 19 years of not always the right decisions but also learnings that we've put into this project, and so we're excited to be part of Juneau.

And also I would note, too, that we

looked at, during the pandemic, the way traffic flows, ship itineraries throughout Southeast, and how can we best affect Juneau, its goals, with the VITF, Visitor Industry Task Force, and also five-ship and hot-berthing. Part of those answers is improved facilities in Whittier, and also, for itinerary planning, in Klawock. And as you can see in your packet tonight, we'll open Whittier in 2024. Also, Klawock will open in 2024 to small ships, and this will help alleviate some of those itinerary pressures that are being placed on Juneau.

But also through that 19 years of experience, one of the things that we have also learned is that guests want a positive experience that doesn't involve bus parking lots and creating destinations rather than a delivery mechanism to just move guests off-site.

So as we move to the next slide, the facility itself is designed around the guest experience, but also we consider this project a partnership with not only our cultural members of this community, but also with the city and residents, meaning that we are, through the design, meeting the Visitor Industry Task Force.

We wanted to support the Long Term

Waterfront Plan, and also we wanted to go above and beyond, and that includes -- this area has often been used as a place where the community meets for concerts and events. Part of the original plan was to put a park there. We wanted to incorporate that into the design. We have performance areas with lighting and sound. The facility is designed to be year-round. That includes an activity schedule much like you would see like in an open-air mall in the Lower 48.

We also feel like we are trying to also meet the city's goals along the seawalk by providing wider access and also moving the seawalk closer to the whale statue, which is, of course, an iconic destination here in our community.

We also have put the plaza area and extended the seawalk areas up top to extend starting at the smallest area, 18 feet, but also at the place where guests get off the ship on the skywalk at 70 feet wide. Part of the goal is to include areas where guests can enjoy the views of Juneau, and we like to say that, really, we're expanding the views but also the spirit of exploration. When they come off the ship it's not a straight trestle, it's curved, so they're looking out at Juneau, not only

at Àak'w Landing but also at other places along the Juneau waterfront that they'll want to visit.

This design incorporates 34,000 square feet in Phase 1 of retail, restaurant experience, and also that square footage includes a 10,000 square foot welcome center, which is the largest as well here in Juneau.

Next slide, Fred.

We know that there are 312 pages in your packet tonight, which is a lot of reading, and we're hoping that you'll have additional questions. But I just wanted to point out here that as you look at our parking design, we've really tried to do this not only from a safety standpoint but also an experience standpoint. Going back to one of those guiding principles at Icy Strait Point, which is no visible buses, we've moved all of our bus parking and car parking underground, so we put that all underneath the park. So when you come down Egan, you see a beautiful park facility that's functional and inviting to the community, but underneath of that is a functional space for bus turnaround.

We have 24 bus spaces, which include the support of a future circulator, and that's not just a parking space, that's also charging stations,

because as we looked at this, we needed to design for function. That also includes a 93 two-level car parking space that opens up into the retail and waterfront experience and then extends up into the plaza park area. And we also have separated -- if you look on the north side of the drawing -- I'm sorry, south side of the drawing -- you'll see that we separate bus and vehicle entrance. This allows cars to come in separately from buses.

And then if you look in the middle, the two plaza areas, you'll see that we are moving guests down to meet their tours into the bus parking area by escalator, so we're taking them down. And our design also includes digital signage which allows guests to see where they're going at different levels as they come down the escalator.

And during non-tourist times at Àak'w Landing we have planned to stripe the parking lot for winter parking, event parking, and that gives us 172 parking spaces in this underground garage structure.

Next slide, Fred.

Just a couple of elements, that we are excited about this process, and the conditions that were issued. Just a couple of notes. One is, as

you all know, we are plumbed and ready for shore power as part of this design. However, we know that transformers are hard to get, so there's a 24-month call-out in that condition, Condition No. 5, and the transformer could affect the timeline on that. We just wanted to kind of point that out.

Also No. 7. The dock is built for a single cruise ship. However, the back side, we have always designed it for small cruise ship loading. One of the reasons we've done that is our success at Icy Strait Point to run tour operations by water that require -- do not require any buses. They can just walk across off the ship and onto a small tour boat, and this alleviates traffic throughout town, and that's part of the plan.

We also noted No. 9 just because we wanted to make sure that Commissioners were aware that we are well in compliance also and supportive of the no-lightering as part of the conditions as well, but no other comments.

Corey, I just want to turn to you real quickly as we close. We've just had a great relationship with Jensen Yorba Wall, and I appreciate their support here in the community and on this project, and also will be able to answer

some technical questions with us this evening.

MR. WALL: Yeah. And I think the only thing I wanted to point out is we're still at the -- we wanted to get to this planning point, but the project is not completely designed. So we still are going to be bringing in engineers and talking with the streets department, and so we know things are going to change a little bit as we move forward. We think that the plan is very complete from a planning process to bring to you, but we did just want to point out we know that we're nowhere near ready to get a building permit. We think we have probably a 12- or 18-month design process in front of us. We know that, and so we just wanted to say that even though some of these renderings make it look like we're done and we think we're done, we know that we have a long design process ahead of us, and we're looking forward to working with CBJ and the building department to get this design finalized.

MR. PARADY: With that, Mr. Chairman, that completes our presentation, I think within our 10-minutes barely.

CHAIR LeVINE: Thank you, Mr. Parady, Mr. Richardson, and Mr. Wall.

QUESTIONS FOR APPLICANT

CHAIR LeVINE: Are there questions from the Commission for the applicant? Ms. Cole?

VICE-CHAIR COLE: Thank you, Mr. Chair.

I have 10,000 he questions, but I will -- yeah.

CHAIR LeVINE: Let's start with --

VICE-CHAIR COLE: One?

CHAIR LeVINE: -- 10 at a minimum.

VICE-CHAIR COLE: At a minimum? Okay. First of all, I want to say thank you. I do have 10,000 questions, but I can see from this design that you absolutely tried to incorporate things that would make the City and Borough of Juneau a welcoming place for visitors but also kind of mesh with the community, and I do appreciate that.

I have a question specifically about the shore power and what you -- you had mentioned 24 months out on a transformer, so tell me what your timeline looks like in terms of shore power. Do you imagine 12 to 18 months of design and, you know, two years of building, and so six years from now you open without shore power, or is there some kind of conceptual timeline that you have in your mind?

CHAIR LeVINE: Thank you, Ms. Cole.

Go ahead, Mickey.

MR. RICHARDSON: Thank you. Thank you for the question. And, you know, it's a very challenging question because a lot of those elements around shore power are outside of our control, meaning that if all docks were electrified at once, there's a challenge there. But we've already met with the power utility here, which basically is the sole provider, to figure out what the needs are, where the power is going to come from.

Obviously right now the city has already ordered or is in line for two transformers, so we'd be the third in line, but we wanted to make sure that we are plumbed, meaning that all the electricity is to the place where the transformer would sit, it's run all the way to the dock, that we've invested in that infrastructure as part of the initial plan. So whenever it is capable for the city to allow the dock to come online and it doesn't affect other areas of town, that we are ready as part of the original Phase 1 of this project.

CHAIR LeVINE: May I ask a follow-up to this question? Which is, just so I understand, the reason that shore power couldn't be provided at Huna

Totem's expense is that doing so would compromise other portions of the city, or is there something that could be expedited as part of this project that would allow it to be -- shore power to come sooner? Does my question make sense? It's not a matter of not doing it. I just want to make sure I understand.

MR. RICHARDSON: Yeah. And I don't think the question -- thank you, again, for the question, Commissioner. I don't think the question comes down to like the cost of making that happen; it has to do with the timing and preparation of other elements throughout town, meaning that we're ready to do it today if that was a possibility. If we could be first in line for a transformer, we would gladly take that position, knowing that we will attract some of the largest ships that come to our market and could decrease the overall effect of ships not being plugged into shore power. And so we are ready today as part of our initial plan to be ready for shore power.

MR. WALL: And maybe I could --

MR. RICHARDSON: Yeah. Go ahead.

MR. WALL: -- jump in. So we were initially anticipating that the project would have shore power

on day one, and then we were told that there's not enough capacity in town to provide it. So the problem wasn't us; the problem was bringing power to us, and then to our location down -- you know.

So we don't understand all of the limitations, but we've been told that we can't do it. And so, like I said, we don't really have an electrical engineer that has started to design this project yet so we don't understand all of the limitations, but we've been told by AEL&P to basically pump the brakes, that you're not going to be able to have shore power, so don't promise it on day one.

So the problems are upstream from us, and I think that we're anticipating that we're going to put everything into the project that it will be ready for the power to come to us. So I'm not sure that the transformer will really be a limitation, and we've already been talking with the dock designer to have all of the connections and everything needed to bring the power to the ships that are ready to go, but the problem is going to be connecting from our property to the power supply, is my understanding.

CHAIR LeVINE: Thank you.

Are there additional questions for the applicant? If no one else speaks up, I'm going to let Ms. Cole ask the next of her 10,000 questions.

Ms. Cole?

VICE-CHAIR COLE: Sorry. These are not in chronological order, but they're scribbled on my notes.

You mentioned that Whittier and Klawock will take pressure off of Juneau. Can you just tell me what that means exactly?

MR. PARADY: Mickey?

MR. RICHARDSON: Thank you, Ms. Cole, for the question.

Yeah. So as we look at the five-ship limit, obviously there are pressures that then get put on the market. Like no hot-berthing means that, you know, you're not going to have two ships that may have been here on the same day. So where does that ship now go?

You have to create other opportunities because, obviously, it creates, as we've experienced in all of the Southeast ports, there's somewhat uncertain days; right? Overcrowded. So having another option gives them another place to go that doesn't affect the quality of the overall itinerary

and also improves time/speed distance from Vancouver or Seattle coming here to Juneau so that they can get here with better timing, stay longer. So that's how that helps affect it. Also, in Whittier you are -- you save roughly about 80 nautical miles. It cuts your cruising time, reduces fuel consumption, allows them to have better timing into Southeast as well.

CHAIR LeVINE: Thank you, Mr. Richardson.

Additional questions for the applicant? Mr. Pedersen?

MR. PEDERSEN: I noticed that in the packet the owner for the property is listed as Huna Totem, but the assessor's website indicates that it's Àak'w Landing LLC. Is there any insight into that -- I guess either the ownership structure or how the listed property owner is not the listed property owner in the staff report?

MR. PARADY: Mr. Chairman, Commissioner Pedersen, Huna Totem Corporation is the owner of Àak'w Landing LLC.

CHAIR LeVINE: Thank you, Mr. Parady.

Are there additional questions? In order to change things up, I'll ask a question. And I'll come back to you, Ms. Cole, for the next on your

list.

I'm wondering if you could talk us through the future phases. I understand Phase 1, and that's presented very well in the application. Could you talk us through what you imagine for the future phases, both in substance and in timing?

MR. RICHARDSON: Great. So thank you, Mr. Chair.

As you know, we looked at this first phase, which is what you have presented, and then there would be a second phase, which is an additional possible 40,000 square feet under the current design and zoning requirements for this property at Àak'w Landing.

But one of the things that we looked at as part of this process is that we really want to make sure that we know what the right opportunity is, but also we don't want to lose out on putting a pedestal for whatever that opportunity is while we're producing Phase 1, meaning we want to make sure that that park and that overstructure of the parking garage supports the weight, the loads, the requirements for everything that would be built above that, whether that be some kind of a multiuse. It could be housing. It could be a hotel. It could

be a conference center. It could be a cultural science center. But we wanted to make sure in this construction project that we're building the easiest pedestal for whatever is going to come and whatever the community of Juneau would need and support on this space in a future phase.

So our goal was to really build the pedestal, make it easy for whatever is going to come in Phase 2. And right now, that structure and the design is for 40,000 square feet, so two levels of 20,000 square feet each.

Also, Corey, I don't know if you have anything else to add along that line.

MR. WALL: Well, I can just say, maybe to make it more simple -- so on page 81 of your packet is the -- we're calling that the upper plaza level. And so that's the only portion of the drawings that is showing something that's a future phase. So everything that Mickey talked about previously that was down on the lower level, all that parking, the retail along Whittier, the retail along the seawalk, the seawalks, and the park over the top of it, and a single building, the welcome center on the top, is all the initial phase.

So the whole basic build-out of the

100-plus-thousand-square-foot footprint on the lower level, all the parking and the park on top of it, and a single building up on the park level happens in Phase 1. Phase 2 is a few additional buildings on that park level, some additional retail spaces up there. And then the Phase 3 is the dashed thing that you're seeing on page 81 of your document in a little bit lighter purple color. And so that's along Whittier. We've outlined a space where we think that could go. As Mickey said, it's a 20,000 square foot footprint, three stories up in the air, with an ability to do another story above it.

So on the park level, there's two more stories of a big building that we could put up there. We're not exactly sure what that would be. We've had a lot of internal discussions about what it could be. The planning that we've done for the parking anticipates the most parking-intensive use for that amount of space.

So no matter what we do with it, we know we've got the parking built in Phase 1 to support it. But some of it is going to be market-driven, and we'll have some future discussions. So we're going to be doing cores, elevator cores, stair cores

to anticipate what comes on top of it. We'll have utility cores ready to go. We'll have a structure ready to go for it, but we're not exactly sure what that's going to be.

CHAIR LeVINE: Thank you. That helps. And I would --

MR. PARADY: Mr. Chairman?

CHAIR LeVINE: Oh, yes. Mr. Parady?

MR. PARADY: I just wanted to add that our commitment is to complete Phase 2 within three years of completing Phase 1.

CHAIR LeVINE: Thank you, Mr. Parady, and that helps answer the question. There are three phases.

It sounds like Phase 1 is pretty well -- I mean, I know the design is 18 -- but it's laid out. And Phase 2 as well, because there's the places for the two buildings that are additional retail. And Phase 3 has yet to be determined and could be anything within the limitations.

MR. PARADY: Yes.

CHAIR LeVINE: Okay. Thank you. That helps.

Mr. Bell?

MR. BELL: First of all, I want to say when Huna Totem came out with this proposal, not only was it a welcome sight, but it was a very intriguing

prospect in looking at it. And you are right. There's a lot to digest here, looking at the phases that you've laid out before us.

Is the shore power a critical component for you to get through to the next phase? So if we vote right here now in favor of this conditional use, does that give you the catalyst you need to go back to AEL&P and say, "Hey, we got the approval"?

MR. PARADY: Mr. Chairman, Mr. Bell, I think the answer to your question is yes, that we are committed to shore power, and we're plumbing the dock for it. The key is bringing electrical capacity to it, and we're eager to pursue that.

CHAIR LeVINE: Thank you, Mr. Parady. Thank you, Mr. Bell.

Mr. Epstein, please get started.

MR. EPSTEIN: Thank you, Mr. Chair.

The bus parking, is that designed for peak loading five large ships? How did you come up with the number of bus spaces at that level?

MR. RICHARDSON: Mr. Wall?

MR. WALL: So, you know, one of the benefits of working with Huna Totem is that they have got their affiliations with the coach companies in town, so we've been working with those companies to talk

about what would be the ideal number of parking spaces and mix of sizes.

The other thing that's nice about this property, as opposed to other ones, is that we can control when vehicles come to the site in a way that's kind of unusual for -- you know, like the Marine Park, where people just come all the time, or even at the AJ. So we have some ability to control what's happening there, and so we didn't overbuild. We were able to -- but still, this parking, I think you'll see, is the largest of what's available at any of the dock offloading spots in town. So even though we can control the buses coming in, and we've talked about trying to optimize that, we still have more than you're seeing in other locations.

MR. EPSTEIN: Mr. Chair?

CHAIR LeVINE: Follow-up, Mr. Epstein?

MR. EPSTEIN: Is that for -- I guess will that accommodate the second phase also?

MR. WALL: Yeah. So we're not anticipating that the second phase would necessarily drive more traffic to the site. You know, it's not like there will be another ship coming when Phase 2 is done.

So the parking would be car parking. If you could imagine that we built, say, office space

as part of that Phase 3, for example, well, then, there would be cars that would come because people would be having a business in that office, or if there was housing, that the parking would be ready for the cars to come, but it won't necessarily be more bus traffic happening there. The bus traffic, in our view, is really driven by the cruise ship, which is going to come regardless of the future phase build-out.

CHAIR LeVINE: Thank you, Mr. Wall.

Ms. Cole?

VICE-CHAIR COLE: I don't know how to ask this without assuming Huna Totem solves all of Juneau's problems all at once with one project, but maybe if you're not doing that, have you considered that housing is actually a critical piece of building out further tourism infrastructure and should not be relegated to Phase 3 and should potentially be relegated or addressed in Phase 1 and/or 2?

MR. PARADY: Mr. Chairman, Ms. Cole, I would answer that, that I -- speaking directly to your question, it's possible that housing stacks up in Phase 3, but it's also possible that the housing need is not met on-site. That's a question of cost and developers, et cetera, and remains before us for

further evaluation in the context of all of the housing discussions that are going on in Juneau.

CHAIR LeVINE: Thank you, Mr. Parady. I have a follow-up to this. Oh, go ahead if you want.

VICE-CHAIR COLE: Sorry.

CHAIR LeVINE: Go ahead, Ms. Cole.

VICE-CHAIR COLE: No, no, no.

CHAIR LeVINE: I just wonder, based on that -- because one of the things that is in front of me is the definition of MU2, and I'm wondering how, without any housing or any commitment to housing, you can tell us this satisfies the definition of MU2, which is: The Mixed Use 2 district is intended to place a greater emphasis on residential development than is the case in the MU district. A range of residential development types is allowed. Multifamily residential uses are allowed at a density of up to 80 units per acre.

So this is a challenge for the Commission because this is what we're charged with making sure that your application comports with.

Ms. Maclean?

MS. MACLEAN: Just a point of information for the Commission to consider on that topic. The other -- I believe the only other site in town

that's zoned MU2 is the Vintage Park area, and if you'll recall, that site definitely started out as all commercial and office, maybe. It predates me. But the housing has only come in in the last several years since I've been Director, so it's a phased approach again where I think the development then was a catalyst for housing in that area as well.

CHAIR LeVINE: I'm not suggesting it's impossible. I'm asking the question, so I'd like to know what the --

MR. PARADY: And we'll note --

CHAIR LeVINE: As well, in going through the packet, there's a drawing of what future housing could look like, but as far as I can tell, that's the only reference to housing anywhere in Huna Totem's application materials. It is possible I missed it because it's 312 pages, but that is the only place I could find a reference to it, and I'm just wondering if you guys -- what to make of all that.

MR. PARADY: I think that's correct, Mr. Chairman, your observation, and it's in the context of Phase 3.

CHAIR LeVINE: Ms. Cole?

VICE-CHAIR COLE: I'm going to follow up

Mr. Chair's follow-up, which is that -- you know, a CUP goes with the land, so it doesn't necessarily -- in many ways it's not responsive to phases, essentially, but it is responsive to commitments and conditions. And so I'm wondering how Huna Totem may feel about a condition for housing if it comes to that in determining the CUP.

MR. PARADY: Mr. Chairman, Madam Cole, I would answer that we'd have to see the written proposal and go back and forth on it and chew on it. As you can tell from the application, it's difficult to directly address housing on this three-acre spot when essentially it's a city-wide question, and we're eager to partner and collaborate in those processes.

VICE-CHAIR COLE: Thank you. And just by way of explanation, the reason I asked that question is because when we envisioned MU2 and we changed the zoning downtown to MU2, it was with an eye to increase residential opportunities along with commercial opportunities.

And so, yes, there are historical examples of MU2 being kind of developed first as commercial, but the idea is we wanted to move toward a thing. And so that's one of the reasons why the

Planning Commission, at least, is interested in trying to understand the role of commercial spaces and residential spaces coexisting.

MR. PARADY: Mr. Chairman, I think another thread that lies within that question is the economics of doing a housing development in that particular location with that particular economic footprint. Phase 1 itself is a $150 million investment to build that pedestal on which the rest of the activity can occur.

CHAIR LeVINE: And just to follow up on that point about the investment, Huna Totem -- as I understand the comments, Huna Totem is making the investment at this point that would allow for housing in the future. It's not -- it's not making an investment that would foreclose housing on that. Your point is you're purposely making an investment that could allow for housing in the construction of Phase 3; is that correct?

MR. PARADY: Yes, sir.

CHAIR LeVINE: Okay. Thank you.

MR. WALL: Yeah. And I would go one step further and say that, you know, we're not completely agnostic, maybe, but this could be a number of things, but the footprint that you're seeing with

the width that's shown is -- would accommodate housing fairly well.

CHAIR LeVINE: Thank you. Are there additional questions for the applicant at this time?

Thank you, and you'll have the opportunity to come back before us after public testimony.

PUBLIC COMMENT

CHAIR LeVINE: And at this time there are three people signed up on the sign-in sheet. If you are on Zoom -- I don't actually believe we have any telephone participants. If you are on Zoom and would like to present testimony, please use the raise hand feature to get in the queue.

And signed up in the room are Mr. Coogan, Mr. Mertz, and Mr. Kadinger.

So, Mr. Coogan, you may --

MS. MACLEAN: Point of order, Mr. Chair?

CHAIR LeVINE: Ms. Maclean?

MS. MACLEAN: May I have just a one-minute at-ease quick to confer with staff for a second?

CHAIR LeVINE: You may. Let's take two minutes at ease.

(At ease.)

CHAIR LeVINE: Okay. Let's come back to order.

And, Mr. Coogan, you are first in the chair. And before you begin, just a note.

Ms. Pierce, we know that you've dropped off written comments to be distributed at the meeting. Our rules require that you're here in person in order to speak -- in order to distribute those comments. I know you're on Zoom. If you'd like to deliver oral testimony, you're welcome to do that, but we're not able to accept your written comments at this time.

MR. COOGAN: This chair?

CHAIR LeVINE: That chair right there is great. And we need you to say and spell your name for the record, and you'll have three minutes for your comments.

MR. COOGAN: Okay. All right. Okay. My name is Wayne Coogan, Auke Bay, Alaska. Now, first of all, I'd like to say typically people perceive the Planning Commission as regulators of land use, et cetera, et cetera. However, I want to say this is a pretty unique project in that, you know, we have -- in our city we have economic pillars, and

one of them -- not the biggest one, but a very important one is tourism, and I believe this project stands as a huge addition and improvement to that pillar, economic pillar.

Now, speaking of economics, we know the COVID thing has come to pass and has passed beyond us, and the federal funding flow is going to be tapering down. State money is tight. We're going to be competitive with other communities. I think we must look at these kinds of initiatives as our pivot to a sustainable economy.

And, you know, that's the real thing. And, you know, development, by definition is a risky thing, and finding a developer who is qualified, with a proven track record, the talent and the resources to do this kind of thing, as you know is not an easy thing to find. And when it comes along, we should not look a gift horse in the mouth, so to speak.

Then secondly I wanted to point out the fact that, you know, this unique developer comes from another community in Southeast Alaska, who we have close relationships with, and I think this will strengthen those.

And, you know, we have this mutual thing

going on between Hoonah and Juneau. That's a powerful thing that we need to embrace. And if they're bold enough and tenacious enough to come over here and take on something of this magnitude, I would suggest that if this Commission -- if anybody on the Commission is on the fence or if they see technical issues or problems, that they would weigh them against these political, economic, and cultural issues as well. If there's any kind of ambivalence, that it should tilt toward the favor of the economic benefits and the cultural benefits that we're seeing here. And, you know, I think this is a once-in-a-lifetime thing, frankly.

And as regarding housing issues, you know, housing developers are in the same -- in the same boat. They have to be bold. They have to take risks. They have fear. They have to overcome that fear. But when they see something like this, it helps them do that. So this is kind of a leadership thing. You know, it's like leading some soldiers up a hill, to take a hill. Well, the lieutenant that's going to do that I think is the Planning Commission. You have to be bold, and then the rest will follow. Housing will follow what these guys are doing.

So those are my thoughts. I thank you

for your service.

CHAIR LeVINE: Thank you, Mr. Coogan. Are there questions for Mr. Coogan? Ms. Cole?

Can I get you to come back to the -- thank you.

VICE-CHAIR COLE: Mr. Coogan, I just wanted to make sure I understood. You're in support and in favor of us considering the economic and political implications?

MR. COOGAN: That's what I'm trying to suggest, and that you would need something hugely, hugely significant to make you consider saying no because the forces at play, I'm saying, are huge for this community.

VICE-CHAIR COLE: I mean, I think your support is hugely significant.

MR. COOGAN: Okay. Thank you. Thank you. That was my intent.

CHAIR LeVINE: Thank you, Mr. Coogan.

Are there additional questions for Mr. Coogan now he's gone? Okay. Excellent.

Our next up is Mr. Mertz. And, again, Mr. Mertz, say your name for the record, and you will have three minutes for your testimony.

MR. MERTZ: That's quite a challenge to follow

Mr. Wayne Coogan up here. My name is Max Mertz, M-A-X M-E-R-T-Z. I'm a resident of West Juneau and CPA and co-owner of Alaska Seaplanes here in town. I'm speaking on behalf of the Chamber of Commerce tonight, and I'm a long-time board member of the Chamber of Commerce and past president of the Chamber.

We -- the Chamber strongly supports this project's concept and hope you will award the CUP as requested. We feel it meets the Title 49 requirements of the land use code, and there's just no reason not to approve it.

The project supports sustainability of the industry, which is huge, as we all know. I mean, that's been the conversation that we've had for the last three or four years. I chaired the Mayor's Task Force on Economic Sustainability, and it was a huge concern that we have. This business is here to make a significant business risk investment, and we think it's admirable that they're doing it. It will result in no more ships. It will ease congestion downtown. It will spread visitor traffic, which will help with the sustainability question, and improves visitor movement throughout town.

I also just want to close -- I don't have a lot more to say, but I think we're fortunate in the fact that this is a Juneau local project. It's being guided by an eminent firm, Jensen Yorba Wall. Its principal, Wayne Jensen -- I mean, I love Corey as well, but Wayne designed Centennial Hall, the valley pool, Treadwell. He's been involved in many, many complex projects around this state and community for years, and with his guidance I think Huna Totem has selected, you know, a very good firm there.

So thank you for your time, and we hope you'll approve this CUP.

CHAIR LeVINE: Thank you, Mr. Mertz.

Are there questions for Mr. Mertz?

MR. MERTZ: Thank you.

CHAIR LeVINE: I have one, Mr. Mertz.

MR. MERTZ: Oh.

CHAIR LeVINE: Just from the perspective of the Chamber of Commerce, could you give any thoughts you might have about how the Commission might consider housing in this -- in the context of the proposal that has been submitted to us?

MR. MERTZ: Yeah. Of course, housing is a macro issue for Juneau. It's not going to be solved

on three acres downtown. I mean, when you look at the waterfront development around the country, you know, certainly waterfront housing is normally very expensive per square foot and isn't going to contribute to lowering the cost of housing in Juneau.

So while I think it's important that they consider that in Phase 3, I don't see -- you know, referencing your earlier comments with respect to MU2, it certainly shouldn't be a requirement of the early phases. If there's a way once they start, you know, recovering some of their business risks that they can incorporate that in future phases, it will -- you know, we'll all be better for it.

But, you know, certainly the emphasis on housing I don't think will be solved on that project downtown.

CHAIR LeVINE: Thank you, Mr. Mertz.

Additional questions? Seeing none, thank you for your testimony.

And that brings us to Mr. Kadinger. And please say your name for the record, and you will have three minutes for your testimony.

MR. KADINGER: Sure. Thank you, Mr. Chair and members of the Commission. My name is Lee Kadinger.

I'm the Chief Operating Officer for Sealaska Heritage Institute.

As many of you may know, Sealaska Heritage is a Native nonprofit founded in 1980. We are thrilled to be here today in support of this project to see increased cultural tourism in Juneau. We are thankful for the leadership and the willingness by Huna Totem Corporation to invest in Àak'w Landing, and we view this project as benefiting visitors, Native people, and, most importantly, our community.

This project will provide opportunities for the community through jobs, tax revenue, and improve the experience for both visitors and local residents concerning any congestion and parking issues in downtown Juneau through their strategic incorporating both bus and vehicular parking on the site.

Juneau is a gateway to the rest of Alaska, and thus it is vital that our culture continues to be represented, as Huna Totem will do. SHI continues its efforts with the vision of Juneau as a northwest coast arts capital of the world and working to establish northwest coast art as a national treasure. This project will help

contribute to that effort.

We look forward to collaborating with Huna Totem Corporation, the City and Borough of Juneau, and other partners to continue to celebrate Native culture and to continue seeing our cultures represented on this land and in our tourism and in our visitor industry. SHI strongly supports this project and urges your support of this CUP. The vision and opportunities of this project far outweigh any small costs now. Thank you.

CHAIR LeVINE: Thank you, Mr. Kadinger.

Are there questions? Ms. Cole?

VICE-CHAIR COLE: What would you characterize as the "small costs now" for the last element of your statement?

CHAIR LeVINE: Mr. Kadinger?

MR. KADINGER: Sure. Thank you for that question.

So having just constructed multiple large properties in downtown Juneau, we understand that sometimes development does have smaller costs. Sometimes it is a bit of a headache when you're developing a property. Sometimes it does create noise. Sometimes there are other things that people don't like. But having that vision and having that

ability to get through that, we've done that before, and we're a better community for it now than before when the project started. So . . .

CHAIR LeVINE: Thank you, Mr. Kadinger.

Other questions from the Commission?

Seeing none, thank you for your testimony.

MR. KADINGER: Thank you.

CHAIR LeVINE: Is there any other member of the public in the room who would like to present testimony on this item?

Is there any member of the public on Zoom who would like to present testimony? Please use the raise hand feature.

ADDITIONAL APPLICANT COMMENTS

CHAIR LeVINE: Seeing none, we will invite the applicant back up. And, Mr. Wall, Mr. Richardson, Mr. Parady, you'll have five more minutes to present any information that you'd like and to answer questions from the Commission.

MR. PARADY: Mr. Chairman, a couple of sort of clean-up items I wanted to put on the table. One is that on the phone tonight we have the engineering

company that conducted our traffic impact analysis, the principals involved in that, LaQuita and Adam. We also have Jason Davis, who is the owner and president of Turnagain Marine, who is building the dock Mickey highlighted in Whittier as we speak. There's two work barges in the bay and a dozen or 16 piers in the ground, six excavators, surveyors, rebar coming up out of the ground. The foundations are going in. I mean, it's exciting to have a full dance card, if you will, between Klawock, Whittier, and here.

I also wanted to piggyback on Mr. Kadinger's comments in the context of just a 30,000-foot visualization. But if you look at the totems that have been installed by SHI in the last six months, and then you look at the building of the coastal arts campus over at SHI, and then you look at Central Council's work in the Willoughby district, and then you look at the design features in our project, you're really creating a cultural core to our town that reflects our history and our land acknowledgment, and we're excited about that.

I did want to clarify one of my colleague's comments when he discussed the back side of the dock is hosting small ships. The point is to

host small tour boats and to move people across the dock and into their first tour as they come and visit our community.

And I think I did want to just speak again to housing, because I understand the source of that concern for the community. But that's a complex fabric with a lot of threads that are in it. One of the things that's going on, Juneau has had a cyclical seasonality between tourism and the legislature that has spread housing demand across many months. You're seeing the cruise ship season lengthen, and somewhere in front of us is a break point where, instead of it being seasonal housing, it's year-round housing.

And so it's just complex, the nature of that housing question, and we're eager to be participants in that discussion, whether it's germane to this specific site or the larger question.

I'd be glad to answer further questions unless my colleagues have closing comments they'd like to add.

MR. RICHARDSON: I just have a couple of notes from the comments earlier. One thing I did want to note is that Huna Totem is a Juneau-based company.

Our headquarters is here, and now, not only in Hoonah, but one-third of our shareholders live here in Juneau and work here in Juneau as well, so an active part of the community.

And the other thing I wanted to mention about our parking lot and the location of the lot, it allows us to move one-fifth of all bus traffic to turn left, and that's significant. You know, as we look at cruise ship traffic and what's happening right now with the larger ships being at AJ, that's moving bus traffic to the core of Franklin at the tram. So by are spreading that, we still foresee guests to experience through the seawalk, through other means to get through to Franklin Street and visit other areas of town, including the Willoughby district and the State Museum, but that by moving that traffic, that bus traffic turning left is going to significantly reduce the amount of traffic that actually flows down through Franklin.

CHAIR LeVINE: Thank you, Mr. Richardson, Mr. Wall, and Mr. Parady.

ADDITIONAL COMMISSIONER QUESTIONS

CHAIR LeVINE: Are there questions for the

applicant at this time? Ms. Cole?

VICE-CHAIR COLE: Thank you.

It looked like, from the portion of our packet that had staff comments or agency comments, that there had been some back and forth with the Coast Guard about maybe parking and impacts to their site and potentially to their navigability. You know, I'm not a mariner, but I understand that there may be some kind of concern there. Do you feel like you've worked with the Coast Guard sufficiently that you've answered all of their concerns?

MR. PARADY: Mr. Chairman, Ms. Cole, yes is the short answer to your question. We've met with the Coast Guard in Washington, D.C., along with Senator Sullivan, and have an ongoing dialogue with them. I believe they may lose some parking on Whittier, those diagonal spots that are at the top of the drawing, but, overall, their dock is secure. And I actually think improving the amenities in our town are going to help our town recruit the next ice breaker. It's not a direct linkage, but it's an indirect one.

CHAIR LeVINE: Thank you, Mr. Parady.

I have a question. I understand we're moving the buses and traffic from the rock dump

around to the other side, and some of the benefit or cost will be an increased number of passengers because the dock will be able to accommodate a larger vessel. And so I'm wondering if you could tell us what the size of that large vessel is, passengers and crew, and then whether and how the transport, crew shuttles, crew walking to town, et cetera, has been considered in any of the planning.

MR. RICHARDSON: So, Mr. Chair, let me just address the first part of that, which is the size of the ships. As we looked at this dock design, we were really looking at the size of the ships coming into the market within the next 50 years; right? But the one thing to note also is that if you look at the larger size of ships -- I know today was a big day with the icon kind of announcing the new largest ship -- it's very difficult for one of those size ships to come to our market because of the fact that all of the docks throughout Southeast would have to be upgraded for that to happen.

And so right now what you're seeing is the largest ships that the market can support which are coming, which are roughly, you know, 4,800, 5,000 guest passengers, like with the Bliss, the

Ovation, those are the largest ships in the market, and we anticipate for some time, being some of the smaller ships might be replaced by that size.

But I'd also note that our plan doesn't increase the number of ships coming into the market. All we're doing is shuffling ships that would -- might go to AJ, like NCL's preferential berth parking at the dock would then move from AJ to Àak'w Landing. So it's not increasing traffic or ship traffic, but it's reducing the way that the bus traffic moves by moving that larger ship, that 4,800-passenger ship, to basically the north side of Franklin and allowing that bus traffic to turn left as it goes out on tour.

I think Corey has looked quite heavily at pedestrian traffic and the way that impacts with the seawalk and our connection with Heat Street as well.

And, I don't know, Corey, if you want to comment.

MR. WALL: Yeah. I mean, so the majority of the impacts in town that we were seeing during our traffic impact analysis were from the large coaches on the road system, and so by putting the coaches now on the east side of the very congested part of downtown, it really assists with the problems in

downtown central.

And I think the other thing that should be said -- I don't know how much people dug into the traffic impact analysis, which was quite extensive, but it didn't anticipate any reduction in vehicle traffic downtown, even though we're planning on replacing the anchored-out ship that's lightering people into the core of downtown with our dock location.

So that anchored ship and the lightered traffic that's all getting dumped into downtown and put onto buses downtown and then transported out of the downtown core, that won't happen anymore, but that reduction is not shown in our traffic impact analysis. We just didn't know how to quantify it. And so all of the impacts that are shown -- which, I think you'll see, were fairly minor because the intersections from our site around are robust enough to handle this development. DOT anticipated a large development in our area.

So even not conceptualizing a reduction that will happen, the large addition that we have going onto our site does not negatively impact traffic at the intersections that were studied. So we have some confidence that, you know, that was --

that we're not going to be overloading the system with the people that are there, even though there will be now lots of people walking east into town along Heat Street and going into town.

And, of course, we'll also have more traffic if that ship gets larger, tied up at our dock, than the smaller ship that's now anchored out.

CHAIR LeVINE: Thank you, Mr. Wall.

Are there additional questions? Ms. Cole?

VICE-CHAIR COLE: Can you speak to the assertion that this would be a year-round advantage to Juneau? You know, I've heard a lot of people, you know, asking, "Are we going to have, you know, just kind of a continuation of downtown that closes, you know, eight months out of the year?" And I read in here, certainly, that you plan to have year-round activities, but I'm just wondering how you envision that working, like what kind of activities?

MR. PARADY: Mr. Chairman, Ms. Cole, I would speak to that from a couple of directions. The retail shops will be year-round, as well as the restaurants. In particular, if you think about downtown Juneau, coming downtown and pulling into a covered parking spot and going to your activity is a

source of ease, if you will, for that activity.

And I would also note -- and I know this is in Juneau, but in Hoonah, we have purchased Icy Strait Brewing and are operating it on a Thursday to Saturday schedule through the winter because of our commitment to Hoonah. We're part of this community. Our kids are in the schools here. My daughter is headed to JDSS this coming -- JDHS -- easy for me to say -- this next year, and we're interested in the sustainability of our community. It's vital to us and to every one of our neighbors and employees, and we're -- the year-round aspect of it will take work to develop, but I think the core is there in the context of the way the facility is set up and designed.

CHAIR LeVINE: Thank you, Mr. Parady.

Other questions?

I have one additional question, and I'll preface this by saying, you know, I'm in my ninth year on the Commission, and everyone who has followed me knows that I'm a defender of the way the city does public outreach and process and generally feel like we do as good a job as is possible to be done for these issues.

With that said, it concerns me, the lack

of individual public participation on this item. Not in any way to diminish Mr. Coogan, Mr. Mertz, or Mr. Kadinger, but there hasn't been but one public -- other public comment, and this is an important issue for the community.

So I am wondering, from Huna Totem's perspective, whether that worries you. And also there was extensive outreach that NCL did, and the list of those meetings is referenced in the staff report. I don't -- it is not clear to me which of the ones -- I believe some of the end are ones that Huna Totem has done, but I don't know which, and I'm wondering if you could help me figure out what the outreach is that Huna Totem has done in the community, again understanding that I don't hold Huna Totem to a standard for this. I'm just curious, and this is something that concerns me, and also perhaps to explain, if you're able, differences or similarities between what NCL presented to the community and what you have discussed.

MR. PARADY: Mr. Chairman, thank you for that question.

We participated in the NCL process directly ourselves, and we also -- we did a pop-up First Friday at the Crystal Saloon. We had almost

500 people come through. We had all of our drawings up, and had a glass of wine and visited with people about their ideas and thoughts.

Most of the tail end of that series of public outreach was conducted by us. We have an event planned for the 19th on our site. We welcome the community to our site, everything from rotaries, beer fests, to Tracy's Restaurant, to the food truck that Central Council is putting up. We've got a concert planned there for the 19th of August.

I feel like we -- I'd like to think that the public comment, the limits of it, are a reflection that we've engaged the community, and people are eager to see that gravel lot turn into a sparkling new facility that is an addition to our downtown.

CHAIR LeVINE: Thank you, Mr. Parady.

Mr. Wall?

MR. WALL: So I don't know. If you turn to page 29 of your packet, we have the meetings conducted. And, Fred, maybe you can help me on this, too, but I believe that only the first three were hosted by NCL. All the other ones were public outreach that were done directly by Huna Totem after the site was turned over.

And so as you recall -- and you were probably involved -- the NCL meetings were via Zoom during the pandemic and were very well attended, and we went to them as well. So there was a lot of feedback that came from those.

The major amenities that were shown in that -- in those meetings have not fundamentally changed. Things have re-jiggered a little bit. We've moved things around on the site, but the major issue of the public park over the parking, the hidden parking, the ringing the site with retail so you -- or cultural facilities so you don't see into the parking zones is all the same. And also the idea that the people are moving off of the ships and not crossing major vehicle traffic lanes is also still part of that.

So we haven't fundamentally changed what we saw to be the major promises made by NCL, even though the project looks a little bit different now. And then I would say that we did have a fair number of outreach that we've done, whether it was to the Chamber or Rotary or the big event that we had during public gallery at the Crystal Saloon, and we got a fair bit of feedback. And I think everything was positive. We didn't have people that were

really button-holing and saying, "Hey, you must change this" or anything, and maybe that's why you're seeing this tonight.

CHAIR LeVINE: Okay. I appreciate that.

Are there additional questions for the applicant?

Seeing none, thank you for your presentation and for your testimony. And you guys -- you can take your seat.

COMMISSIONER QUESTIONS FOR STAFF

CHAIR LeVINE: And at this time we have the opportunity for additional questions for staff. Do we have additional questions for staff?

I have one for Ms. Layne. Ms. Layne, this project is presented to us in phases, which raises the spectre of the word "phasing," which is something that we confront on occasion. And I'm wondering -- two parts to the question. One, could you give a high-level overview for us just on how to consider the phases? Are we considering this as one thing? What do we have to ensure for future phases?

And then, second, are there options available to us to ensure that what is the third

phase is actually constructed? We had an issue like this -- I know this is somewhat separate -- with the three -- I can't remember the name of the three-unit lots or whatever, and they all had to meet the same standards. I don't believe that's the -- that's not the thing we can do here. It's not the same kind of development, but are there options available to us by which we could ensure that the third phase is developed?

MS. LAYNE: Great questions, Mr. Chair. So I always love to talk about phasing. So at a high level, the key with phasing is you need to look at what the ultimate end phase is going to result in. So you look at the end, and then you decide. Are all of the things that are being done, are they going to support the final phase?

So, you know, you look at, okay, the roads, the traffic study, the infrastructure, the foundation, all of those things that are being done in Phase 1., like all of the other stuff, the little stuff, right, that's going to affect the community and the health and welfare of everyone, and make sure that it can handle the full build-out in Phase 3. And we usually see this in housing projects, where they're being developed, and we want

to make sure that the streets are constructed in a way that they can handle all of the phases.

So I guess that's just -- that's like a very simplified -- Ms. Cole?

CHAIR LeVINE: Go ahead and answer the question.

MS. LAYNE: All right. So that's the first, the first thing, so you want to make sure -- okay. You want to make sure that everything takes into account what the ultimate build-out is going to be.

And then with respect to ensuring that Phase 3 is done, I mean, you can -- you know, you can condition things. You can rely on the public process about what has been said and what has been promised, or you can put conditions on a variety of things. Director Maclean may have more information about how she does that.

I think ultimately, in the end, it's hard to -- it's hard to guarantee any project is going to be completed when there's multiple phases, except that you're trusting the applicant and what they are saying and what they are showing you.

CHAIR LeVINE: Thanks.

Ms. Maclean?

MS. MACLEAN: Mr. Chair, the only thing I

would add is I'm not really familiar that the Commission or elsewhere, frankly, that they have enforced that subsequent phases happen. I would suggest, though, at a minimum this evening I think it would behoove the Commission, if you feel that strongly about housing, to make that part of your motion, that they at least, you know, care for that and attempt -- or however you want to word that, but maybe word that not as a requirement but as a -- you know, "You should do this and," you know, "take these things should consideration." You don't like advisory conditions, but -- so maybe that's the way to wrap whatever the sentiment is into the motion itself.

CHAIR LeVINE: Thank you, Ms. Maclean.

Ms. Cole?

VICE-CHAIR COLE: Ms. Layne, do you have any concerns with this Commission issuing a CUP when the applicant very honestly and forthrightly says, "I don't know what Phase 3 is going to be"? So, you know, I just heard you say that the CUP has to care for the final build-out, but if admittedly there's no vision that's specific for the final build-out, do you see any problem with this Commission issuing a CUP?

CHAIR LeVINE: Ms. Layne?

MS. LAYNE: So what I heard them say is that they were thinking ahead, and they were thinking about, right, their $150 million, that they're putting all into this like base of what they're going to develop. And so I guess my assumption would be Phase 3 is not going to go beyond what that can handle.

And so I think the Commission should consider all of those things. And I don't know if you can condition it on like it has to be on just what that can handle, but what I heard them saying is they are looking to the future, even though they don't know what they're going to do, but they're putting all of this infrastructure into the first phase to allow for these other things.

You know, you can add into your motion, you know, however you would like to word it, that this is under the assumption of what they have presented, that, you know, they don't know, but they are planning for these things.

CHAIR LeVINE: Thank you, Ms. Layne.

Ms. Maclean?

MS. MACLEAN: Thank you, Mr. Chair.

I would just add, too, that I believe the

applicants did -- when they were speaking about Phase 3, spoke about looking at both the zoning and the requirements for traffic, and they looked at housing. And housing is typically the highest driver of average daily trips, so if you can accommodate, you know, typically the parking and traffic for that use, then most things would be less impactful as far as those things are concerned.

And I would concur with Attorney Layne that it seemed, when Mr. Wall was speaking, that everything has been designed, from the parking, either -- it can accommodate buses, or if it becomes housing, it can be housing. And so they have made it very flexible, it seems, for an array of options that could occur under this zoning.

CHAIR LeVINE: Thank you, Ms. Maclean.

Are there additional questions for staff? Mr. Epstein?

MR. EPSTEIN: Thank you, Mr. Chair.

I'm looking at pages 146 and 147 of the packet, and that speaks to estimates for traffic impact analysis and a discussion about housing. I don't see anything on those two pages that speaks to housing, so Ms. Maclean is right about housing being a principal traffic generator. So I don't know

if -- we don't know what they're going to do. We don't know how much or if there's going to be any housing, but this TIA does not seem to account for housing-generated traffic.

CHAIR LeVINE: Mr. Epstein, is there a question, or is that just a --

MR. EPSTEIN: It's an observation.

CHAIR LeVINE: Thank you.

Are there any other questions for staff at this time? Mr. Pedersen?

MR. PEDERSEN: Getting back to the phasing, would I be correct to interpret that if we approved this with the phasing as shown, that the applicant would be limited to that 20,000-square-foot footprint, two-story building, and it would have to be in general conformity to that vision if they built Phase 3?

CHAIR LeVINE: Ms. Maclean?

MS. MACLEAN: Through you, Mr. Chair. Thank you.

Each time they come back for the subsequent phases, they'll be coming back before the Planning Commission. And so we haven't seen a whole lot of phasing in Juneau, frankly, because we don't have the larger developments here. My past

experience, though, is that usually -- especially on smaller sites such as this, there's not a whole lot of footprint to work with. And so just going off of that, I would imagine that they're going to be probably close to what they're proposing, but each time -- when they start Phase 2, they'll come back to the Commission for that CUP, and then if they stagger Phase 3 -- am I misspeaking?

CHAIR LeVINE: I'm curious -- sorry. You can read my face. I'm curious, actually, as to why they would have to come back before us if we grant them a CUP that includes -- because the project that's proposed to us includes all three phases.

MS. MACLEAN: All three --

CHAIR LeVINE: It just isn't -- it just -- they aren't specified, and so I am not sure why they would need to come back before us unless they sought to amend the existing CUP. That's a question.

MS. MACLEAN: If the Commission approves all three phases this evening, unless they are -- unless there is a significant change, then it would move forward. You would see it again if there were modifications that changed your conditions, essentially. I wouldn't have purviewed it to make many changes, in other words. If anything was --

any of the -- if all of these conditions were adopted, if they were to be changed, you would be seeing it again to see that it does fit the footprint that you see tonight.

CHAIR LeVINE: Mr. Pedersen?

MR. PEDERSEN: And I think that that probably answered my first question, what you just said, so that if the building -- or the footprint changed significantly, it would have to be a modification to the original CUP. So thank you for that clarification.

MR. BELL: To staff, Phase 3 is a moving target, and we're asked to vote on all three phases here tonight. So if they -- if we were to somehow try to make a recommendation to them that "You find a way to build something that would benefit" I mean, what they're -- I'm not taking any thunder away from Huna Totem. This is an impressive project. But if we were to put a stipulation, it would be merely considered a recommendation; correct?

CHAIR LeVINE: Ms. Maclean?

MS. MACLEAN: I'm not sure -- could you repeat the question, Mr. Bell?

MR. BELL: Phase 3 doesn't have the clarified definitions of what is potentially going to be going

there.

MS. MACLEAN: Uh-huh.

MR. BELL: And they're looking at what could be put there. If we were to vote on all three phases tonight, could we make a recommendation to them to consider, for example, housing? And would they have to then come back the Commission for definitions?

MS. MACLEAN: I see. Okay. Thank you. Thank you, Mr. Chair.

I think it depends -- and how you worded it was what I -- I was just trying to make sure I'm clear this time. Depending on how the Commission really conditions it this evening is the answer. So right now, going forth, they don't have a solid plan for Phase 3, so basically you would be saying that anything that falls under Mixed Use 2 is acceptable. And if you wanted it then to be housing, then your recommendation would -- you would have to condition it that way.

CHAIR LeVINE: Thank you.

Ms. Cole?

VICE-CHAIR COLE: I'm not sure I remember my question now, Mr. Chairman.

Ms. Maclean -- or Director Maclean, I am

trying to -- I'm mostly concerned with the Commission's fidelity to the land use code; right? And to MU2. Is there a project -- I mean, I'm trying to understand that we intended it, MU2, to include housing. We wrote that intention in the code. Is there a project you would not give department approval for that -- you know, I'm trying to understand where's the limit here with housing and MU2? Is there -- because otherwise it really does feel like waterfront commercial.

CHAIR LeVINE: Can I reformulate your question --

VICE-CHAIR COLE: Yes, please.

CHAIR LeVINE: -- in a slightly less argumentative way, if you're amenable to that, because I'm confident Ms. Maclean could come up with thousand projects she would recommend denial for. Let's -- let me try this and see if this is getting at part of your question.

Ms. Maclean, if the applicant were making a proposal in the MU2 district on a parcel that could accommodate housing and affirmatively was never going to accommodate housing, is that something that you believe could satisfy the MU2 zoning district?

Is that a fair iteration of your question?

VICE-CHAIR COLE: Beautiful.

CHAIR LeVINE: Thank you.

MS. MACLEAN: Thank you for the question, Mr. Chair. Yes, because just because something is permissible doesn't necessarily mean it is the right location for it. And so there could be, you know, safety concerns, for instance, with housing in certain areas. I can't really think of one off the top of my head, but, yeah, I could see that there could be concerns, depending on the location, that you may or may not want, you know, a certain type of use there, which is what the Conditional Use Permit process is for, though. It is -- it's not just an allowed use. They can't just come in and pull a building permit to do this. They had to come before the Commission to get a permit that's conditioned to ensure that it is caring for the health, safety, and public welfare.

So, yes, I probably could imagine that something could be denied if it were -- I'm sorry -- not denied if it could not include housing because there could be some element to a site that just didn't make itself available to that.

I would also just maybe add, too, that while I know housing is a crisis, and we desperately need it, and I know -- you know, this just -- this likely is not to be workforce or affordable housing in this location. It will likely be high-end waterfront property.

If that's to come in Phase 3 versus some, you know, economic development and welcoming center and everything else that eases congestion and traffic in the downtown area in these first couple of phases, and maybe we get some high-end housing at the end, great. But I think that's sort of the cherry on the top on this one.

If this were a different site, where maybe we could get, you know, substantial workforce housing that is desperately needed, then maybe I might feel more strongly about that. But in this case, in this situation -- and I think Mr. Parady -- or, I'm sorry, one of the applicants spoke to that, that this isn't necessarily going to be, you know, where Juneau gets its workforce housing.

CHAIR LeVINE: Thank you, Ms. Maclean.

Are there additional questions for staff? Mr. Brown?

MR. BROWN: So to approve the CUP do we have

to approve all three phases, or can we just approve Phase 1, since that is the only information we're provided for today?

MS. MACLEAN: Thank you, Mr. Chair. Unless the attorney disagrees, I believe that it's the Commission's authority to approve Phase 1, Phase 2, Phase 3, or any combo.

CHAIR LeVINE: Thank you, Mr. Brown.

Could I follow on that question, which is that the Phases 1 and 2 encompass the same piece of the parcel, and I can't quite see how we could not approve the second phase if we approve the first one, because they're on the same geographic part of the parcel.

So, Mr. Brown, the CUP runs with the land, and so I think we could approve the CUP use for part of the parcel, if that makes sense, which Phase 1 and 2 sit on. But I'm not sure how we could approve Phase 1 without approving Phase 2 unless I'm -- does that make sense, and am I correct in that?

MS. LAYNE: That is correct. You know, right. It is within your purview to approve or disapprove the different phases. But, right, it doesn't really make sense to approve 1 without 2, or 2 without 1.

CHAIR LeVINE: And I know the applicant isn't before us, but I'll just note that it may very well not make sense to separate the three phases because the infrastructure that's being constructed under them is all integrated, and so it's just a -- it's just a note about what we're approving.

Mr. Bell?

MR. BELL: Thank you, Mr. Chair.

To staff, if we're going to vote -- everybody sounds like they're in favor of this. I mean, it's very well thought out. I mean, when I first saw it, I was like, "Oh, my God." You know, "This is amazing."

And if we approve 1 and 2, could we put a timeline stipulation to the applicant, stating that "You'll come back with a Phase 3 definition by XYZ"?

CHAIR LeVINE: Ms. Maclean?

MS. MACLEAN: Through you, Mr. Chair, I believe that would be in the Commission's authority as well.

CHAIR LeVINE: Mr. Epstein, then.

MR. EPSTEIN: Just to be clear, if we approve 1 and 2, and Phase 3 hangs, is there a possibility some other entity could come in and apply to do something with Phase 3, or this is all owned by

these folks; correct? Okay. Thank you.

CHAIR LeVINE: I have one final question, and then I'd like to move us on. And this goes back to my question about public process.

So the notice for this hearing was published according to our normal rules, which is a sign and abutters within 500 feet of the project, and I assume it was published in the newspaper. And I know that in the past for some projects, CDD has hosted community listening sessions, and I'm guessing that it was determined as unnecessary here because there was the list of community outreach that had been undertaken.

But I am wondering if there have been situations in the past for other projects in which other kinds of outreach or extended outreach beyond the 500 feet have been conducted in part, thinking that this construction, by its location, magnitude, et cetera, has an impact on potentially a wider range than sort of our normal rules?

And I don't know if that was considered, or if there's an example of times in the past where kind of extended outreach or notification has been undertaken.

MS. MACLEAN: Thank you, Mr. Chair.

We also, just to include the others, post on social media as well, so the PSA is shared with the radio stations as well as our social media platforms.

Yes, there have been other cases where I've required greater outreach. Typically it's -- well, for instance, the mines. You know, they're always difficult when they come in. Well, they're not difficult, but noticing for them is difficult since who is going to notice the red notice sign out at Adlersheim Lodge; right? So we'll put them in different areas for those situations.

Do you have an Eaglecrest permit coming up soon? And same thing, 500 feet. If you can imagine on Eaglecrest, that doesn't get you very far. Not very many neighbors. So in that instance, I think we required an extra red sign at the bottom of Douglas Highway, and then an extra PSA went out for that, because there was really no other way to do a mailing since Eaglecrest impacts the whole community.

In this case, you know, the development is right smack downtown. They have the red notice sign out there as well. I tend to agree with the applicants that I think at this point the public is

well aware of the project. And if you tend to support things, you don't usually show up at public meetings, especially not on a sunny night in Juneau, which I also think may be playing into things as well. But I think we've done more than the required public notice per the code, and -- yeah.

CHAIR LeVINE: Ms. Cole?

VICE-CHAIR COLE: This may be for Attorney Layne. If the Planning Commission were to approve the CUP tonight, I understand that the tidewater lease still has to be approved by the Assembly. And so where would you envision any binding conditions for housing landing? Would you envision that with the CUP, with a lease, or some other mechanism?

CHAIR LeVINE: Ms. Layne, Ms. Maclean?

MS. LAYNE: That's a great question, and I don't have a good answer for that right now. I will say that at the Assembly level, there's going to be more public notice and more outreach. And I imagine there will be some comments about a variety of things, so --

VICE-CHAIR COLE: Maybe I can clarify. Will the Assembly have the opportunity to initiate binding housing conditions in some form or fashion if we were not to do that tonight for the CUP?

CHAIR LeVINE: Ms. Layne?

MS. LAYNE: I would have to look into that to ensure a yes or no, unless Ma'am Mayor knows the answer to that.

CHAIR LeVINE: I would suggest that a Tidelands Lease is probably a very specific artifact of law that covers only the tidelands. That doesn't mean it couldn't come up in the discussion, but I would be surprised if it can come up in the context of a Tidelands Lease. Just a guess.

Okay. Any last questions for staff? If not, are there items for discussion among the Commission? And, if not, I would entertain a motion. Mr. Epstein?

MR. EPSTEIN: I don't know how artful I will be in wording this, but I would move that the Commission approve the applicant's application and adopt the Director's analysis and findings and approve with the conditions, plus one additional condition. Phase 3 development will be subject to the CUP process.

CHAIR LeVINE: Thank you, Mr. Epstein. Just to restate, to make sure I understand, the motion is to approve USE2023 0003 and staff's findings and conditions, with an additional condition requiring

Phase 3 development to be subject to the CUP process; is that correct?

I would like to suggest a five-minute at ease because I'm going to guess you have created a thorny -- a question that we need some discussion about from the lawyers, so could we take -- let's take ten minutes and come back at 8:45.

(At ease.)

CHAIR LeVINE: Okay. Let's come back to order.

Ms. Layne, I believe you have an analysis for us?

MS. LAYNE: Mr. Chair, I wouldn't call it an analysis, but I would say -- I would just say that you cannot put a CUP on a CUP, so I don't think that that is going to work for this. You can condition it that Phase 3 is a certain thing or -- but you can't say it's just -- they have to come back for another -- one of the same things that you're here for.

CHAIR LeVINE: Thank you, Ms. Layne.

And with that, Mr. Epstein, the condition you've added to your motion is not legal, so would you like to rethink your motion in its entirety or change the condition?

MR. EPSTEIN: I'd like to rethink it.
CHAIR LeVINE: Thank you. So we'll --
MR. EPSTEIN: I'd like to rethink it.
CHAIR LeVINE: Ms. Cole?
VICE-CHAIR COLE: Thank you, Chair.

Crafting a motion for this is a little tricky because I have some questions still out of my 10,000.

One thing I feel fairly certain of is that we -- that the Planning Commission has enough information and analysis to issue a CUP for the dock up to 500 feet long and 70 feet wide. And I would suggest that perhaps at this time -- and we can continue to talk about the uplands part, but my motion, I think, will be to approve the CUP for the dock and accept the conditions and findings that apply to the dock, not the uplands part of the project at this moment.

CHAIR LeVINE: Thank you, Ms. Cole.

Is there discussion on the motion? Mr. Bell?

MR. BELL: Thank you.

Why can't we just vote on 1 and 2, and they'd have to come back on Phase 3? Because Phase 3 -- I would have appreciated seeing some sort

of definition as to what Phase 3 was potentially going to look like. And Phase 3 needs to complement the overall scope of everything, and we vote on 1 and 2.

CHAIR LeVINE: Thank you, Mr. Bell.

I have a question for you, Ms. Cole, about the motion. Is part of the intention of your motion to allow the applicant to pursue the Tidelands Lease while it develops, as Mr. Bell has referenced, a more complete picture of the uplands project? I feel like part of what you might be after -- although this is a guess -- is not stalling parts of the project that are complete and allowing time to further develop ideas about Phase 3. Is that part of the reason for your motion?

VICE-CHAIR COLE: Thank you, Mr. Chair.

You're bringing me to like the emotional part of being a Planning Commissioner, which is that I think that there are so many fine qualities about this project and the design of this project. I think there are serious questions about how we can address the mystery portion of Phase 3 through the CUP process. Basically a CUP is a CUP is a CUP.

And in order for there to be -- I think in order for me to satisfy my responsibilities as a

Planning Commissioner, I need to understand the entirety of the project, at least the entirety of the project in terms of its intent. And the idea that it could be retail, it could be offices, it could be housing -- I have discomfort with a CUP predicated on that "could be."

I don't have discomfort with the idea of this project continuing, and I have a lot of faith in the developers and the designers that they are -- that they will come back with a finished project that will balance the needs of this community and the needs of Huna Totem and serve all of those goals. I just don't think that's what we have in front of us quite yet.

But I would like to signal, yes, please continue working, and bring us more.

CHAIR LeVINE: Is there additional discussion on the motion?

Mr. Bell, I might give my answer to the question that you posed, which is we could approve Phases 1 and 2, and effectively I think that's what we're being asked to do since Phase 3 is not fully developed.

I find some difficulty in that because we don't have a full sense of what the project entails

and how the entirety of the project will comport with the land use code. I'm not quite sure how to address that. I haven't thought through fully what Ms. Cole is proposing to see if that addresses the concern, but the issue with considering only Phases 1 and 2 is ensuring that the entirety of the property comports with the direction of MU2 and is in the best interests of the community if we don't know what's going to be in Phase 3. I'm not quite sure how to weigh those things, and this is Ms. Cole's effort, I think, at doing that.

Mr. Bell?

MR. BELL: I can appreciate that, and I understand where she's coming from. I really do.

We have an investment group here that has put a lot of sweat equity into Phases 1 and 2. Phase 2 complements Phase 1. Obviously they have financial means that they have to make use of that will complement the overall scope, so they're obviously going to do something that -- if we put some sort of a restriction on there or recommendation, you know, to complement the housing, I mean, I don't know. It's just hard to say, but I get what you're saying. It's a hard one.

CHAIR LeVINE: Thank you, Mr. Bell.

Mr. Brown?

MR. BROWN: Since this seems to be mainly a topic of housing for Phase 3 that we're -- that seems to be the sentiment, can we just make it a requirement that a certain percentage of that building is required to be residential, and then, at that point, if they come back and they don't want to meet that requirement, then could they seek a CUP?

CHAIR LeVINE: Let me address that. So, two. One, a point of order, and then an answer to your question.

The point of order is that the motion before us is about a CUP that would address the dock portion only and not the uplands, and so the topic of what we could or couldn't do on the uplands probably should be taken up under a motion -- under a separate motion or a motion to amend Ms. Cole's motion.

That said, I do think a variety of conditions are available to the Commission, should it decide to move in the direction of approving a CUP for the uplands portion. And then to further answer your question, should the applicant decide, when it gets to Phase 3, that it wants to do something different than is under the condition,

it's free to come back to the Commission to ask for a change to the condition.

And so -- excuse me -- if we were to add a condition requiring a portion of that building to include housing, and five years from now when they get to Phase 3 they wanted it to be more or less or different, they would need to come back before the Commission to seek to amend the CUP.

Mr. Brown?

MR. BROWN: So in that, I'd be more in alignment, I believe, with Commissioner Bell to get this moving forward for them, keep the project moving, and put in some sort of restriction or element that requires them to do some sort of housing in that Phase 3.

CHAIR LeVINE: Thank you, Mr. Brown.

Is there additional discussion on this? Ms. Maclean?

MS. MACLEAN: Thank you, Mr. Chair.

If I may, because I can see this being a bit precedent-setting in a way, and so I just want to maybe ask the Commission to be a little thoughtful for a moment when they look at this.

And I understand that Mixed Use 2 says that it is intended for such-and-such. I would also

say, though, that your other zoning districts use much similar language. And so does that mean, for instance, if you're in General Commercial now, and you came in and wanted to do residential but GC says this is intended to accommodate commercial, you can't do housing? So mixed use is mixed use, and that's the proposal. And so I would just -- and it's the same with many of your other zoning districts too -- MU3, Neighborhood Commercial, all of those.

So if we -- if the Commission is saying, "You must do this," then you're saying that for future developments, too, so I would just caution you to be thoughtful about that.

And, again, I still go back to not every site is the best site for housing here. And I have been a huge proponent of housing. We've been working doggedly on accessory apartments and the grant programs and a myriad of code fixes to assist development in general and specifically housing.

So for me to be sitting here saying -- but, again, it comes back to, though, this is waterfront property. It's going to be high-end housing. If anything, I would concur with Mr. Brown's sort of sentiment about letting them

move forward at least. Maybe if you really insist on conditioning it with housing, at least that gives them the opportunity to go forward on the project, and, you know, kind of work down that path to see if housing can work on this site and what that looks like. And then if it works, great, and if not, they could come back for a modification, maybe.

But I still am getting a little anxious that we're being so strict on this when that same language is used in almost every zoning description that we have, and that this could have, you know, implications as other uses come before you.

CHAIR LeVINE: Thank you, Ms. Maclean.

And I don't have any interest in picking a fight with Ms. Maclean, but I will point out two things. One is, yes, we shouldn't be doing residential housing in commercial districts. I think that's a thing that we've established in the past. For the most part, that's the general rule, idea.

But the other thing is, this is not -- this is not a property where it has been determined that housing is not appropriate, and I think that would be a distinction. Certainly there could be an MU2 property where it would be determined that

housing was inappropriate. Here, it has been determined that housing is possible, and I think that is part of the reason for the -- for the discussion, anyway.

MS. MACLEAN: If I may, Mr. Chair, I'd just say I did not say that housing was inappropriate here; I just said it may not be the best use and the type of housing that is most needed.

CHAIR LeVINE: No, and I wasn't saying you did. I was suggesting that there is the possibility of there being MU2 property where housing could be determined to not be the highest and best use, and that is not the determination that has been made here. The determination has been made that there is the possibility there could be housing. We just haven't figured it out yet, and that's the distinction I think you're hearing the Commission discuss.

And I agree with you, and I do echo Ms. Maclean's word of caution about precedent. We need to be careful about the words we choose and the reasons for which we approve and deny so that we're sure that we're saying what we mean and defending our positions the way that we mean them to be.

So, Mr. Brown? I thought that I had seen

your hand. Sorry.

Is there -- so currently before us is a motion to approve the portion of USE2023 0003 that applies to the tidelands dock and not to the uplands. Is there additional discussion on this motion or an effort to or a desire to amend this motion?

Mr. Epstein?

MR. EPSTEIN: I would amend the motion by adding approval of Phases 1 and 2. I think the applicant has sufficiently defined what they want to do in Phases 1 and 2. Frankly, I can't see a good reason not to move forward with those two phases. Phase 3 is another story altogether. That's what I'm struggling with. I would like to add Phase 3 to my amendment, but don't know how to put it. I think the applicant has to go back and do some more work and determine how they want to develop their property and then come back to us on Phase 3.

But as far as Phases 1 and 2 go, I think they have met the bar.

CHAIR LeVINE: Thank you, Mr. Epstein.

And as a point of clarification, does your description of Phases 1 and 2 include the construction that is intended to underlie Phase 3 or

is that something that you perceive as separate?

MR. EPSTEIN: Thank you, Mr. Chair. It would, yes.

CHAIR LeVINE: And, Mr. Epstein, in that case, is there anything that's been presented before us by the applicant that you do not believe should be approved? And, if so, what is it?

MR. EPSTEIN: I don't have enough information to make a decision on Phase 3. That's essentially it. But everything else, I agree with.

CHAIR LeVINE: Mr. Epstein, let me just try this.

Ms. Maclean, this may be what you're after.

Phase 3 is construction that's going to happen on top of the platform that's built as part of Phases 1 and 2. There's no additional approval that will be needed for the construction of Phase 3 if we approve -- if we grant a CUP, they'll be allowed to construct a building on top of that platform.

Is that correct, Ms. Maclean, and is that what you're -- is that what you're after? Subject to building rules and other things.

MS. MACLEAN: Somewhat, Mr. Chair. I was

actually wondering if what Mr. Epstein was trying to say was that he approved -- he could see approving Phases 1 and 2, and essentially the horizontal development of Phase 3, but it's the vertical that he would not want to be approved this evening?

CHAIR LeVINE: Is that correct, Mr. Epstein?

MR. EPSTEIN: I think that's a fair assessment, because we don't know what they want to do. It's undefined.

CHAIR LeVINE: Thank you, Mr. Epstein.

Is there a discussion on this? Mr. Bell?

MR. BELL: I would vote in support of your motion. I think that, you know, the applicant has come to us. They have put a lot of time and effort into this. They have had numerous meetings. I've attended them. I've looked everything up. And they want to do something that complements what they're trying to do here, in addition to that work within the community in harmony.

So, you know, giving them -- that's why I was asking. Is there a way we could vote in support of Phase 1 and 2, and make a recommendation that they would then have to complement or -- you know, we don't know what they're doing -- what they're going to put in 3. They don't know.

CHAIR LeVINE: Thank you, Mr. Bell.

Is there additional discussion on the amendment?

I will be voting against the amendment because I think it's actually the worst case situation where we're going to approve the beginning part and forbid potentially the construction of the third phase. So I am not supporting -- I am not in support of this amendment.

So, Ms. Maclean, could you take a roll call vote on the motion to amend the main motion?

MS. MACLEAN: Commissioner Epstein?

MR. EPSTEIN: Yes.

MS. MACLEAN: Commissioner Pedersen?

MR. PEDERSEN: No.

MS. MACLEAN: Commissioner Cole?

VICE-CHAIR COLE: No.

MS. MACLEAN: Commissioner Keller?

MS. KELLER: No.

MS. MACLEAN: Commissioner Brown?

MR. BROWN: Yes.

MS. MACLEAN: Commissioner Bell?

MR. BELL: Yes.

MS. MACLEAN: And Chair LeVine?

CHAIR LeVINE: No.

MS. MACLEAN: Motion fails, three to four.

CHAIR LeVINE: That brings us back to the main motion, which is to approve the CUP for the tidelands portion of the property. At the risk of running afoul of Ms. Layne, I would engage another discussion of an amendment if there is someone who would like to formulate a different one. We're not intending -- the rules prohibit us from taking up similar amendments to the same main motion, but if there's a way to -- that someone would like to think about a different amendment, because I'm trying to accommodate the will of the Commission, I'd be willing to take a couple of minutes at ease if that would help someone. Shall we take a two-minute at ease? I will take -- let's stand down for two minutes.

(At ease.)

CHAIR LeVINE: We're back in session.

Before us now is a motion to approve the CUP insofar as it applies to the tidelands dock portion. Is there additional discussion or amendment to the main motion? Mr. Brown?

MR. BROWN: I'm not sure of the correct way to make this amendment, but I would amend that we approve Phase 1, 2, and 3 of the uplands part with a

condition that they must meet housing with 50 percent of the square footage.

CHAIR LeVINE: Thank you, Mr. Brown.

So Mr. Brown's amendment would be effectively to approve the project as proposed and staff's findings with a condition that 50 percent of the square footage in Phase 3 must be dedicated to housing. Is that fair? That would be the effect of the amendment.

Is there discussion on Mr. Brown's motion to amend the main motion? Ms. Cole?

VICE-CHAIR COLE: Thank you. I think we are all trying so hard to make the -- to help this project move forward, and I'm not sure that -- even though I absolutely think housing should in some way be addressed in MU2, that conditioning 50 percent of an undesigned phase is the way to go.

So, you know, basically what I would like to do is just signal to the developer that we want them to care for housing in the development of the uplands property without making it proscriptive.

And so I will be voting against this amendment.

CHAIR LeVINE: Thank you, Ms. Cole.

Mr. Brown?

MR. BROWN: I mean, I think this allows for them to continue the project, and at the point that they get to Phase 3, they'll be able to come back and present changes or modifications if they so choose.

CHAIR LeVINE: Thank you, Mr. Brown.

Is there additional discussion on the motion to amend? Mr. Epstein?

MR. EPSTEIN: Thank you. Commissioner Brown, would you agree to amend your motion to not specify a percentage but recommend that the developer consider housing when developing the plans for Phase 3?

CHAIR LeVINE: Mr. Epstein, we don't have a process here for friendly amendments. So you can state your preference, or you could, I suppose, move to amend -- you could amend the motion to amend with specific language if you'd like to do that.

MR. EPSTEIN: I would move to amend Commissioner Brown's motion to recommend to the developer that they include housing in Phase 3, no percentage specified.

CHAIR LeVINE: Thank you, Mr. Epstein.

There's currently a motion to amend the motion to amend the main motion, which would

substitute the requirement for 50 percent housing in Phase 3 with a recommendation that housing be included in Phase 3; is that correct?

Is there discussion on the motion to amend the motion to amend? Mr. Brown?

MR. BROWN: I'd be in support of that.

CHAIR LeVINE: Thank you, Mr. Brown.

Additional discussion? Mr. Pedersen?

MR. PEDERSEN: I personally don't particularly like the second amendment based on the fact that it's kind of like an advisory condition that doesn't really do anything, so I will not be voting for it.

CHAIR LeVINE: Thank you.

(Indiscernible.) Mine was red? And I'm supposed to know how these things work.

Before us is a motion to amend the motion to amend, which would have the effect of removing the requirement of 50 percent housing from Phase 3 and replacing it with some recommendatory language.

Ms. Maclean, could we have a roll call vote, please?

MS. MACLEAN: Commissioner Epstein?

MR. EPSTEIN: Yes.

MS. MACLEAN: Commissioner Keller?

MS. KELLER: No.

MS. MACLEAN: Commissioner Brown?
MR. BROWN: Yes.
MS. MACLEAN: Commissioner Bell?
MR. BELL: Yes.
MS. MACLEAN: Commissioner Pedersen?
MR. PEDERSEN: No.
MS. MACLEAN: Commissioner Cole?
VICE-CHAIR COLE: No.
MS. MACLEAN: Chair LeVine?
CHAIR LeVINE: No.
MS. MACLEAN: Motion fails, 3-4.
CHAIR LeVINE: So we're back to the original motion to amend, which would have a 50 percent requirement for housing in Phase 3. Is there additional discussion on the motion to amend?
Seeing none, could we have a roll call vote, Ms. Maclean?
MS. MACLEAN: Commissioner Brown?
MR. BROWN: Yes.
MS. MACLEAN: Commissioner Bell?
MR. BELL: Yes.
MS. MACLEAN: Commissioner Keller?
MS. KELLER: No.
MS. MACLEAN: Commissioner Pedersen?
MR. PEDERSEN: No.

MS. MACLEAN: Commissioner Cole?
VICE-CHAIR COLE: No.
MS. MACLEAN: Commissioner Epstein?
MR. EPSTEIN: Yes.
MS. MACLEAN: Chair LeVine?
CHAIR LeVINE: Yes.
MS. MACLEAN: 4 to 3. Pass -- no, it fails still because you don't have enough -- yeah. Okay. Moving on.
CHAIR LeVINE: That brings us back to the main motion, which is to approve a CUP for the dock portion of the project.
Is there discussion on that main motion? Mr. Bell?
MR. BELL: Mr. Chairman, fellow Commissioners, 1 and 2 complement one another. It's important that they get these two vehicles going at the same time to complement what they're trying to accomplish here. They have invested a lot of time and money on this. And I know that they don't have a definition on Phase 3. We'll have to find a way to get them there, but 1 and 2 complement one another, so I won't be voting in favor of just Phase 1.
CHAIR LeVINE: Well, just a matter of clarification, this isn't even Phase 1. This is the

dock. Phase 1 includes the construction of the building and some of the retail space, so this is simply for a dock and wouldn't include either Phase 1, 2, or 3.

MR. BELL: The foundation and parking aspects all complement one another.

CHAIR LeVINE: Thank you, Mr. Bell.

Just for clarity's sake for the Commission, is there additional discussion on Ms. Cole's motion? Mr. Brown?

MR. BROWN: I align with Mr. Bell on this.

CHAIR LeVINE: Thank you, Mr. Brown.

Is there additional discussion? Ms. Keller?

MS. KELLER: Just a -- I don't have a discussion point; I just want to share my thought of why I'm stuck in this place here, keeping to a vote no on this. It makes me uncomfortable that we do not know what Phase 3 is going to be, and what I like about Ms. Cole's motion is that it lets the applicant move forward. And nothing stops the applicant to come back in even two weeks, four weeks and just share some language with us what Phase 3 could look like so we would not have to vote on something that is just very much unknown to us.

CHAIR LeVINE: Is there additional discussion? Mr. Epstein?

MR. EPSTEIN: So for clarification purposes, if we approved Ms. Cole's motion and gave the applicant more time to develop their plan more fully, and they came back and said, "Okay. Here's what we're going to do for Phase 3," you would be inclined to approve that?

MS. KELLER: Uh-huh.

MR. EPSTEIN: Thank you.

CHAIR LeVINE: Ms. Layne, Ms. Maclean, is there a temporal or any other limitation on the applicant's ability to come back before us with a substantially similar but more complete application for a CUP, aside -- acknowledging the resources and time that such a thing would take the applicant and CDD? The point of my question references there are some things for which people could only apply at certain times; right? You can only apply for a zone change every two years or something. A CUP is not one of those things, is it?

MS. MACLEAN: I don't believe so, Mr. Chair, but I'd like to check quickly. I do know that also applies to re-zones and variances, but I don't think it applies -- and subdivisions, but I don't believe

it applies to conditional use permits.

CHAIR LeVINE: That is my memory of the rules as well, but I thought we should check since that appears to be important to the members of the Commission.

MS. MACLEAN: Yeah.

CHAIR LeVINE: Do you need for an at-ease, Ms. Maclean, or are you able to find it quickly?

MS. LAYNE: She's scrolling very quickly, Mr. Chair. And I agree with you so far, unless we can find something else in here. I don't remember ever seeing anything with that kind of a requirement.

CHAIR LeVINE: Let's proceed under the assumption that the three of our memories are correct and that there isn't such a limitation, that they'd be permitted to come back.

And, Ms. Maclean, if you needed to scroll and find something that proves us all wrong, please will you let us know?

Mr. Brown?

MR. BROWN: Just a clarification. So if we were to do this in two parts, and to approve the dock and then do the uplands separately, how long is the timeline for them going to be before that can

come back before the Planning Commission?

CHAIR LeVINE: That's the question that Ms. Maclean is digging into right now.

Oh, your mike isn't on, but I'll say it's -- it would be up to them to figure out how long it takes to resubmit another application, and then -- yeah. I believe our limitation is about a month on the scheduling part of it, so from the time of review from CDD to actually getting before the Commission there's about a month's time lag for notice and the other things.

Does that seem about right? Yeah. Okay.

Is there additional discussion on Ms. Cole's main motion? Mr. Pedersen?

MR. PEDERSEN: I'll be supporting Ms. Cole's motion. In a certain way, I guess, I was -- I expected there to be more public input and more public comment on this, and I do believe that doing it in a two-step process would at least ensure -- give the Commission some sort of reassurance that the public has had sufficient time to consider it and make comments.

CHAIR LeVINE: Thank you, Mr. Pedersen.

Is there additional discussion?

Did you find anything, Ms. Maclean?

And is there additional discussion from the Commission?

I'll provide my brief thoughts, which is I am supportive of the development on this parcel and of the outline of the proposal that has been developed by Huna Totem, and I'm supportive of Huna Totem as the developer of this parcel.

Like Ms. Keller, I am concerned that we don't have a complete proposal before us, and like Mr. Pedersen, I'm sort of baffled, I suppose, by the level of public participation. I would prefer that we were in the position of approving the development in its entirety. That would be my preferred course of action.

Given the motion that's before us, I am hopeful that Ms. Cole's motion will provide some continued incentive to move forward. I'm not entirely sure what the Assembly will do with this in terms of negotiating the Tidelands Lease, but I am hopeful that it's a signal to the developer and to the Assembly that we're supportive of this development and would like to see a complete application come back before the Commission as quickly as possible.

So, with that, I will -- I will support

Ms. Cole's motion, acknowledging that I'm not entirely sure how it will advance.

Ms. Maclean, could we have a roll call vote?

MS. MACLEAN: Commissioner Cole?

VICE-CHAIR COLE: Yes.

MS. MACLEAN: Commissioner Pedersen?

MR. PEDERSEN: Yes.

MS. MACLEAN: Commissioner Epstein?

MR. EPSTEIN: Yes.

MS. MACLEAN: Commissioner Keller?

MS. KELLER: Yes.

MS. MACLEAN: Commissioner Brown?

MR. BROWN: No.

MS. MACLEAN: Commissioner Bell?

MR. BELL: No.

MS. MACLEAN: Chair LeVine?

CHAIR LeVINE: Yes.

MS. MACLEAN: The motion passes, 5-2.

CHAIR LeVINE: That will bring us all the way to the conclusion of that, and I would like to thank Mr. Parady, Mr. Richardson, Mr. Wall, and the Commission for the discussion on that item. And I hope that we see you back before us again soon.

STAFF REPORTS

CHAIR LeVINE: And that will take us all the way to staff reports. Ms. Maclean?

MS. MACLEAN: Thank you, Mr. Chair.

I'm certainly looking forward to all future applications, including housing. This is going to make a change.

Speaking of -- since Commissioner Arndt isn't here, I don't have to -- I can steal his thunder. I just want to remind the Commissioners that you have a Title 49 meeting next week on July 20th at noon. We'll be discussing accessory dwelling units, the ordinance, and specifically I'm going to try to get that information out to the Commissioners, especially the newer Commissioners.

It's been a long while since we've looked at this ordinance and the revisions that the Commission has already worked on, and we'll be adding -- looking at units in industrial zoning districts this time around as well and adding that sort of to the entire ordinance that will be going forward, hopefully.

Last evening at the Assembly they did approve permit software, so CDD and assessors and

everyone will finally, hopefully, be getting some new -- a permit software system. The bids closed today or yesterday -- today, I believe, so hopefully it comes in on budget, and we can proceed on that one. I know that was a big push from the development community.

Also last evening the stream setback buffer ordinance was adopted, so that goes into effect in 30 days, and that will give builders the ability to work within the 35 to 50 feet of that buffer as they do construction.

And then also on July 25th, your next Commission meeting, just a heads-up that you'll have the Chapter 35 revisions. Also I am really striving to get the bungalow lot standards to you as well, that Title 49 discussed at their last meeting. And also you'll have the rules of order, and so we should definitely look at submittals and so forth, too, when we look through that again on the 25th.

Other than that, I will just give you a heads-up that I also expect the Eaglecrest CUP to be a large packet for you to read, and so maybe just keep that in mind. That's not until August 8th, but I do expect that to be a heavier packet. You have also a variance on that evening, too, I believe.

And I think that is all I have, unless you have questions for me.

CHAIR LeVINE: Thank you, Ms. Maclean.

Questions for Ms. Maclean? Seeing none.

COMMITTEE REPORTS

CHAIR LeVINE: Do we have any committee reports? Ms. Cole?

VICE-CHAIR COLE: Thank you.

Our last Lands Committee meeting -- lands, housing, and economic development -- that was primarily focused on hazard mapping, and Lands chose to keep it in Lands to continue the, I think, analysis of -- their analysis based on the notes of our analysis. And so that will be an ongoing project at Lands.

CHAIR LeVINE: Thank you, Ms. Cole.

Questions for Ms. Cole?

Seeing none, any other committee reports? Seeing none.

LIAISON REPORTS

CHAIR LeVINE: We have ‘Wáahlaal Gíidaak for

our liaison report.

MS. BLAKE: Yeah. Hi, folks. I don't have much to add, other than what Ms. Maclean and Ms. Cole had just reported on. So a good conversation tonight. I'm glad to be here listening.

CHAIR LeVINE: Thank you, ‘Wáahlaal Gíidaak.

Are there questions for our liaison?

Seeing none.

CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

CHAIR LeVINE: Thanks for sticking with us this evening. Continuation of Public Participation on Non-Agenda Items. Is there any member of the public, either in the room or on Zoom, who would like to address the Commission on an item not on our agenda this evening?

Seeing none.

PLANNING COMMISSION COMMENTS AND QUESTIONS

CHAIR LeVINE: Are there any Planning Commission comments and questions?

I have one. If you're on this Commission and you receive an e-mail from Ms. Maclean or Ms. Lund or a member of staff, we would very much appreciate it if you would respond to said e-mail. If you are having trouble accessing your e-mail, please ask Ms. Maclean. Don't ask me, because I'm not going to be good at helping you. But it really is helpful to Ms. Maclean in particular to know who is and is not going to be attending meetings, et cetera.

Any other comments or questions?

And I will acknowledge as well that it is very, very hot in here, so thank you guys for staying with us.

ADJOURNMENT

CHAIR LeVINE: And with that, I will adjourn this evening's meeting.

(Planning Commission meeting adjourned at 9:23 p.m.)
127:07

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