



# REGULAR PLANNING COMMISSION AGENDA

August 08, 2023 at 7:00 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/85938116675> or 1-253-215-8782 Webinar ID: 859 3811 6675

## A. LAND ACKNOWLEDGEMENT

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!

## B. ROLL CALL

## C. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

## D. APPROVAL OF MINUTES

1. July 11, 2023 Draft Minutes, Regular Planning Commission- **APPROVED as AMENDED.**

## 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. **VAR2023 0001:** Variance to lot coverage limitations to allow an additional 1,440 square foot garage. **DENIED as RECOMMENDED.**

Applicant: RESPEC

Location: 3050 Fritz Cove Road

### DIRECTOR'S REPORT

The applicant requests the variance to accommodate a 1,400 square foot garage. The Applicant states the garage is for improved ADA access. The applicant has an existing attached garage with ADA-compliant doors, and an attached carport. The Applicant has an existing detached 800 square foot garage, built despite a Planning Commission decision denying it.

### RECOMMENDATION

Staff recommends the Planning Commission adopt the Director's analysis and findings and deny VAR2023 0001.

3. **USE2023 0010:** 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. **APPROVED as RECOMMENDED.**

**Applicant:** Huna Totem Corporation

**Location:** 0 Egan Drive

**DIRECTOR'S REPORT**

The Applicant requests a Conditional Use Permit for uplands development that was previously proposed under USE2023 0003. The differences between this application and USE2023 0003 are:

- The dock is not included, it was approved.
- There is no phasing. The proposal is for one project.
- The site will include a cultural and science center. Under the previous application, 40,000 square feet was proposed for one of three uses: Housing, retail, or a cultural center. In this proposal, the applicant has determined that the structure will be developed as a culture and science center.

This application focuses on code and plan compliance of this proposal and is part of a larger process. All proposed uses are permissible in the Mixed Use 2 zoning district.

**RECOMMENDATION**

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE Conditional Use Permit 2023 0010.

**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**

**4. Additional 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.

# APPROVED MINUTES

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 ready 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 here 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 if 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 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, if 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 than 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 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* 🖊️



**Planning Commission**

(907) 586-0715

PC\_Comments@juneau.org

[www.juneau.org/community-development/planning-commission](http://www.juneau.org/community-development/planning-commission)

155 S. Seward Street • Juneau, AK 99801

**PLANNING COMMISSION  
NOTICE OF DECISION**

Date: August 9, 2023

File No.: VAR2023 0001

L. Eric Lindegaard  
3050 Fritz Cove Road  
Juneau, AK 99801  
dock3050@gci.net

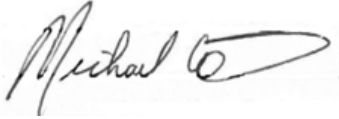
- Proposal: Non-Administrative Variance to lot coverage limitations to allow an additional 1,440 square foot garage.
- Property Address: 3050 Fritz Cove Road
- Legal Description: USS 2670 5A
- Parcel Code No.: 4B2301020061
- Hearing Date: August 8, 2023

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated July 25, 2023, and failed to grant the Variance to be conducted as described in the project description and project drawings submitted with the application.

Attachment: July 25, 2023 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding VAR2023 0001.

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).

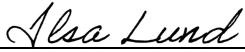
L. Eric Lindegaard  
File No: VAR2023 0001  
August 9, 2023  
Page 2 of 2



Michael LeVine, Chair  
Planning Commission

August 11, 2023

Date



Filed With City Clerk

August 14, 2023

Date

cc: Plan Review

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



PLANNING COMMISSION STAFF REPORT  
VARIANCE VAR2023 0001  
HEARING DATE: AUGUST 2, 2023

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

**DATE:** July 25, 2023  
**TO:** Michael LeVine, Chair, Planning Commission  
**BY:** Irene Gallion, Senior Planner  
**THROUGH:** Jill Maclean, Director, AICP

**PROPOSAL:** Applicant requests a Non-Administrative Variance to lot coverage limitations to allow an additional 1,440 square foot garage.

**STAFF RECOMMENDATION:** Denial

**KEY CONSIDERATIONS FOR REVIEW:**

- The application states the garage is needed for ADA access.
- The existing attached garage has 36" doors, which meet ADA standards.
- The request is not narrowly tailored. The proposed garage structure includes two vehicle bays and a bathroom.
- The Applicant has an existing noncompliant detached garage.

**ALTERNATIVE ACTIONS:**

1. **Approve:** Approve the permit and adopt new findings for items 1-2 below that support the approval. Approval may require conditions.
2. **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.

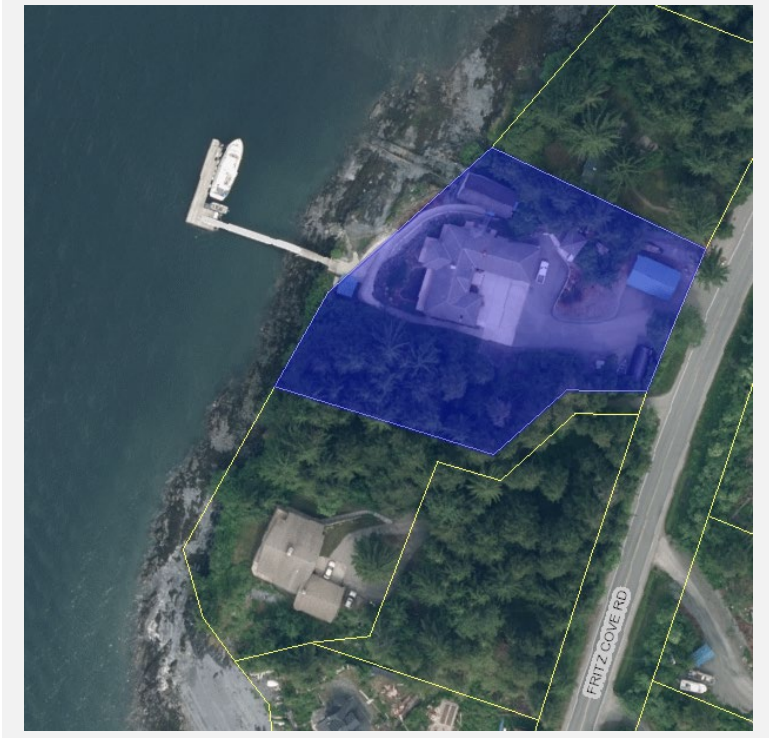
**STANDARD OF REVIEW:**

- Quasi-judicial decision
- Requires five (5) affirmative votes for approval
- Code Provisions:
  - CBJ 49.20.240
  - CBJ 49.20.250(b)
  - CBJ 49.80

GENERAL INFORMATION	
Property Owner	L. Eric Lindegaard
Applicant	L. Eric Lindegaard
Property Address	3050 Fritz Cove Road
Legal Description	USS 2670 5A
Parcel Number	4B2301020061
Zoning	D1 (single-family)
Lot Size	57,941 square feet, 1.3301 acres
Water/Sewer	CBJ water, private septic
Access	Fritz Cove Road
Existing Land Use	Residential
Associated Applications	BLD2023 0055

*The Commission shall hear and decide the case per CBJ 49.20.240. The Planning Commission shall hear all Variance requests except Administrative Variances, and shall either approve, conditionally approve, modify or deny the request based on the criteria in section CBJ 49.20.250(b).*

**SITE FEATURES AND ZONING**



SURROUNDING ZONING AND LAND USES	
North (D1)	Residential
South (D1)	Residential
East (D1)	Fritz Cove Road, Residential
West (D1)*	Fritz Cove

SITE FEATURES	
Anadromous	No
Flood Zone	VE 25 feet 02110C 1219E
Hazard	None mapped
Hillside	Possible
Wetlands	No
Parking District	No
Historic District	No
Overlay Districts	RV Park Area,

\*CBJ49.25.120

Single-Family Structure w/ two bay garage and carport



**BACKGROUND INFORMATION**

**Project Description** – The Applicant is requesting a variance to lot coverage requirements for the addition of a 1,440 square foot garage (**Attachment A**). The intent of the structure is to provide safer ADA access from the accessible vehicle to and from the residence.

The residence currently has two garage bays and a carport (**Attachment B**, pictures). The garage was constructed with two 36-inch wide doors to the rest of the structure (**Attachment C**). Thirty-six inch doors are compatible with ADA standards of 32 inches of clear width, measured between the face of the door and the stop of the frame when the door is open to 90 degrees.

In addition to the vehicle accommodations in the single-family structure, a noncompliant garage was built at the top of the driveway, within the front yard setbacks. The garage was permitted for 594 square feet after the Planning Commission denied a variance for a larger garage. The Applicant illegally constructed an 837 square foot garage.

**Background –**

The table below summarizes relevant history for the lot and proposed development.

<b>Date</b>	<b>Type</b>	<b>Summary</b>
4/8/1946	USS 2670	Established Lot 5 at 37,026 square feet (pre-code).
1964	R12 Zoning	The purpose of the R-12 district was to provide and preserve land for families who desire to live in low density areas and where smaller lots would tend to be detrimental to the area. Single-family structures were a principal permitted use.
9/21/1984	84-008784	Statutory Warranty Deed transferring property to Applicant ( <b>Attachment D</b> ).
1987	D1 T D3 Zoning	<p>The D-1, residential district, is intended to accommodate primarily single-family and duplex residential development in areas outside the urban service boundary at a density of one dwelling unit per acre. Certain D-1 zoned lands, however, may exist within the urban service boundary in transition areas if public sewer or water are absent but planned for. The D-1 classification will be changed to a higher density upon provision of services. Lot coverage is limited to 10 percent for permissible uses, and an additional 10 percent for conditional uses (total 20 percent).</p> <p>The D-3, residential district, is intended to accommodate primarily single-family and duplex residential development at a density of three dwelling units per acre. D-3 zoned lands are primarily located outside the urban service boundary where public utilities are not provided. The density reflects the existing pattern of development of properties in the district. There is a limited amount of D-3 zoned lands located within the urban service boundary. These are lands for which a lower density is deemed appropriate or, in the case of transition zones, where the zoning will be changed to a higher density when sewer and water are provided. Lot coverage is limited to 35 percent.</p>
6/10/1987	BLD 0159801	Water line connection.
Unknown		Single-family structure caught fire, destroyed.



Date	Type	Summary
6/27/1990	BLD 0519901	Grading and soils investigation.
8/9/1990	BLD 5373.01	Application for a 720 square foot garage 12.5 feet from the front lot line, within the 25 foot front yard setback (not permitted).
9/11/1990	VR-30-90	Denial of request for construction proposed ( <b>Attachment E</b> ).
9/15/1990	BLD 5373.01	Issued permit to construct a 594 square foot garage 12 feet from the front lot line ( <b>Attachment F</b> ). No final inspection.
6/23/1991	BLD 0625401	Boat house construction, 1,012 square feet.
1/4/1993	VR-42-92	Approved variance to exceed ten percent lot coverage, allowing 5,092 square feet to accommodate a new residence on a 37,026 square foot lot. The staff report site plan shows the garage under 600 square feet ( <b>Attachment G</b> ). Proposed single-family structure size was 3,485 square feet.
4/21/1993	BLD 0821101	Construction of a new single-family residence, including two garages and a carport.
4/14/2000	BLD2000-00188	Installation of an elevator. Additional lot coverage 21.375 square feet.
<b>NOTE: At this time, with an 800 square foot detached garage, a 1,020 square foot boat house and a 3,485 square foot footprint for the single-family structure, lot coverage is 5,305 square feet, 213 square feet more than permitted by VAR-42-92, and 14 percent more than the allowed for lot coverage.</b>		
3/6/2020	Plat 2020-10	Creates lot 5A, at 57,941 square feet. Current lot coverage is 9 percent (conforming) ( <b>Attachment H</b> ).
1/20/2023	BLD2023 0055	Application for a 1,365 square foot private garage. Permit was denied because the structure would result in 11.5 percent lot coverage. Additionally, the site plan shows a shed, which creates additional lot coverage. In addition to permitted structures, two sheds add 354 square feet.

**ANALYSIS**

**Project Site** – The Applicant was issued a permit to build a 594 square foot garage within the setback under an exemption that allowed construction of a garage up to five feet from the lot line if topography was a hardship. The Applicant then illegally constructed a garage of 837 square feet.

**Subsequent construction of a single-family structure with two garage bays and a carport indicate that the lot topography accommodates vehicle access. Topography is not a hardship.**

**Lot Coverage** – Since subdivision increased lot size, the property is conforming with existing permitted and unpermitted structures.

The proposed garage would exceed lot coverage standards by 2%. The permissible size of a covered structure would be 362 square feet.

Structure	Document	Permitted	Actual
Garage	VR-30-90 (denied)	600	<b>837</b>
Boat house	BLD 0625401	1012	<b>1030</b>
Single-family structure	BLD 0821101	3485	3211
Elevator	BLD2000-00188	21	

Shed #1	Needs permit if over 200 square feet enclosed	Unpermitted	<b>227</b>
Shed #2	No permit required		127
LOT COVERAGE, SF		5,118	<b>5,432</b>
LOT COVERAGE, %		9 percent	9 percent
New Garage		1440	1440
LOT COVERAGE, SF		6558	<b>6827</b>
LOT COVERAGE, %		11 percent (11.3)	12 percent (11.78)

**Setback Requirements –**

Current unpermitted development does not meet setback requirements.

The lot currently has a garage that exceeds the 600 square foot maximum for a garage built within the setbacks.

- In August of 1990, the Applicant applied for a building permit for a 720 square foot garage in the setback.
- Subsequently, the Applicant applied for a variance to garage size limitations associated with construction in the setback. Code limited the garage to 600 square feet.
- The Commission **denied** the request at the September 11, 1990 meeting (**Attachment E**)
- Applicant modified the building permit for a garage 594 square foot garage on September 15, 1990. (**Attachment F**). Note that the previous submittal for 720 square foot garage is crossed out.
- The applicant got an inspection when pouring the foundation (**Attachment F**). The building permit did not receive a final inspection.
- **Applicant documents confirm that the garage was constructed in excess of 600 square feet, contrary to prevailing code or the intent of the Planning Commission.**

**VARIANCE STANDARDS**

Pursuant to CBJ 49.20.200, a Non-Administrative Variance may be granted to provide an applicant relief from the requirements of this Title 49, the Land Use Code. A Variance is prohibited from varying any requirement or regulation of Title 49 concerning the use of land or structures, housing density, lot size, requirements in CBJ Chapter 49.35 (Public and Private Improvements), or requirements in CBJ Chapter 49.65 (Specified Use Provisions).

Per CBJ 49.20.250(b), a Non-Administrative Variance may be granted to provide an applicant relief from requirements of this title after the prescribed hearing and after the Planning Commission has determined that:

***A. Enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property.***

**Analysis:** In land use, “hardship” is the inability to use the land in the same way others could use their land. The land is zoned D1, to accommodate single-family structures. The Applicant has built a single-family structure. That structure includes ADA access improvements such as 36-inch-wide doors, attached garages and a carport, and an elevator (**Attachment C**).

**Finding:** This criterion has not been met.

**B. The unusual or special conditions of the property are not caused by the person seeking the Variance.**

**Analysis:** No special conditions prevent use of the property for a single-family structure.

**Finding:** This criterion has not been met. The property has no special conditions.

**C. The grant of the Variance is not detrimental to public health, safety, or welfare.**

**Analysis:** No additional analysis needed.

**Finding:** This criterion has been met.

**D. The grant of the Variance is narrowly tailored to relieve the hardship.**

**Analysis:** The proposed garage (**Attachment I**):

- Is 40 feet deep. The average garage is 22-24 feet deep.
- Includes two bays.
- Includes a toilet, sink and shower.

The existing attached garage meets ADA standards for door width. If warranted, a narrowly-tailored approach to an additional garage would be one bay, up to 24 feet deep, with explicit ADA accommodation.

**Finding:** This criterion has not been met.

Pursuant to CBJ 49.20.260, the Planning Commission may attach to a Non-Administrative Variance conditions regarding the location, character, and other features of the proposed structures or uses as it finds necessary to carry out the intent of this title and to protect the public interest.

**Condition: None recommended.**

**AGENCY REVIEW**

CDD conducted an agency review comment period between June 22, 2023, to July 7, 2023 (**Attachment J**). No agency comments were received.

**PUBLIC COMMENTS**

In accordance with 49.20.230(b) public notice was mailed to property owners within 500 feet of the lot (**Attachment K**), a public notice sign was posted on-site two weeks prior to the hearing (**Attachment L**), and ads were placed in the Juneau Empire. Public comments received at time of writing this staff report can be found in **Attachment M** and are summarized below.

Name	Summary
Mike Nizich	Support
Tanya Nizich	Support

**FINDINGS**

**1. Is the application for the requested Variance complete?**

**Analysis:** No additional analysis required.

**Finding:** Yes. The application for the required Variance is complete.

**2. Does the Variance as requested meet the criteria of CBJ Section 49.20.250(b)(1), Non-Administrative Variances?**

**Analysis:** Hardship is the inability to use the property similarly to one’s neighbors. The lot is zoned for single-family structures, which the Applicant has. The proposal is not narrowly tailored. The garage includes two bays and a bathroom. Plans do not indicate how the extra bay or restroom serve ADA needs.

**Finding:** No. The requested Variance does not meet all of the criteria of CBJ Section 49.20.250(b)(1), Administrative Variances.

**RECOMMENDATION**

Staff recommends that the Planning Commission adopt the Director’s analysis and findings and DENY the requested Non-Administrative Variance.

**STAFF REPORT ATTACHMENTS**

Item	Description
Attachment A	Application Packet
Attachment B	Property pictures
Attachment C	Plans for single-family structure
Attachment D	Warranty Deed for current owner
Attachment E	VR-30-90, denied.
Attachment F	BLD 5373.01, for detached garage.
Attachment G	VR-42-92, for single-family structure to exceed lot coverage limits.
Attachment H	Plat 2010-10.
Attachment I	BLD2023 0055 plans, on hold.
Attachment J	Request for agency comments.
Attachment K	Abutters Notice
Attachment L	Public Notice Sign posting
Attachment M	Public Comments



# 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	<b>PROPERTY LOCATION</b>	
	Physical Address <b>3050 Fritz Cove Road</b>	
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) <b>Lot 5A, U.S. Survey 2670</b>	
	Parcel Number(s) <b>4B2301020061</b>	
	<input type="checkbox"/> This property is located in the downtown historic district <input type="checkbox"/> This property is located in a mapped hazard area, if so, which _____	
	<b>LANDOWNER/ LESSEE</b>	
	Property Owner <b>Eric Lindegaard</b>	Contact Person <b>Mark Pusich, RESPEC Engineers</b>
	Mailing Address <b>3050 Fritz Cove Road, Juneau, AK 99801</b>	Phone Number(s) <b>907-723-7527</b>
	E-mail Address <b>dock3050@gci.net</b>	
	<b>LANDOWNER/ LESSEE CONSENT</b>	
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.		
<b>L. E. LINDEGAARD</b> Landowner/Lessee (Printed Name) Title (e.g.: Landowner, Lessee)		
X	 Landowner/Lessee (Signature) <b>May 2 / 23</b> 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.		
<b>APPLICANT</b> If same as LANDOWNER, write "SAME"		
Applicant (Printed Name) <b>same</b>	Contact Person <b>Mark Pusich</b>	
Mailing Address <b>9109 Mendenhall Mall Rd Ste. 4</b>	Phone Number(s) <b>907-723-2193</b>	
E-mail Address <b>mark.pusich@respec.com</b>		
X	 Applicant's Signature <b>5-15-23</b> Date of Application	

DEPARTMENT USE ONLY BELOW THIS LINE

Intake Initials  
  
**5/15/23**

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

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

Case Number <b>VAR23-001</b>	Date Received <b>5-17-23</b>
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# VARIANCE 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.  
Not to be used for Administrative Variances**

To be completed by Applicant	<b>PROJECT SUMMARY</b>	
	Please see attached variance request letter.	
	<b>VARIANCE REQUESTED</b> (list CBJ Code section you are requesting a variance to)	
	47.25.400, maximum lot coverage, permissible use	
	<b>Previous Variance Applications?</b> <input type="checkbox"/> YES <input type="checkbox"/> NO    Date of Filing: 1993 _____	
Previous Case Number(s): not known _____		
Was the Variance Granted? <input type="checkbox"/> YES <input type="checkbox"/> NO		
Building Permit related to this variance? <input type="checkbox"/> YES <input type="checkbox"/> NO		
<b>UTILITIES AVAILABLE:</b> WATER <input type="checkbox"/> Public <input type="checkbox"/> On Site    SEWER: <input type="checkbox"/> Public <input type="checkbox"/> On Site		
<b>ALL REQUIRED MATERIALS ATTACHED</b>		
Complete application per CBJ 49.65.210		
Narrative including:		
Any characteristics of land or building(s) or extraordinary situations that are unusual to this property or structure		
Why a variance would be needed for this property regardless of the owner		
What hardship would result if the variance is not granted		
Site Plan		

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

VARIANCE FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ 400 <sup>00</sup>			
Adjustment	\$ 150 <sup>00</sup> - public notice sign			
<b>Total Fee</b>	<b>\$ 550</b>			

*ASSOCIATED PERMIT: BID 2023 OAST*

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Case Number <b>VAR23-001</b>	Date Received <b>5-17-23</b>
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May 12, 2023

City and Borough of Juneau  
Community Development Department  
155 South Seward Street  
Juneau, AK 99801

Sent via Email

Attn: Scott Ciambor  
Planning Manager

Re: 3050 Fritz Cove Road  
Lot 5A US Survey 2670  
CBJ Variance Application

Dear Scott,

In accordance with City and Borough of Juneau (CBJ) Municipal Code Section 49.20.250 Variance Standards please consider this our variance request for 3050 Fritz Road for an increase in the maximum lot coverage of 10% per Table 49.25.400. Respec is acting as the agent for the applicant Mr. Eric Lindegaard the property owner of 3050 Fritz Cove Road. The applicant and writer have previously met with CBJ Community Development Department (CDD) staff to discuss the applicant's proposal to construct a garage on the referenced property.

**Background Information** – The applicant proposes to construct a new 36' x 40' garage on Lot 5A, US Survey 2670, having a physical address of 3050 Fritz Cove Road. The property is located in the D-1 CBJ Zoning District and contains a 57,941 square feet lot which exceeds the minimum 36,000 square feet for D-1 lot size. A CBJ building permit application was submitted for the proposed garage structure on this lot and the applicant was informed that the inclusion of the proposed garage would exceed the maximum allowable lot coverage of 10%.

Lot 5, US Survey 2670, was originally developed and permitted in 1993 with all of the existing structures currently shown on the site plan with the exception that the original lot size was 37,026 SF. The lot coverage of the existing permitted residential structure exceeded the current code requirement of 10% (14.67%) but was granted approval with no issues at that time. In 2020 a subdivision replat was done with the applicant and his adjacent neighbor to the south where the applicant acquired an additional 20,915 square feet of property to create a new lot area of 57,941 SF. The intentions and purpose of gaining this additional land were to allow construction of a detached garage structure for allowing safer disabled wheel chair access from the accessible vehicle to and from the residence.

9109 MENDENHALL MALL RD.  
SUITE 4  
JUNEAU, AK 99801  
907.780.6060



The table below summarizes the existing structures on the property and the existing lot coverage:

DESCRIPTION	SQUARE FOOT
Existing Boat House	1,030
Existing House	3,211
Existing Shed	227
Existing Garage	837
Existing Shed	127

Total Building Square Footage on Existing Lot = 5,432 S.F.  
Existing Lot Coverage = 5,432 S.F./57,941 S.F. = 9.4%

### Variance Analysis

Per CBJ 49.20.250, Variance Standards, paragraph (b) non-administrative variances we list each variance criteria and our response to support this variance request:

- (1) A variance may be granted to provide an applicant relief from requirements of this title after the prescribed hearing and after the planning commission has determined that:
  - (A) Enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property;

*RESPONSE: The applicant's partner is disabled and the garage is necessary for parking their accessible vehicle closer to the residence main entrance to allow for closer wheel chair access. During the winter months the existing conditions are getting very difficult to safely navigate the wheel chair to and from the residence to the vehicle. Denial of this variance will create a hardship for allowing safer accessible access from the disabled vehicle to the primary residence and potential injury to the applicant and his disabled partner.*

- (B) The unusual or special conditions of the property are not caused by the person seeking the variance;

*RESPONSE: As stated in A above the special conditions are resulting from the need to allow safe accessibility for a disabled resident to access the residence at 3050 Fritz Cove Road using a wheel chair.*

- (C) The grant of the variance is not detrimental to public health, safety, or welfare; and

*RESPONSE: The granting of this variance to allow construction of the garage would not create concerns to CBJ Building Official, CBJ Fire Marshal, CBJ Public Works Department or CBJ General Engineering Department as there is no change in use that would create a harm to the public's health, safety, or welfare. It is a simple garage structure which is common in the Fritz Cove neighborhood which will meet all required CBJ building setbacks and required building codes.*





3050 FRITZ COVE ROAD GARAGE  
CBJ VARIANCE APPLICATION SUBMITTAL // 3  
MAY 12, 2023

(D) The grant of the variance is narrowly tailored to relieve the hardship.

*RESPONSE: The applicant is requesting a 1.4% increase in the maximum lot coverage from 10% to 11.4% to accommodate the proposed garage per the attached summary table on the garage site plan drawing. The applicant recently acquired additional property (20,915 square feet) through the CBJ platting process to allow development room for the proposed garage. Taking 10% of the recently acquired property would allow for a garage 2,091 square feet in size if one were to just look at that property on its own merit. The requested garage size of 1,440 square feet is significantly less than that. Please see the attached garage site plan exhibit.*

*A review was also made up and down the Fritz Cove Road corridor looking at other D-1 zoning districts to get feel for what other developments are with respect to lot area coverage. Attached are exhibits illustrating numerous residential properties that exceed the 10% coverage and that the requested garage structure on Lot 5A is not out of harmony with what currently exists in the D-1 zoning districts along Fritz Cove. In addition, this land parcel is one of the larger D-1 lots along Fritz Cove.*

In summary we hope that the variance materials submitted herewith will allow a minor increase to the lot coverage area and allow construction of the garage structure to occur on the subject property for providing safe disability access via wheel chair to the home.

Should you have questions concerning this variance application submittal please do not hesitate to contact us.

Sincerely,  
RESPEC

*J. Mark Pusich*  
J. Mark Pusich, P.E.  
Principal Civil Engineer

Attachments: CBJ Development Permit  
CBJ Variance Application  
Garage Site Plan  
Fritz Cove Lot Coverage Exhibits

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# 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	<b>PROPERTY LOCATION</b>	
	Physical Address <b>3050 Fritz Cove Road</b>	
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) <b>Lot 5A, U.S. Survey 2670</b>	
	Parcel Number(s) <b>4B2301020061</b>	
	<input type="checkbox"/> This property is located in the downtown historic district <input type="checkbox"/> This property is located in a mapped hazard area, if so, which _____	
	<b>LANDOWNER/ LESSEE</b>	
	Property Owner <b>Eric Lindegaard</b>	Contact Person <b>Mark Pusich, RESPEC Engineers</b>
	Mailing Address <b>3050 Fritz Cove Road, Juneau, AK 99801</b>	Phone Number(s) <b>907-723-7527</b>
	E-mail Address <b>dock3050@gci.net</b>	
	<b>LANDOWNER/ LESSEE CONSENT</b>	
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.		
<b>L. E. LINDEGAARD</b> Landowner/Lessee (Printed Name) Title (e.g.: Landowner, Lessee)		
X Landowner/Lessee (Signature) Date <b>May 2 / 23</b>		
_____ 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.		
<b>APPLICANT</b> <span style="float:right">If same as LANDOWNER, write "SAME"</span>		
Applicant (Printed Name) <b>same</b>	Contact Person <b>Mark Pusich</b>	
Mailing Address <b>9109 Mendenhall Mall Rd Ste. 4</b>	Phone Number(s) <b>907-723-2193</b>	
E-mail Address <b>mark.pusich@respec.com</b>		
X _____ Applicant's Signature Date of Application <b>5-15-23</b>		

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

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

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

Intake Initials	
Case Number <b>VAR23-001</b>	Date Received <b>5/17/23</b>



# VARIANCE 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.  
Not to be used for Administrative Variances**

**PROJECT SUMMARY**  
Please see attached variance request letter.

---

**VARIANCE REQUESTED** (list CBJ Code section you are requesting a variance to)  
**47.25.400, maximum lot coverage, permissible use**

---

**Previous Variance Applications?**  YES  NO      Date of Filing: 1993

Previous Case Number(s): not known      Building Permit related to  YES  NO  
this variance?

Was the Variance Granted?  YES  NO

---

**UTILITIES AVAILABLE:**      **WATER**  Public  On Site      **SEWER:**  Public  On Site

---

**ALL REQUIRED MATERIALS ATTACHED**  
**Complete application per CBJ 49.65.210**  
**Narrative including:**  
Any characteristics of land or building(s) or extraordinary situations that are unusual to this property or structure  
Why a variance would be needed for this property regardless of the owner  
What hardship would result if the variance is not granted  
**Site Plan**

To be completed by Applicant

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

VARIANCE FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ <u>550.00</u>			
Adjustment	\$ _____			
<b>Total Fee</b>	\$ <u>550.00</u>			

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
VAR 23-001	5/17/23

### Variance Application Instructions

Variances are outlined in CBJ 49.20 article II

**Application:** An application for a Variance will not be accepted by the Community Development Department (CDD) until it is determined to be complete. The items needed for a complete application are:

1. **Forms:** Completed Variance Application and Development Permit Application forms.
2. **Fees:** The fee for a Variance Application is \$400.00. If the application is in conjunction with a major development permit, the Variance fee will be reduced by 20 percent. Any development, work or use done without a permit issued will be subject to double fees. All fees are subject to change.
3. **Project Description:** A detailed letter or narrative describing the hardship that is the result of an unusual situation or physical feature affecting a specific parcel of land or structure. **Also include how the proposed project meets the variance criteria listed on the attached sheet.**
4. **Plans:** A site plan showing the following information:
  - A. The location of existing and proposed structures (i.e. buildings, fences, signs, parking areas, etc.); and
  - B. The location of 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).

**Please consult with the Community Development Department to discuss whether additional information may be required for your application. The "Planner-On-Call" can be reached by contacting the Community Development Department at (907) 586-0715 or via email at [Permits@juneau.org](mailto:Permits@juneau.org).**

**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 Variance Application request the application may be required to be reviewed by other municipal boards and committees. During this review period, the Community Development Department will coordinate the review of this application by other agencies, as necessary. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

**Hearing:** All Variance Applications must be reviewed by the Board of Adjustment. 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:** As part of the Variance process, all requests must be given proper public notice as outlined in 49.20.230 which consists of the following:

**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, the department will mail abutters notices to all property owners within 500-feet of the project site. A "Public Notice Sign" is required to be posted on the site by the Applicant and the Community Development Department will create the sign to be posted.

**Variance Approval Criteria**

A variance may be granted after the prescribed hearing and after the Board of Adjustment has determined that the following criteria are met. Include in your project narrative a detailed description about how your proposal meets each of the criteria listed below:

CBJ 49.20.250(b) Non-administrative variances. (1)A variance may be granted to provide an applicant relief from requirements of this title after the prescribed hearing and after the board of adjustment has determined that:

- (A) Enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property;
- (B) The unusual or special conditions of the property are not caused by the person seeking the variance;
- (C) The grant of the variance is not detrimental to public health, safety, or welfare; and
- (D) The grant of the variance is narrowly tailored to relieve the hardship.

**PLEASE NOTE:** As provided by CBJ Land Use code section on Variances (CBJ 49.20.200), a variance may be granted to provide an applicant relief from the requirements of Title 49, the Land Use Code. A variance is prohibited from varying any requirement or regulation of this title concerning the use of land or structures, housing density, lot area, requirements in chapter 49.35, or requirements in chapter 49.65. Applications for prohibited variances shall not be accepted for filing or shall be rejected by the director.

---

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

IF THIS BAR DOES NOT MEASURE EXACTLY ONE INCH, THE SCALE OF THIS DRAWING HAS BEEN ALTERED DURING ITS PRODUCTION, AFFECTING ALL LABELED SCALES

**SITE PLAN NOTES**

- THE BASIS OF BEARING FOR THIS PLAT IS THE RECORD BEARING OF N17°31'00"E AS CALCULATED FROM PLAT NO. 97-8, J.R.D., DATED JANUARY 20, 1997, BETWEEN THE RECOVERED BLM MONUMENT LOCATED SOUTH OF THE SOUTHERN BOUNDARY LINE OF LOT 6B, AND THE RECOVERED BLM MONUMENT WHICH MARKS THE NORTHEASTERLY CORNER OF LOT 6A, AS SHOWN ON THIS PLAT.
- THE BASIS OF COORDINATES IS ASSUMED IN A LOCAL COORDINATE SYSTEM.
- ALL DISTANCES AND DIMENSIONS ARE IN U.S. SURVEY FEET AND REDUCED TO THEIR HORIZONTAL VALUES.
- THIS ASBUILT SURVEY WAS PERFORMED UTILIZING ON-THE-GROUND CONVENTIONAL TRIMBLE S-7 ROBOTICS TOTAL STATION WITH STANDARD LASER DISTANCE MEASURING TECHNIQUES AND TRIMBLE R8-2 GNSS RTK.
- FIELD CLOSURE FOR CONVENTIONAL HORIZONTAL TRAVERSE DOES NOT EXCEED 1:10,000.
- THE FIELD SURVEY WAS PERFORMED ON FEBRUARY 14 & 16, 2018.
- RECORD INFORMATION UTILIZED FOR THIS SURVEY WAS DERIVED FROM THE OFFICIAL PLATS AND DOCUMENTS OF RECORD:
  - U.S.S. 2670, DATED APRIL 8, 1946
  - PLAT No. 97-8, J.R.D., DATED JANUARY 20, 1997
  - PLAT No. 2016-16, J.R.D., DATED MAY 3, 2016
  - PLAT No. 2020-10, J.R.D., DATED MARCH 6, 2020
- UTILITIES, SHOWN HEREON, WERE DERIVED FROM CBJ RECORD UTILITY INFORMATION, FIELD LOCATIONS, AND OBSERVABLE EVIDENCE.
- PROPERTY IS LOCATED IN CBJ D-1 ZONING DISTRICT. CBJ D-1 BUILDING SETBACKS ARE AS FOLLOWS:
  - FRONT YARD = 25'
  - SIDE YARD = 15'
  - REAR YARD = 25'
- SEE ARCHITECTURAL AND STRUCTURAL FOR GARAGE PLANS.

**EXISTING LOT COVERAGE SUMMARY**

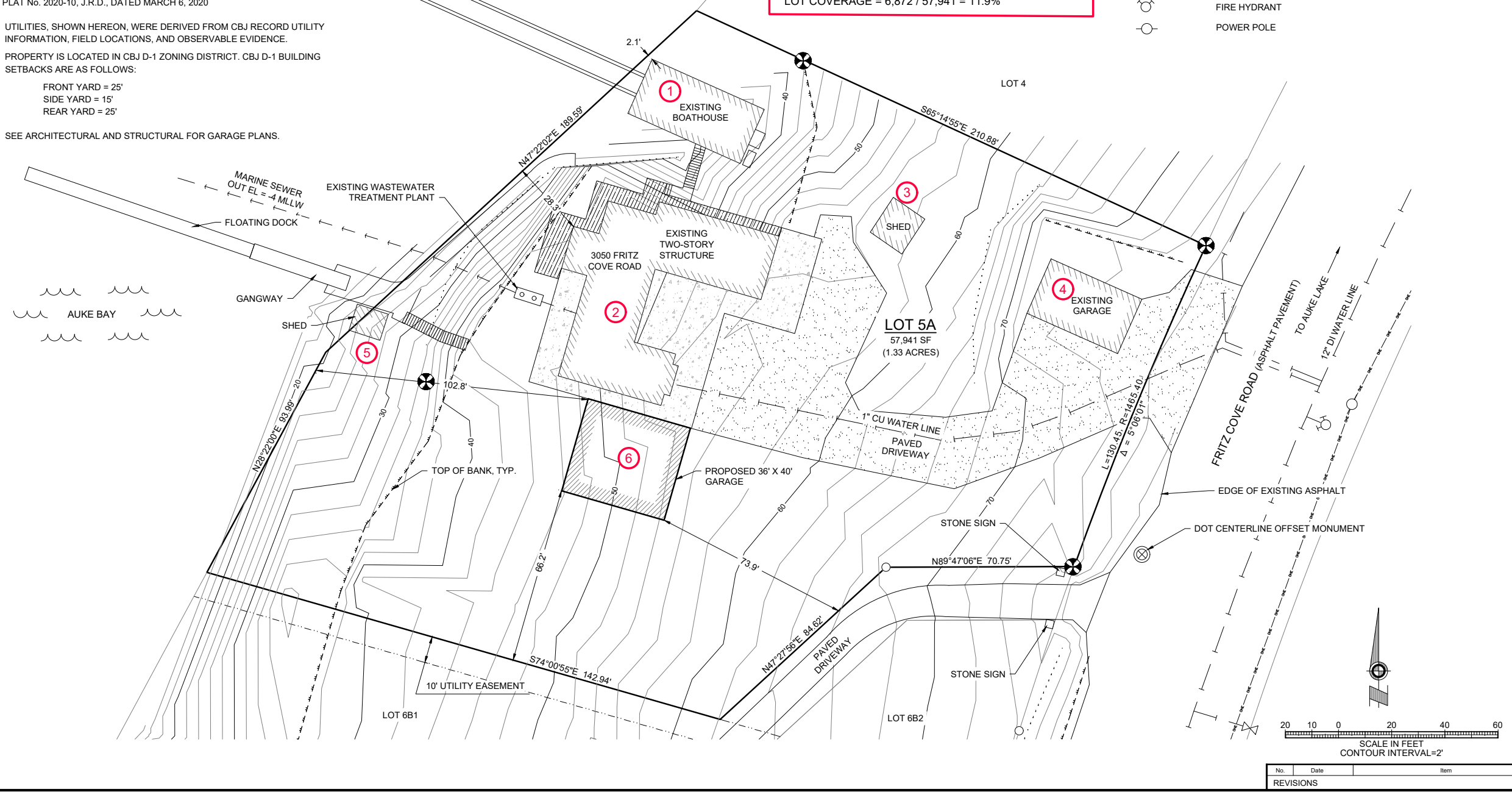
1	EXISTING BOATHOUSE = 1,030 SF
2	EXISTING TWO-STORY STRUCTURE = 3,211 SF
3	EXISTING SHED = 227 SF
4	EXISTING GARAGE = 837 SF
5	EXISTING SHED = 127 SF
<b>TOTAL EXISTING STRUCTURE AREA ON LOT = 5,432 SF</b>	
<b>EXISTING LOT COVERAGE = 5,432 / 57,941 = 9.4%</b>	

**LOT COVERAGE SUMMARY W/ NEW GARAGE**

1	EXISTING BOATHOUSE = 1,030 SF
2	EXISTING TWO-STORY STRUCTURE = 3,211 SF
3	EXISTING SHED = 227 SF
4	EXISTING GARAGE = 837 SF
5	EXISTING SHED = 127 SF
6	NEW GARAGE = 1,440 SF
<b>TOTAL STRUCTURES AREA ON LOT = 6,872 SF</b>	
<b>LOT COVERAGE = 6,872 / 57,941 = 11.9%</b>	

**LEGEND**

- PRIMARY MONUMENT
- CENTERLINE MONUMENT
- SECONDARY MONUMENT
- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- EASEMENT LINE
- TOP OF BANK
- TOE OF SLOPE
- WATER LINE
- OVERHEAD ELECTRIC LINE
- EDGE OF ASPHALT
- CONTOUR LINES
- BUILDING
- PAVED SURFACE
- CONCRETE SURFACE
- EASEMENT LINE
- WOODEN DECK
- WATER VALVE
- FIRE HYDRANT
- POWER POLE



**OWNER:**  
ERIC LINDEGAARD  
3050 FRITZ COVE ROAD  
JUNEAU, AK 99801

**Juneau, AK**  
5109 Marine Mall Rd., Ste. 4  
Juneau, AK 99801  
Phone: 907.760.0860  
Fax: 907.596.3771  
AEC/CIS/20

**PROJECT:**  
LOT 5A, U.S. SURVEY NO. 2670  
3050 FRITZ COVE ROAD  
JUNEAU, ALASKA 99801

**SHEET TITLE:**  
GARAGE SITE PLAN

DESIGN	JMP
DRAWN	JMK
CHECKED	JMP
DATE	05/12/2023

PROJECT No. **10499.23001**  
SHEET NUMBER

**1 of 1**





PROPERTY LINE, TYP.

3140 FRITZ COVE ROAD  
LOT SF = 18,556

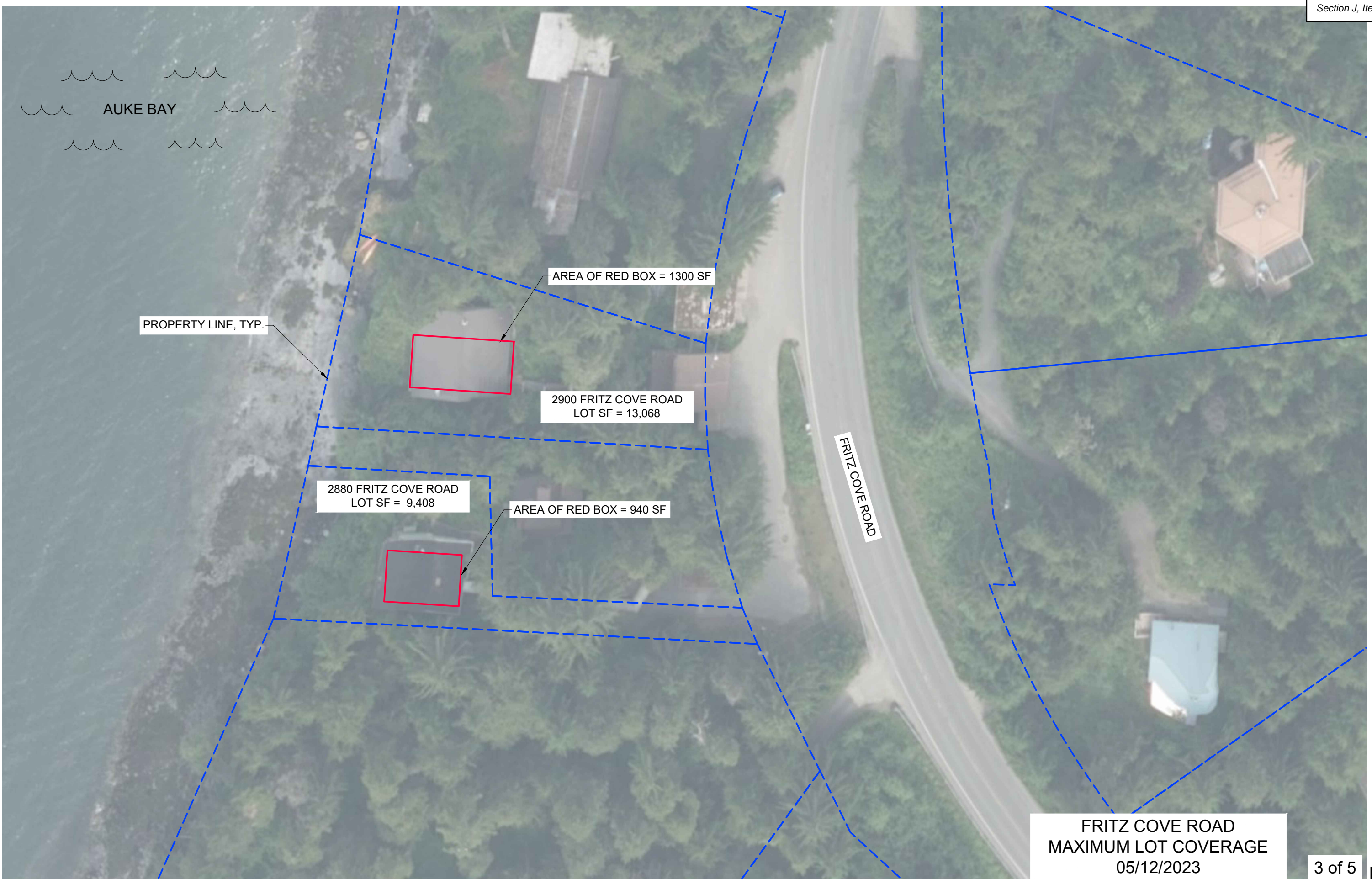
AREA OF RED BOX = 1850 SF

FRITZ COVE ROAD

AUKE BAY

FRITZ COVE ROAD  
MAXIMUM LOT COVERAGE  
05/12/2023






  
 AUKE BAY  



PROPERTY LINE, TYP.

AREA OF RED BOX = 1300 SF

2900 FRITZ COVE ROAD  
LOT SF = 13,068

2880 FRITZ COVE ROAD  
LOT SF = 9,408

AREA OF RED BOX = 940 SF

FRITZ COVE ROAD

FRITZ COVE ROAD  
MAXIMUM LOT COVERAGE  
05/12/2023



~~~~~  
~~~~~ AUKE BAY ~~~~~  
~~~~~

10518 FOX FARM TRAIL  
LOT SF = 43,759  
AREA OF RED BOX = 4,380 SF

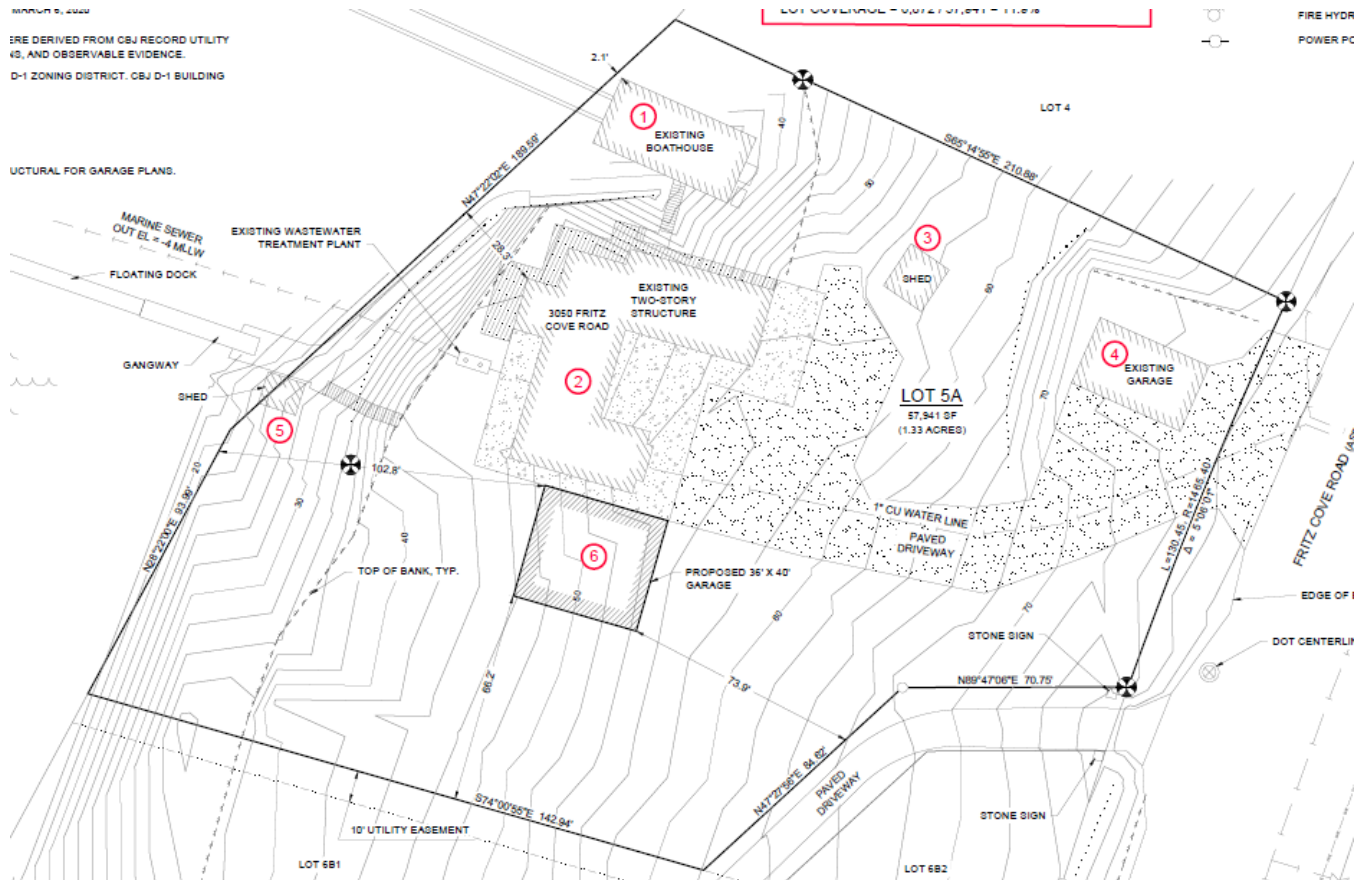
1101 REISCHL WAY  
LOT SF = 36,000  
AREA OF RED BOX = 3,600 SF

FRITZ COVE ROAD  
MAXIMUM LOT COVERAGE  
05/12/2023



APPENDIX B

Assessor Site Photos for 3050 Fritz Cove Road: Lot Coverage



1. Existing boathouse



2. Existing single-family structure



3. Shed:

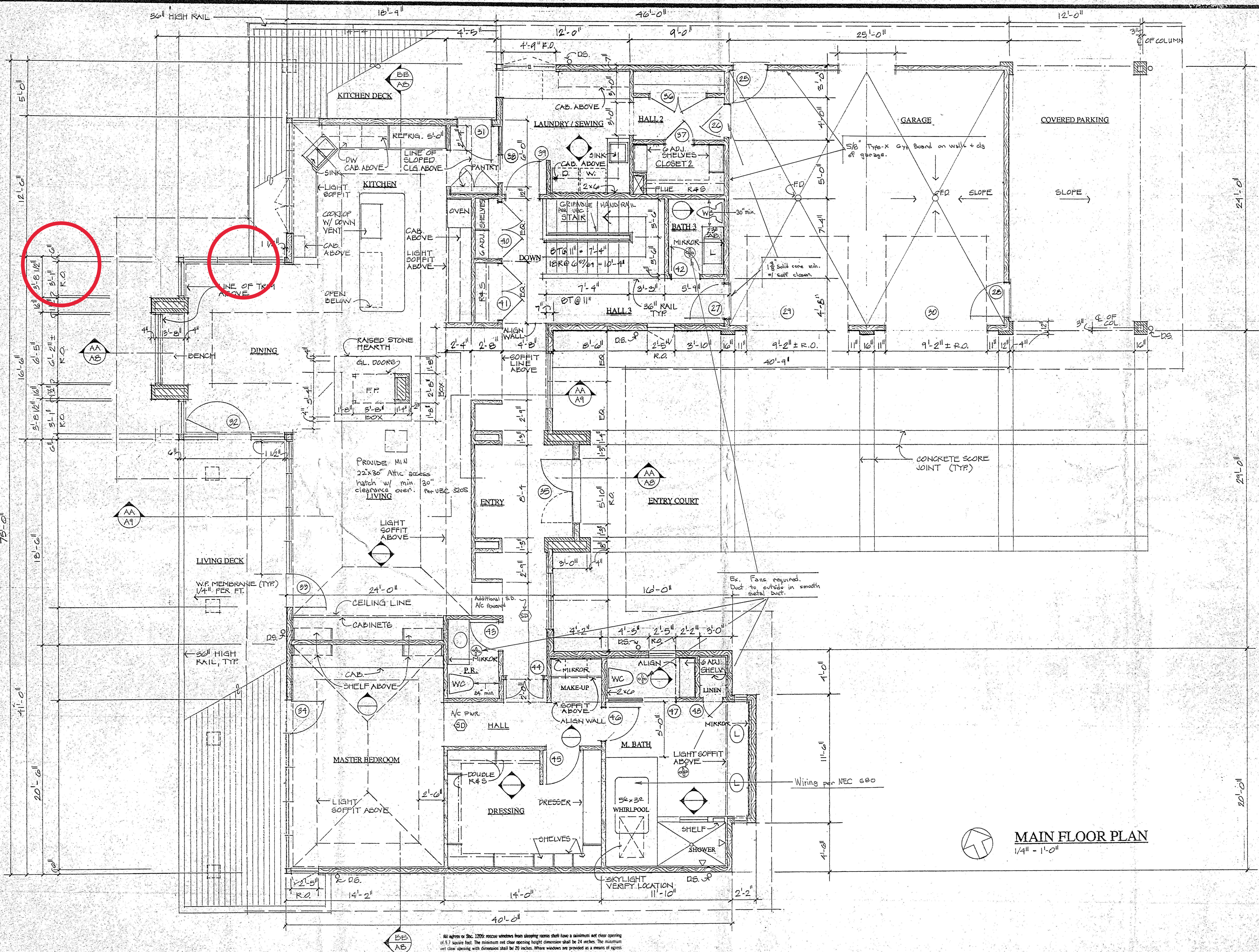


4. Existing garage (noncompliant). Water side of the garage is seen in the picture above.



5. Shed:





EGRESS WINDOW RAD.  
 - Master Bedroom  
 - as noted.

RECEIVED  
 MAR 16 1993  
 ENGINEERING/ARCHITECTURE  
 CITY AND BOROUGH OF JUNEAU

**MAIN FLOOR PLAN**  
 1/4" = 1'-0"

All egress or Sec. 1205 rescue windows from sleeping rooms shall have a minimum net clear opening of 5.7 square feet. The minimum net clear opening height dimension shall be 24 inches. The minimum net clear opening width dimension shall be 20 inches. Where windows are provided as a means of egress or rescue they shall have a finished sill height not more than 44 inches above the floor.

MAR 16 1993

PROPOSED RESIDENCE FOR:  
**ERIC AND PAM LINDEGAARD**  
 AUKE BAY, JUNEAU, ALASKA

**ANDERSON KOCH & SMITH**  
 119 South Main St.  
 Seattle, WA 98104  
 TEL 206.623.6632  
 FAX 206.682.3484

114" MAIN FLOOR PLAN		A-3	
NO. 9223.000	REVISIONS	DRAWN	CHECKED
			DATE





15T69

BOOK 0244 PAGE 532

**TIA** TITLE INSURANCE AGENCY

201 N. Franklin St.  
Juneau, Alaska 99801  
(907) 586-6445

THIS SPACE RESERVED FOR RECORDER'S USE.  
84-008784  
8.00  
RECORDED-FILED  
JUNEAU REC.  
DISTRICT  
SEP 21 12 05 PM '84  
REQUESTED BY TICO  
ADDRESS \_\_\_\_\_

Filed for Record at Request of

Name.....

Address.....

City and State.....

### Statutory Warranty Deed

THE GRANTOR Marlys R. Burnett-Ashby who acquired title as Marlys R. Burnett

for and in consideration of Ten Dollars and other consideration

in hand paid, conveys and warrants to L. Eric Lindegaard - P. O. Box 210142, Auke Bay, Ak 99821

the following described real estate, situated in the Juneau Recording District, State of Alaska:

Lot 5, U. S. Survey 2670, Juneau Recording District, First Judicial District, State of Alaska,

SUBJECT TO Patent reservations, rights of the public and governmental bodies in and to any part below high water line, easements of record and 1984 City and Borough of Juneau taxes.

Dated this 21<sup>ST</sup> day of SEPTEMBER, 1984

*Marlys Burnett Ashby*  
.....(SEAL)

STATE OF ALASKA }  
FIRST JUDICIAL DISTRICT } ss.  
JUNEAU RECORDING DISTRICT }

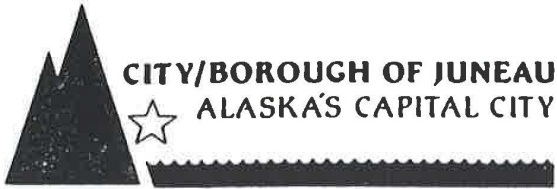
On this day personally appeared before me Marlys R. Burnett-Ashby

to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that she signed the same as her free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this 21<sup>ST</sup> day of SEPTEMBER, 1984

STATE OF ALASKA  
NOTARY PUBLIC  
GLEN A. PRINCE

*Glen A. Prince*  
.....  
Notary Public in and for the State of Alaska  
My commission expires.....



**PLANNING COMMISSION  
NOTICE OF DECISION  
September 25, 1990**

File No. VR-30-90

Eric Lindegaard  
P.O. Box 21042  
Auke Bay, Alaska 99821

Application for: Variance  
Legal Description: Lot 5, U.S. Survey 2670  
Parcel Number: 4-B23-0-102-006-0  
Date Submitted: August 21, 1990  
Hearing Date: September 11, 1990

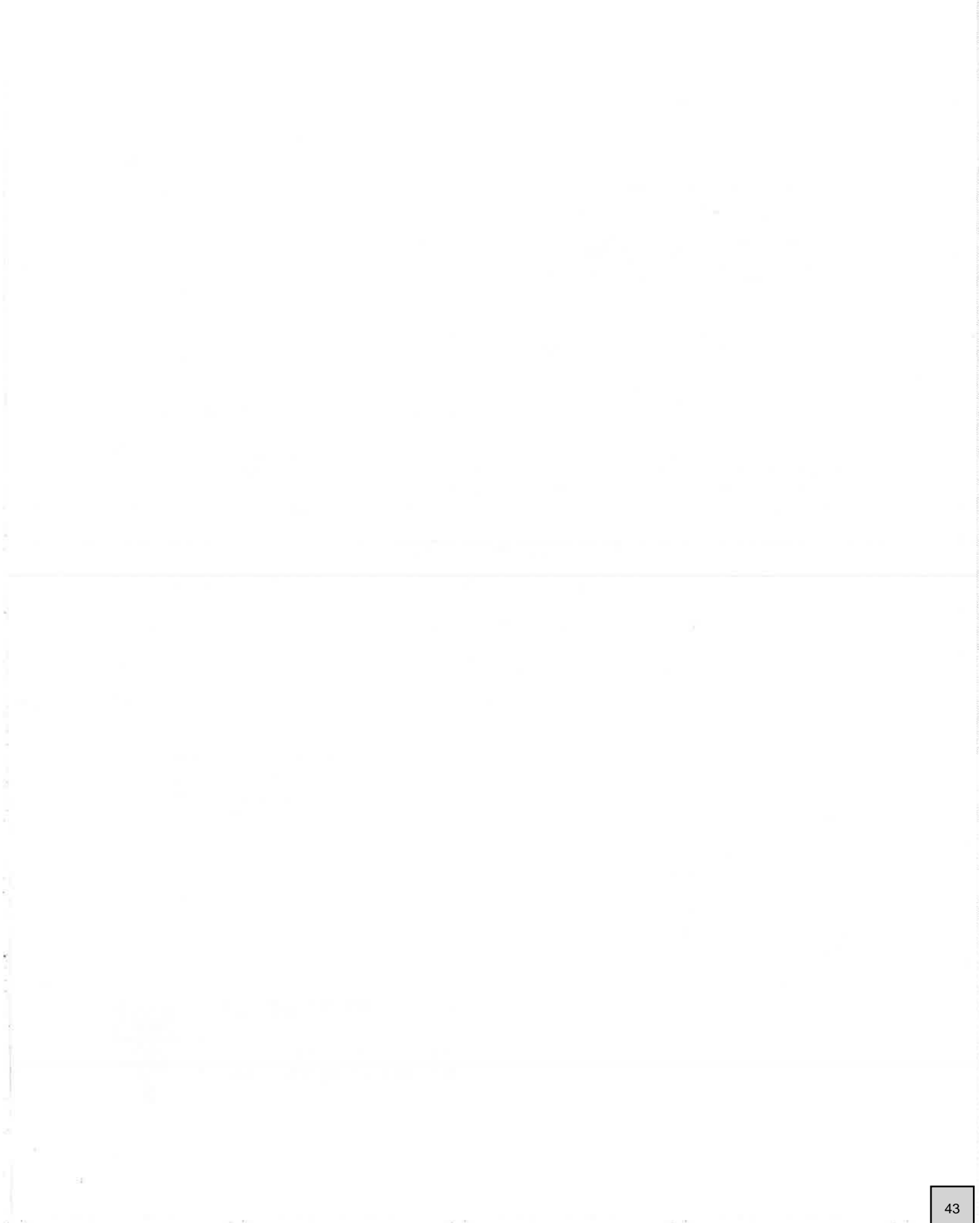
The Planning Commission at its September 11, 1990, regular public meeting, denied the request for a variance to reduce the minimum required front setback from 25 feet to 12 feet for a proposed 720-square-foot garage.

Effective Date: October 17, 1990

Project Planner: Tom Korosei  
Tom Korosei  
Planner I

RECEIVED BY CITY CLERK  
Patty An Orlly  
9-26-90

cc: Debra J. Purves



# MEMORANDUM

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

**DATE:** September 7, 1990

**TO:** Planning Commission

**FROM:** Tom Korosei, Planner  
Community Development

**SUBJECT:** Variance Application

**FILE NO.:** VR-30-90

GENERAL INFORMATION

**Applicant:** Eric Lindegaard

**Property Owner:** Eric Lindegaard

**Requested Action:** Variance approval

**Purpose:** To reduce the minimum required front setback from 25 feet to 12 feet to allow the construction of a garage.

**Legal Description:** Lot 5, U.S. Survey 2670

**Parcel Code Number:** 4-B23-0-102-006-0

**Location:** 3050 Fritz Cove Road

**Site Size:** 37,026 square feet

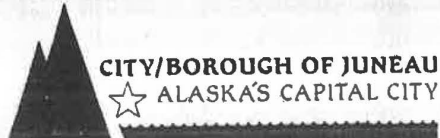
**Access:** Fritz Cove Road

**Existing Land Use:** Residential

**Surrounding Land Use:** North - Residential  
South - Residential  
East - Fritz Cove Road/Residential  
West - Auke Bay

**Zoning Designation:** D-1(T)D-3, Residential

**Utilities:** Public water



Planning Commission  
VR-30-90  
Page No. 2

**PROJECT DESCRIPTION**

The applicant proposes to construct a 24' by 30', 720-square-foot garage on the subject property. The applicant is requesting a reduction to the front yard building setback from 25 feet to 12 feet.

**BACKGROUND**

1. The required building setbacks in D-1 zones generally are:

- A. Front yard: 25 feet.
- B. Side yard: 15 feet.
- C. Rear yard: 25 feet.

**ANALYSIS**

Under Title 49.25.430(4)(G) a garage may be constructed with a minimum front setback of 5 feet in certain circumstances. Among the conditions for this automatic setback reduction is that the garage be limited to one story with a maximum height of 15 feet and a maximum area of 600 square feet.

We believe the rationale for this code provision is to allow an adequate accessory structure to reasonably meet the needs for a principal residential use.

This proposal does not meet this criterion as the proposed garage, intended to serve the unusual needs of a particular owner, exceeds the maximum area allowed under this exception.

**STAFF RECOMMENDATION - Denial.**

We recommend denial of the variance application. The applicant's situation fails to meet all of the variance approval criteria as set out in CBJ 49.20.250. The specific condition not met is:

"That compliance with the existing standards would unreasonably prevent the owner from using the property for a permissible principal use, and would be unnecessarily burdensome because it would impose peculiar and practical difficulties to, or exceptional and undue hardship upon the developer of such property."

August 21, 1990

Planning and Zoning Commission  
City and Borough of Juneau  
155 South Seward  
Juneau, Alaska 99801

Attn: Debra Purves  
Pine Staff Member

Re: Variance Application

Ladies and Gentlemen of the Commission:

The writer has undertaken a Variance Application in accordance with Section 49.25.430 - Yard Setbacks. I have met with Borough staff member Debra Purves and have provided her with the documents that she desired at the time of our initial meeting. These documents included;

- The standard application Variance Form as attached
- An as-built survey showing the garages and/or buildings fronting the right-of-way limits and property lines along Fritz Cove Road in my land area
- My variance fee check

After my submittal, Ms. Purves stated that the documents furnished were not adequate and to me the rules were changed. It seemed that by Section 49.25.430, if I desired to construct a 600 square foot garage, in five feet or more from the right-of-way limits property line (my understanding is that the normal setback is 25 feet), I could do this "outright". However, because I desire to construct a 720 square foot garage to shelter two antique vehicles, my modern vehicle and necessary support equipment, 12 feet back from the property line/right-of-way line, a Variance is needed. The Variance is due to both my non-conforming setback (neither a 5 foot nor 25 foot set back), and my non-conforming garage size (720 square feet verses 600 square feet). The purpose of this relatively normal size garage (a wide two car garage) is so I may store two antique cars bumper-to-bumper, as well as my ordinary vehicle. Additionally, room is needed to enter and exit the garage when the vehicles are stored, and to allow some room to work on these historic objects. If I desired to build a garage thirty feet long by twenty foot wide rather than thirty feet long by twenty-four foot wide, it would be permitted even though it would be within 5 feet of the property line/right-of-way line. I request that my Variance be passed for the following reasons;

Twelve foot setback verses twenty-five foot setback

At a 25 foot setback the ground slope would be steep, well in excess of 25 percent seaward. This would mean extensive filling of my property or the construction of the foundation with relatively long piles. Neither choice is economically or aesthetically desirable.

The loud slope is a hardship.

A 12 foot setback far exceeds the existing garage and other dwelling setbacks along this section of Fritz Cove Road (see as-built survey attached).

The 12 foot setback presents no safety hazards or line-of-sight difficulties for vehicles along Fritz Cove Road.

The setback I am requesting "substantially conforms" to the normal 25 foot setback verses the 5 feet allowed for a slightly smaller building.

Garage size

The Variance for the garage size is requested by;

- A 600 square foot garage does not adequately house the vehicles I desire.
- The added 4 foot width needed to allow my 120 square foot addition to the allowed 600 square foot building footprint does not jeopardize any safety hazard to the neighborhood or the motoring public.

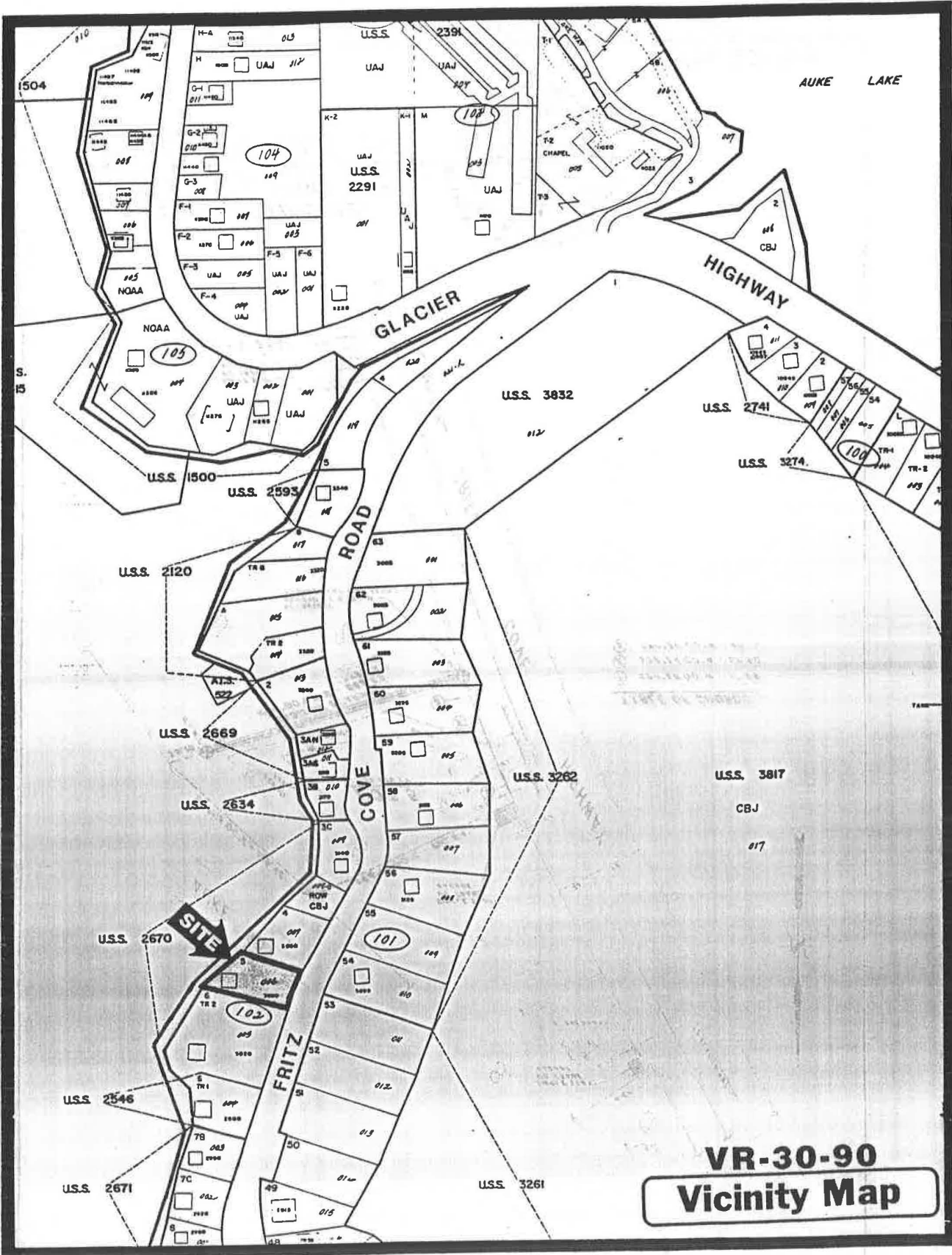
Topographic conditions permit the width of the building constructed, meaning side yards setbacks rather than the depth.

Topographic conditions prevent a longer building.

With the above justification, my application form and the submitted drawing reflecting neighborhood garages and my land, I respectfully request that the City and Borough of Juneau Planning Commission grant this Variance Application.

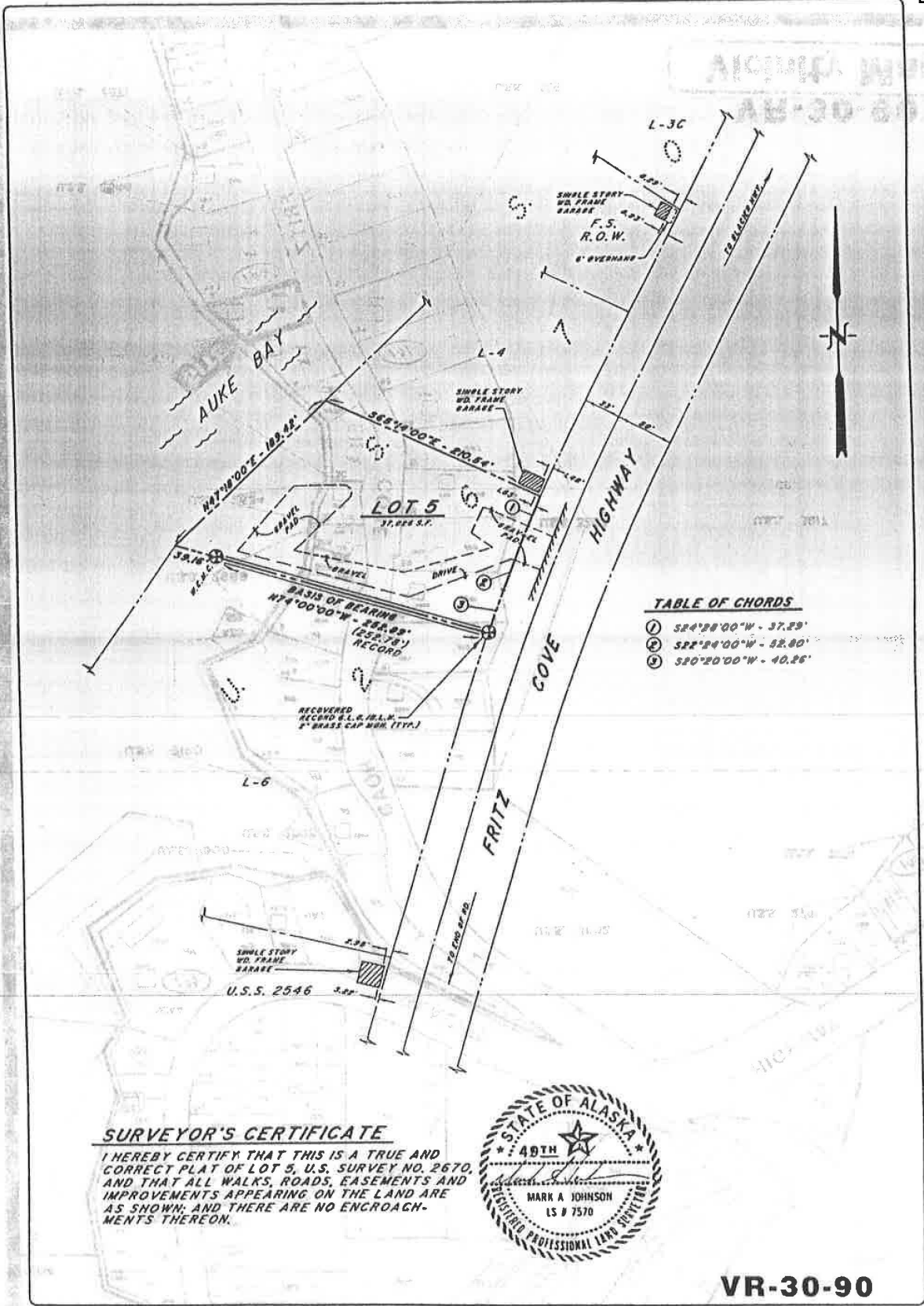
Sincerely,

Eric Lindegård  
Property Owner



Attachment E- VR-30-90, denied





**SURVEYOR'S CERTIFICATE**  
 I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT PLAT OF LOT 5, U.S. SURVEY NO. 2670, AND THAT ALL WALKS, ROADS, EASEMENTS AND IMPROVEMENTS APPEARING ON THE LAND ARE AS SHOWN, AND THERE ARE NO ENCROACHMENTS THEREON.



**VR-30-90**

DES	M.A.J.
L&D	M.P.
DWN	D.S.
CHKD	M.A.J.
APPO	M.A.J.

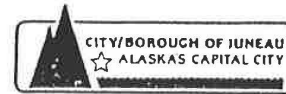
**R&M ENGINEERING, INC.**  
 ENGINEERS SURVEYORS

AN AS-BUILT SURVEY OF  
**LOT 5**  
 U.S. SURVEY NO. 2670  
 WITHIN  
 THE C.B.B. OF JUNEAU, A : "A"

DWG NO	1 OF 1
SCALE	1" = 80'
DATE	5-8-90
PROJ NO	90131/01
GRID	FILE

Application for Variance  
City and Borough of Juneau  
Planning Department

File No.: \_\_\_\_\_



- 1. List the dimensional standards of the Ordinance from which you seek to secure a variance (setback, height, bulk, etc):  
49.25.430 - Setback & 49.25.430 (4) Fill - Garage size (i.e. 720sf vs. 600sf)
- 2. Describe the activity for which you seek a variance:  
Garage for future residence
- 3. Existing Zoning: D-1 (T) D-3
- 4. Use of Existing Building and premises:  
N/A
- 5. Use of Proposed Building and premises:  
Garage for future residence
- 6. Dimensions of Property:  
Width: 160+ Depth: 250+ Square Feet: 37,026
- 7. Existing Utilities:  
WATER: On Site  Public  SEWER: On Site  Public
- 8. Size of Proposed Building:  
Width: 24 Depth: 30 Square Feet: 720
- 9. Required Setback: Front: 25 Side: \_\_\_\_\_ Rear: \_\_\_\_\_  
Proposed Setback: Front: 12 Side: \_\_\_\_\_ Rear: \_\_\_\_\_
- 10. Indicate if there has been any previous variance involving these premises and provide date of filing, character of variance and disposition of the request: N/A

- 11. State what unique circumstance is peculiar to the land or building involved that distinguishes it from other properties in the area: Per regulation, the unique circumstance is a desire to design/build a garage that is 120 sf, (20%) more than allowed by 49.25.430. (see attached)
- 12. State how the difficulty would apply to the particular land or building regardless of owner: To move the building back to a 25' setback would require extensive fill and/or piles. The earth slope exceeds 25% upward. (please see attached)
- 13. Indicate what hardship would result if the ordinance requirements were complied with: Garage would no function with adequate width to allow maneuverability needed for the antique and present day vehicles that fit (see attached)

\*\*\*\*\*

REQUIRED PLAN SUBMITTALS

All Applications for a Variance shall be accompanied by a \$100.00 application fee and the following plans and submittals:

- A. City and Borough of Juneau General Application Form for Development Proposals (Form #1026P).
- B. SITE PLAN One copy of a plan drawn (suitable for reproduction) to scale showing the site location, dimensions, and location of existing and proposed buildings. If the variance sought is for a setback, an AS BUILT SURVEY shall also be submitted. If the variance sought is for topographical reasons the topography shall be shown on the plan.
- C. A copy of any covenants, easements, and/or deed restrictions affecting the site.

PLEASE NOTE: INCOMPLETE APPLICATIONS WILL NOT BE PLACED ON THE PLANNING

Attachment E- VR-30-90, denied

Application for Variance (continued)

- 11. If we desired, a 30' l. x 20' w. garage (that would not serve my needs) a variance at a 5' R/W - P/L setback is not required. Since I must use a 30' L x 24' w. garage at a setback of 12' from the R/W - P/L, a variance is required.
- 12. The 12' setback far exceeds the 5' permissible without jeopardizing safety (fire, setback, or roadway line-of-sight).
- 13. garage will hold. The added 4' garage width does not compromise safety issues.

APPEALS, VARIANCES AND INTERPRETATION

49.20.220 SCHEDULING AND FEE. The director shall schedule the application for public hearing after determining the application is complete. If the application is filed in conjunction with a major development permit, a separate public notice and fee shall not be required. For separate variance applications a fee and public notice according to Section 49.20.230 shall be required. (Serial No. 87-49 § 2 (part), 1987).

49.20.230 PUBLIC NOTICE. Public notice according to Article I of Chapter 49.05 shall be given prior to a hearing on the application by the board of adjustments, except that the placement of a sign on the subject lot is not required. (Serial No. 87-49 § 2 (part), 1987).

49.20.240 BOARD OF ADJUSTMENT ACTION. The board of adjustment shall hear all variance requests and shall either approve, conditionally approve, modify or deny the request based on the criteria in Section 49.20.250 of this chapter. (Serial No. 87-49 § 2 (part), 1987).

49.20.250 GROUNDS FOR VARIANCES. (a) Where hardship and practical difficulties resulting from an extraordinary situation or unique physical feature affecting only a specific parcel of property or structures lawfully existing thereon and render it difficult to carry out the provisions of this title, the board of adjustment may grant a variance in harmony with the general purpose and intent of this title. A variance may vary any requirement or regulation of this title concerning dimensional and other design standards, but not those concerning the use of land or structures or those establishing construction standards. A variance may be granted after the prescribed hearing and after it is shown that all the following conditions have been met.

(b) In considering all variances the board of adjustment must determine:

478

(Juneau 5-88)

APPEALS, VARIANCES AND INTERPRETATIONS

(1) Whether a lesser relaxation than that applied for would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners:

(2) That relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare preserved;

(3) That the authorization of the variance will not injure nearby property;

(4) That the variance does not authorize uses not allowed in the district involved;

(5) That compliance with the existing standards would unreasonably prevent the owner from using the property for a permissible principal use and would be unnecessarily burdensome because it would impose peculiar and practical difficulties to, or exceptional and undue hardship upon the developer of such property;

(6) That a grant of the variance would result in more benefits than detriments to the neighborhood; and

(7) That the variance would not violate housing density, gross nonresidential floor area, or building and lot coverage standards. (Serial No. 87-49 § 2 (part), 1987).

49.20.260 CONDITIONS OF APPROVAL. The board may attach to a variance conditions regarding the location, character and other features of the proposed structures or uses as it finds necessary to carry out the intent of this title and to protect the public interest. (Serial No. 87-49 § 2 (part), 1987).

49.20.270 EXPIRATION AND EXTENSIONS OF APPROVAL. Expiration and extensions of variances shall be governed by the procedures and standards established for development permits in Article II of Chapter 49.15. (Serial No. 87-49 § 2 (part), 1987).

From CBJ 49.25.430

ZONING DISTRICTS

have a rear yard setback on either of the lot lines opposite street frontage.

(4) Projections Into Required Yards.

(A) Architectural features, including roof eaves, may project into a required yard not more than four inches for each foot of yard setback required.

(B) Open unenclosed stairways or fire escapes may project a distance not exceeding forty-eight inches.

(C) An uncovered porch, terrace, or patio extending no more than two and one-half feet above the finished elevation may extend within three feet of a side lot line or within ten feet of a front or rear lot line.

(D) Unenclosed first story porches or decks, regardless of roof, may project no more than six feet into no more than one yard; provided, however, such projection may not be closer than five feet to a lot line.

(E) Sloping Lots. If the natural gradient of a sloping lot, from front to rear, exceeds twenty-five percent, the front yard setback shall not be less than the established yard of a dwelling which occupies an adjoining lot. In no instance shall the setback be less than five feet.

(F) Shoreline Properties. In any district, yard setbacks are not required from tidewater lot lines.

(G) Carports and Garages. A minimum setback of five feet shall apply to carport and garages in any residential zoning district if:

- (i) The topography, shape or size of the lot make construction a hardship;
- (ii) Similar problems exist in the neighborhood;
- (iii) The carport or garage is limited to one story with a maximum height of fifteen feet and a maximum area of six hundred square feet;
- (iv) Sight distance has been approved by the director; and
- (v) Lot coverage is not exceeded.



The ~~motion carried~~, 6-1.

VR-30-90

2. An application for a variance to reduce the minimum required front setback from 25 feet to 12 feet on Lot 5, U.S. Survey 2670, located at 3050 Fritz Cove Road, to allow construction of a 720 square foot garage.

Applicant: Eric Lindegaard

Staff Report: Mr. Korosei reviewed the staff report included in the packet. Staff recommends denial. The applicant's situation fails to meet the following condition as set out in CBJ 49.20.250:

"That compliance with the existing standards would unreasonably prevent the owner from using the property for a permissible principal use and would be unnecessarily burdensome because it would impose peculiar and practical difficulties to, or exceptional and undue hardship upon the developer of such property."

Public Participation:

Eric Lindegaard, 3055 Fritz Cove Road, stated he was originally told he could build a 720 sq. ft. garage on the property. The proposed garage is 12 feet back from the right-of-way, and according to an as-built survey, two other garages on Fritz Cove Road come within one to two feet of the right-of-way. Mr. Lindegaard clarified there is only a pad on the property and no construction has taken place.

Commission Action:

MOTION - by Eaddy to grant approval of VR-30-90.

Mr. Eaddy spoke against the motion because of staff's recommendation and the fact that the need seems to be temporary. Mr. Halterman concurred with Mr. Eaddy, particularly noting the potential temporary use of property.

Mr. Korosei responded to Mr. Bolton saying only the lot coverage limits the size of structures, providing setbacks are met. Mr. Bolton commented the requirement seems stringent. Mr. Eaddy noted the 600 sq. ft. size for a garage is not likely an arbitrary number.





Chairman Weyhrauch clarified by saying that in the past, the Commission was getting a lot of requests for garage variances. An exception to the setback requirement was created, and staff applied a new standard to garages. Setbacks need not be met under this new standard; however, the size was limited to 600 sq. ft. Mr. Korosei stated the front setback exception only applies to garage and carport requests, not boat storage sheds or other accessory buildings.

Roll Call:

Ayes: Bolton, Dybdahl

Nays: Anderson, Eaddy, Halterman, Lawson, Weyhrauch

The motion failed, 2-5.

VII. PLANNING DIRECTOR'S REPORT

Mr. Walsh provided a copy of the proposed notice of decision for the Mendenhall Mall parking lot. He questioned if the decision correctly reflected the Commission's deliberations. Mr. Halterman stated it does.

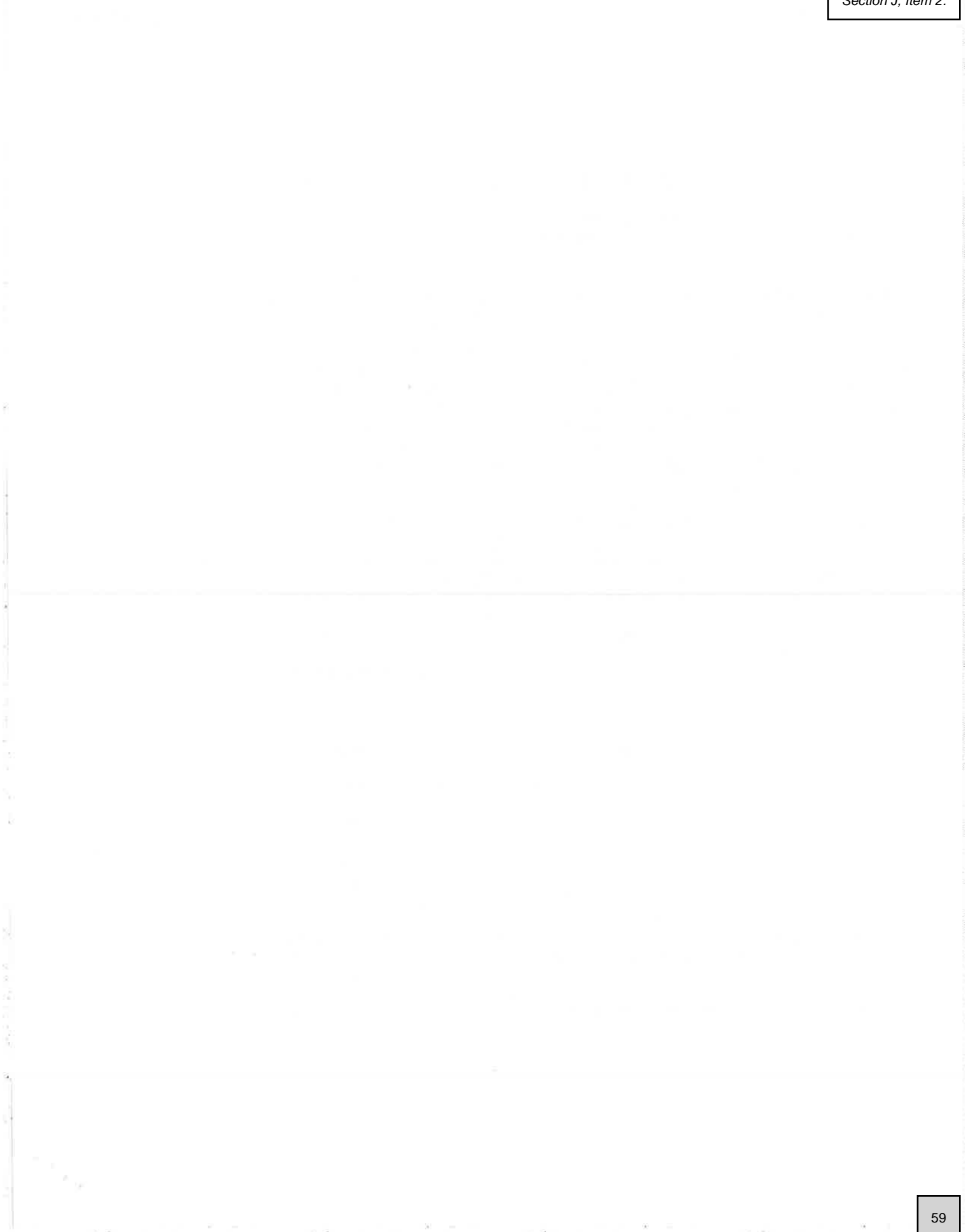
Mr. Walsh stated the Mendenhall Mall has filed an application for allowable use to construct the intervening structure between the mall as it exists now and the federal annex. Responding to Mr. Dybdahl, Mr. Walsh said a reference to Mr. Robinson's letter did not seem essential because the decision is responsive to that letter and contains the Commission's directions for what is currently wrong with the Mendenhall Mall parking lot. Mr. Walsh stated he believed the intent of the combined motion was to be responsive to Mr. Robinson's letter and still provide time to correct the problems.

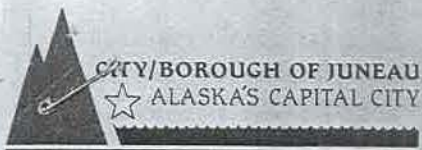
Chairman Weyhrauch stated if a question arises, the actual motion that was made will prevail over Mr. Walsh's letter of decision.

Mr. Walsh noted continuation of the Wetlands Committee of the Whole on September 13 and 14, at noon.

VIII. REPORT OF REGULAR OR SPECIAL COMMITTEES

None.





# BUILDING PERMIT

**Your special attention is called to the following:**

This permit is granted on the express conditions that the construction shall, in all respects, conform to the ordinances of the City and Borough of Juneau. It may be revoked at any time upon violation of any provisions of said ordinances.

The granting of this permit does not authorize the violation of any federal, state, or local law regulating construction nor the violation of the terms of any deed or covenant or any zoning or other regulations.

If plan review was required, this permit must be attached to the approved drawings. The permit, plans and record of inspections must be available on site at all times while the construction is in progress.

The yellow posting notice must be prominently displayed to show a permit has been issued and to assist the inspectors in location of the project. This permit becomes null and void if work or construction authorized is not commenced within 180 days or if work or construction is suspended or abandoned for a period of 180 days at any time after work is commenced.

**Inspection can be arranged by telephoning 586-1703 or by written notification.** Work shall not proceed until the inspector has approved the various stages of construction.

JOB ADDRESS <b>3050 FRITZ COVE RD</b>	RECEIPT # <b>6240</b>	DATE <b>09/15/96</b>	PROJECT # <b>5373.01</b>
USE OF PERMIT <b>WOOD FRAME GARAGE</b>			

OWNER <b>L. ERIC LINDEGAARD</b>		
ADDRESS <b>P O BOX 210142</b>		
CITY <b>AUKE BAY</b>	ST <b>AK</b>	ZIP <b>99821 0000</b>
APPLICANT <b>L ERIC LINDEGAARD</b>		
CONTRACTOR <b>Owner-Builder</b>		
ADDRESS		
CITY	ST	ZIP
PH	STATE LIC.	
ARCH/ENGINEER		
ADDRESS		
CITY	ST	ZIP

TRACT #	LOT # <b>5</b>	APN <b>4-B23-0-102-005-0</b>		
TRACT NAME <b>FRITZ COVE / USS 2670</b>		MODULE #	CENSUS TRACT	
ZONE	SETBACKS FRONT	LEFT	RIGHT	REAR
<b>Plan Review</b>		<b>110300203</b>	<b>76.50*</b>	
<b>1 thru 4 Family Res.</b>		<b>0000000515</b>	<b>153.00</b>	
COUNTER APPROVAL <i>[Signature]</i>		PAYMENT FORM <i>Check</i>	TOTAL FEE <b>\$\$\$\$\$139.50</b>	

**PROJECT PERMIT**

\* Plan Review Prepayment Credit <\$\$\$\$\$\$90.00>

**Estimated Construction Valuations**

Permit Type	Rate	Sq Feet	Valuation
1 thru 4 Family Res.	65.91		13899.60

**PROJECT CONDITIONS/HOLDS**

- Conditional SUP Zone: D1(Y)D3, Parking 2, Setback Front 5, Rear 25, L 13, R 13
- Conditional SUP Front 5, per 49.25.430(4)(G)
- Conditional SUP Left & right 13, per 49.25.430(4)(1)
- Conditional SUP Permit for detached garage
- Conditional SUP Plans to replace burned residence due by spring '91
- Conditional SUP CPI's per NEC
- Conditional SUP Have AK-engineer stamped truss details at site.

# BUILDING PERMIT APPLICATION

(FILL IN GRAYED AREAS AS A MINIMUM)

Date Issued: Section J, Item 2.

8/9/90

573.01 CITY and BOROUGH of JUNEAU, ALASKA

Project Address / Building Name <i>3050 Fritz Lane AD</i>		City / Zip	
Subdivision / USS (If known) <i>USS 2670</i>		Block / Tract (If known)	Lot (If known) <i>5</i>
Assessor's Process Number (If known) <i>4-B23-0-102-006-0</i>		Dwelling Units	Number of Buildings
Applicant's Name <i>J. Eric Finkbeiner</i>		Contact Person	
Mailing Address <i>P.O. Box 21047, Juneau, AK 99821</i>		Home Phone No. <i>799-7577</i>	Work Phone No. <i>799-7352</i>
Property Owner <i>J. Eric Finkbeiner</i>		Contact Person	
Mailing Address <i>P.O. Box 21047, Juneau, AK 99821</i>		Home Phone No. <i>799-7577</i>	Work Phone No. <i>799-7352</i>
Contractor (If known) <i>Bush &amp; Stone Building</i>		Contact Person	
Mailing Address		Phone No.	License No.
Architect (If known)		Contact Person	
Mailing Address		Phone No.	License No.
Engineer (If known)		Contact Person	
Mailing Address		Phone No.	License No.

CLASS OF WORK:  New  Addition  Remodel / Repair  Demolition  Woodstove  Water  Grading  Other

BUILDING TYPE:  Residential  Commercial  Other *GARAGE*

REPAIR AND REHABILITATION PROJECT: Is there a separate Property Tax Exemption Application?  Yes  No

FLOOD PLAIN: Is the land classified as a flood plain area?  Yes  No

LANDFILL: Has the land been previously filled?  Yes  No  Do Not Know

DESCRIPTION OF WORK: (If Remodeling / Repair, include contractual cost of materials and labor, even if you plan to do the work yourself.)  
*Wood Frame*

NOTE: If the work is on a landfill, in water, wetlands or an intertidal area, a Corps of Engineers or other permits may be required.

New Sq. Ft.: *720*  
and / or Remod. \$: *10,000*

I hereby certify that I have read and examined this application and know the same to be true and correct. All provisions of laws and ordinances governing this type of work will be complied with whether specified herein or not. The granting of a permit does not presume to give authority to violate or cancel the provisions of any other state, federal or local law regulating construction or the performance of construction.

Signature of Owner, Contractor or Authorized Agent: *J. Eric Finkbeiner* Date: *8/9/90*

**BUILDINGS (OFFICE USE ONLY BELOW THIS LINE)**

Occupancy Class:                      (B-2, R-3, etc) Type of Construction:                      (V-1 HR, etc)

FCC Code:                      (101, 434, etc) Permit Classification:                      (SF, BU, etc)

Occupancy / Type	Square Feet	@ Rate	= Valuation
	<i>720</i>	<i>23.40</i>	<i>16,848.00</i>
	<i>594</i>	<i>23.40</i>	<i>13,899.60</i>

Number of Stories:            Number of Bedrooms:           

LAND USE	ENGINEERING / PUBLIC WORKS	PLAN REVIEW APPROVALS
ZONE <i>D1(T)D3</i> PARKING <i>2</i> FLOOD PLAN: Elevation <i>N/A</i> SETBACKS: <i>5'</i> *Front <i>25'</i> Rear <i>25'</i> **Left <i>15'</i> Right <i>15'</i> LAND USE PERMITS: Number <u>          </u> Date <u>          </u> Number <u>          </u> Date <u>          </u> COMMENTS: *5' PER 49.25.430 (A)(6) **13' per 49.25.430 (4)(1)	CITY WATER: Service - Size <u>          </u> Fire Line - Size <u>          </u> Metered <input type="checkbox"/> Yes <input type="checkbox"/> No Yoke Rec'd <input type="checkbox"/> Yes <input type="checkbox"/> No CITY SEWER: <u>          </u> Units DRIVEWAY BOND: <u>          </u> Number <u>          </u> Date <u>          </u> ADEC APPROVALS: On-site Water <u>          </u> Number <u>          </u> Date <u>          </u> On-site Sewer <u>          </u> Number <u>          </u> Date <u>          </u>	Initials Date <input checked="" type="checkbox"/> Architectural <i>SB 8-23-90</i> <input type="checkbox"/> Structural <u>          </u> <input type="checkbox"/> Electrical <u>          </u> <input type="checkbox"/> Mech / Plumb <u>          </u> <input type="checkbox"/> Fire <u>          </u> <input checked="" type="checkbox"/> Zoning <i>DDP 9/14/90</i> <input checked="" type="checkbox"/> Engineering <i>WJS 8/14/90</i> <input type="checkbox"/> Disabled Access <u>          </u> <input type="checkbox"/> Other <u>          </u> APPROVED FOR ISSUANCE <i>C. Wilk</i> Signature <u>          </u> Date <i>9-14-90</i>

**BUILDING PERMIT FEES**

Est. Plan Review \$ *90.00*

Check No. *2708* Receipt No. *2209*

Building Permit Fee \$ *153.*

Actual Plan Review \$ *76.50*

Fast Track Fee \$           

Early Start Fee \$           

Double Fee \$           

Total Building Permit Fee \$           

**ENGINEERING FEES**

Water Assessment \$           

Water Inspection Fee \$           

Sewer Assessment \$           

Sewer Inspection Fee \$           

Grading/Drainage Permit Fee \$            *Grading Permits*

Driveway Permit Fee \$           

Bond \$           

Total Engineering Fees \$           

Permit Issuance Fees Received \$ *166.50*

Check No. *2725* Receipt No. *2392*

CONDITIONS AND HOLDS ON PERMIT: *permit for detached garage. Plans to replace burned residence due by Spring '91. GFI's per NEC. Have AK engineer stamped truss details at site.*

(PERMAPPS) 61 (ADDITIONAL CONDITIONS AND HOLDS ON)

Attachment F- BLD 5373.01, for detached garage.

5373.01  
E

# INSPECTION REPORT

CITY AND BOROUGH OF JUNEAU BUILDING DEPARTMENT  
4TH FLOOR MARINE VIEW CENTER  
JUNEAU, ALASKA 99801  
586-5231

## TYPE OF INSPECTION

- |                                     |                                          |                                          |
|-------------------------------------|------------------------------------------|------------------------------------------|
| <input type="checkbox"/> FOOTING    | <input type="checkbox"/> TEMPORARY POWER | DATE <u>9-19-90</u>                      |
| <input type="checkbox"/> STEM WALLS | <input type="checkbox"/> FRAME           | TIME <u>9:30</u>                         |
| <input type="checkbox"/> SLAB       | <input type="checkbox"/> ELECTRICAL      | FIREPLACE (MASONRY REINFORCE)            |
| <input type="checkbox"/> UNDERSLAB  | <input type="checkbox"/> PLUMBING        | <input type="checkbox"/> PERMANENT POWER |
| (PLUMBING/ELECTRICAL)               |                                          | <input type="checkbox"/> FINAL           |

OWNER Bucnett

ADDRESS 3050 Fritz Cove

LEGAL DESC. 4-B23-0-102-006-0

Garage

Setbacks OK'd per plot plan at site (>12.5' front setback)

Rebar ~~at~~ Horizontal splices not to be directly above one another.

OK to pour after add min. 48" #4 to top splices of stem wall (to stagger seams)

CALL FOR REINSPECTION BEFORE CONCEALMENT

INSPECTOR [Signature]

CORRECTIONS OR ITEMS NOTED ABOVE WILL BE REINSPECTED AT TIME OF NEXT CONSECUTIVE INSPECTION.

y



**PLANNING COMMISSION  
NOTICE OF DECISION**  
Date: January 20, 1993

File No.: VR-42-92

Eric and Pam Lindegaard  
3050 Fritz Cove Road  
Juneau, Alaska 99801

Application For: Zoning Variance to exceed maximum lot coverage standard

Legal Description: Lot 5, U.S. Survey 2670

Parcel Code No.: 4-B23-0-102-006-0

Hearing Date: January 14, 1993

The Planning Commission at its January 14, 1993, regular public meeting, granted the requested variance to exceed the ten percent lot coverage standard and allow total lot coverage of approximately 5,092 square feet as proposed.

Effective Date: February 9, 1993

Expiration Date: July 14, 1994, unless a building permit has been issued in accordance with the plans for which the variance is authorized.

Project Planner: *Tom Korosei*  
Tom Korosei  
Planner

RECEIVED BY CITY CLERK

*Patty M. Pelly*  
1-20-93

cc: Debra J. Purves  
*bcc: John Legue*

Mr. Kibby asked which part of the garage was in the setback. Scott Williams stated it was the vertical wall, rather than just the roof overhang.

Public Participation:

Steve Zeckser, the applicant, explained that he had made a measurement mistake when laying out the foundation that was discovered during the survey. He said it would be difficult to move the garage wall now and asked for approval of his variance request.

Board Action:

*MOTION - by Anderson to approve VR-40-92.*

*SECOND - by Dybdahl.*

There being no objection, the motion carried unanimously.

- 2. VR-42-92  
REVIEW OF A REQUEST FOR A ZONING VARIANCE TO INCREASE THE ALLOWABLE LOT COVERAGE FROM APPROXIMATELY 3,718 SQUARE FEET TO APPROXIMATELY 5,090 SQUARE FEET TO ALLOW CONSTRUCTION OF A SINGLE-FAMILY DWELLING AT LOT 5, U.S. SURVEY 2670.

APPLICANT: ERIC & PAM LINDEGAARD

Staff Report: Attached. Mr. Korosei reviewed the staff report included in the packet. Staff recommended denial of the requested variance because the proposed development design could be modified to meet the D-1 zone lot coverage standards.

Mr. Kibby asked if the proposed large house would be suitable in the D-3 transition zone if the sewer system was extended. Mr. Korosei replied that standards are based on current D-1 zoning, but are not related to peculiarities of the lot. Mr. Walsh added that transition zoning is not automatic; when both major utilities are present, then a transition to a higher density is considered. However, there are no plans to extend a sewer line down Fritz Cove Road.



Mr. Lawson asked if installation of a sewer line was the critical factor for the transition from D-1 to D-3 zoning. Mr. Walsh said, Yes, that city water had already been installed in the area.

Mr. Bolton remarked that under D-3 zoning, three dwellings would be permitted on the subject lot.

Public Participation:

Bill Baxandall, representing the Lindegaards, pointed out that public water is available and in use on the subject lot. He understood that D-1 zoning is based on Alaska Department of Environmental Conservation's requirement that for on-site water supply and waste water systems the lot be of a certain size to allow for separation distances between the water supply and waste water on the lot and those of adjoining lots. The Lindegaards have a DEC-approved waste water disposal system that has a marine outfall, therefore, there is no need for an on-site leach field or drain field. Most waterfront properties have a marine outfall system and are connected to city water, so using the D-1 zoning standards in this case is not appropriate. He also felt that basing the denial on the aesthetic character of a D-1 zone was not pertinent for a D-3 transition zone.

Mr. Bolton observed that the proposed house design would take up the whole lot, thus keeping the population density low. Mr. Baxandall agreed the intent was for one single-family residence with a reasonable living area on one floor to allow for handicap access.

Ms. Sheinberg asked if there was intent to rent the house as a facility for handicap persons. Mr. Baxandall said the house was designed with present and future health needs of the owners in mind.

Board Action:

*MOTION - by Bolton to approve VR-42-92.*

*SECOND - by Lawson.*

Mr. Bolton spoke in favor of the motion and recommended that staff amend their report to delete the reference that the Lindegaard's proposed house would compromise the visual and aesthetic character of the neighborhood. On the contrary, the site utilization was of a rural, low-density nature in keeping with D-1 zoning. The proposed

house would be in substantial compliance with D-1 and D-3 density standards.

Mr. Lawson expressed support for the motion because denial of the variance would create an undue hardship on the applicants by denying them a roomy house design with handicap accessibility.

Mr. Korosei clarified that under D-3 zoning three families would not be allowed to occupy the lot.

**Roll Call:**

**Ayes:** Bolton, Dybdahl, Eaddy, Hagevig, Kibby, Lawson, Williams, Anderson, Sheinberg

**Nays:** None

The motion carried unanimously, 9-0.

- 3. VR-43-92  
REVIEW OF A REQUEST FOR A VARIANCE TO REDUCE THE FRONT YARD SETBACK FROM TWENTY FEET TO EIGHTEEN FEET SIX INCHES TO ALLOW A "GARDEN TYPE" BAY WINDOW. BLOCK A, LOT 7B, MOUNTAINSIDE ESTATES.

**APPLICANT:** MOUNTAINSIDE HOMES/W. HEUMANN

Staff Report: Attached. Scott Williams reviewed the staff report included in the packet. He noted that only one side of the zero-lot line structure was not in compliance; the other side bay window was in compliance because of the lot curvature. Staff determined that granting a variance was the most expeditious option, however, since the window could be modified or removed, or a street vacation could be effected, approval of the variance request was not recommended.

Mr. Kibby asked if the roof overhang was past the window. Scott Williams said he believed it was.

Ms. Sheinberg asked how the window violation came to staff's attention. Mr. Walsh said the building was incomplete, but the building inspector noted the violation.

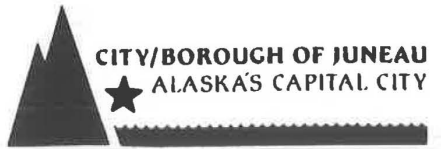
**MEMORANDUM**

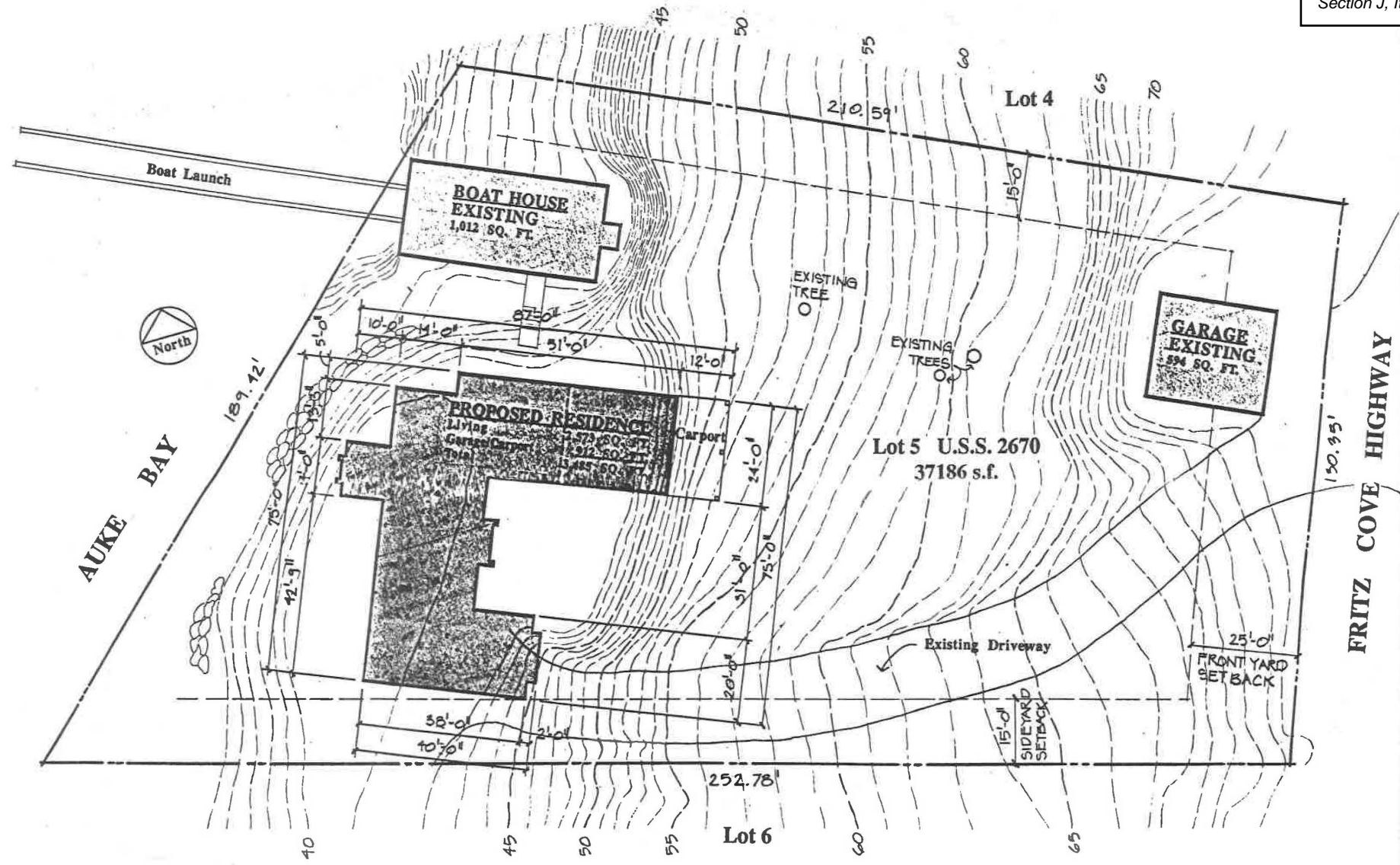
**CITY/BOROUGH OF JUNEAU**  
155 South Seward Street, Juneau, Alaska 99801

**DATE:** February 3, 1993  
**TO:** John Leque, Assistant City/Borough Attorney  
**FROM:** Tom Korosei, ~~Planner I~~  
Community Development  
**SUBJECT:** Variance  
**FILE NO.:** VR-42-92

Attached for your information is a copy of the notice of the Planning Commission's decision to grant a variance to the lot coverage standard contrary to CBJ 49.20.250(b)(7). We discussed this application briefly before the commission's meeting.

I would still appreciate clarification of the special nature of paragraph (b)(7) under which, as I understand, our department has in the past "discouraged" variance applications.





### SITE PLAN

Scale 1" = 30'-0"

**ANDERSON  
KOCH & SMITH**

119 South Main St.  
Seattle, WA 98104

TEL 206.623.6832  
FAX 206.682.3484

**LINDEGAARD RESIDENCE**  
AUKE BAY, ALASKA

# MEMORANDUM

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

**DATE:** January 8, 1993

**TO:** Planning Commission

**FROM:** Tom Korosei, <sup>TKK</sup> Planner  
Community Development

**FILE NO.:** VR-42-92

**PROPOSAL:** Request for a variance to exceed the allowable lot coverage of 10 percent for a proposed house.

### GENERAL INFORMATION

**Applicant:** Eric and Pam Lindegaard

**Property Owner:** Eric L. Lindegaard

**Property Address:** 3050 Fritz Cove Road

**Legal Description:** Lot 5, U.S. Survey 2670

**Parcel Code No.:** 4-B23-0-102-006-0

**Site Size:** 37,026 square feet

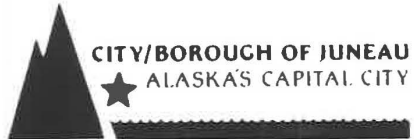
**Zoning:** D-1, Single-family Residential

**Utilities:** CBJ Water; private septic

**Access:** Fritz Cove Road

**Existing Land Use:** Garage and boat house

**Surrounding Land Use:**  
 North - Single Family  
 South - Single Family Residence  
 East - Fritz Cove Road  
 West - (Auke Bay)



Planning Commission  
File No. VR-42-92  
Page 2

**PROJECT DESCRIPTION**

The applicant is proposing to construct a single-family dwelling totalling 3485 square feet in area, including garage/carport. With an existing 594-square-foot garage and an existing 1012-square-foot boathouse, the total lot coverage would be approximately 5092 square feet.

An attached letter from the applicant further describes the proposal and reasoning for the requested variance.

**BACKGROUND**

The City and Borough of Juneau land use code provides that in D-1 residential zoning districts, the maximum lot coverage for standard-sized lots is 10 percent of the lot area. The code further provides an exception for substandard-sized lots, allowing proportionally greater lot coverage so that dwellings of reasonable size would not be infeasible because of small lot size.

In the subject case, the lot is somewhat larger than the minimum for this district. Under the code a structure or structures covering 3700 square feet on this lot would be permitted. (Structures of greater floor area would be permitted, but would be designed with multiple floors.)

The area of this property is zoned for transition to higher density (D-3); however, there are no plans for extension of the sewer system as would be necessary for the transition to occur.

**ANALYSIS**

The request for this variance seems to follow from the particular needs and wishes of the current owners. Other owners, we believe, would not have difficulty in developing the lot in compliance with the lot coverage and other dimensional standards.

Although the arguments offered by the applicant may have some merit, they do not apply to peculiarities of this property so as to distinguish this from many other properties in the area. It may be appropriate to review and amend relevant parts of the code to provide a different standard for this type of situation.

As the applicant notes, the lot coverage standard may have a relationship to water supply, waste water disposal, and drainage.

*density effect w/ marine outfall*

Planning Commission  
File No. VR-42-92  
Page 3

In addition, the lot coverage standard is a significant factor, along with other dimensional standards, in establishing and preserving the visual and aesthetic character of a neighborhood. Greater lot coverage often means greater intensity of development, which in turn would tend to be inconsistent with areas zoned for a rural or low-density development.

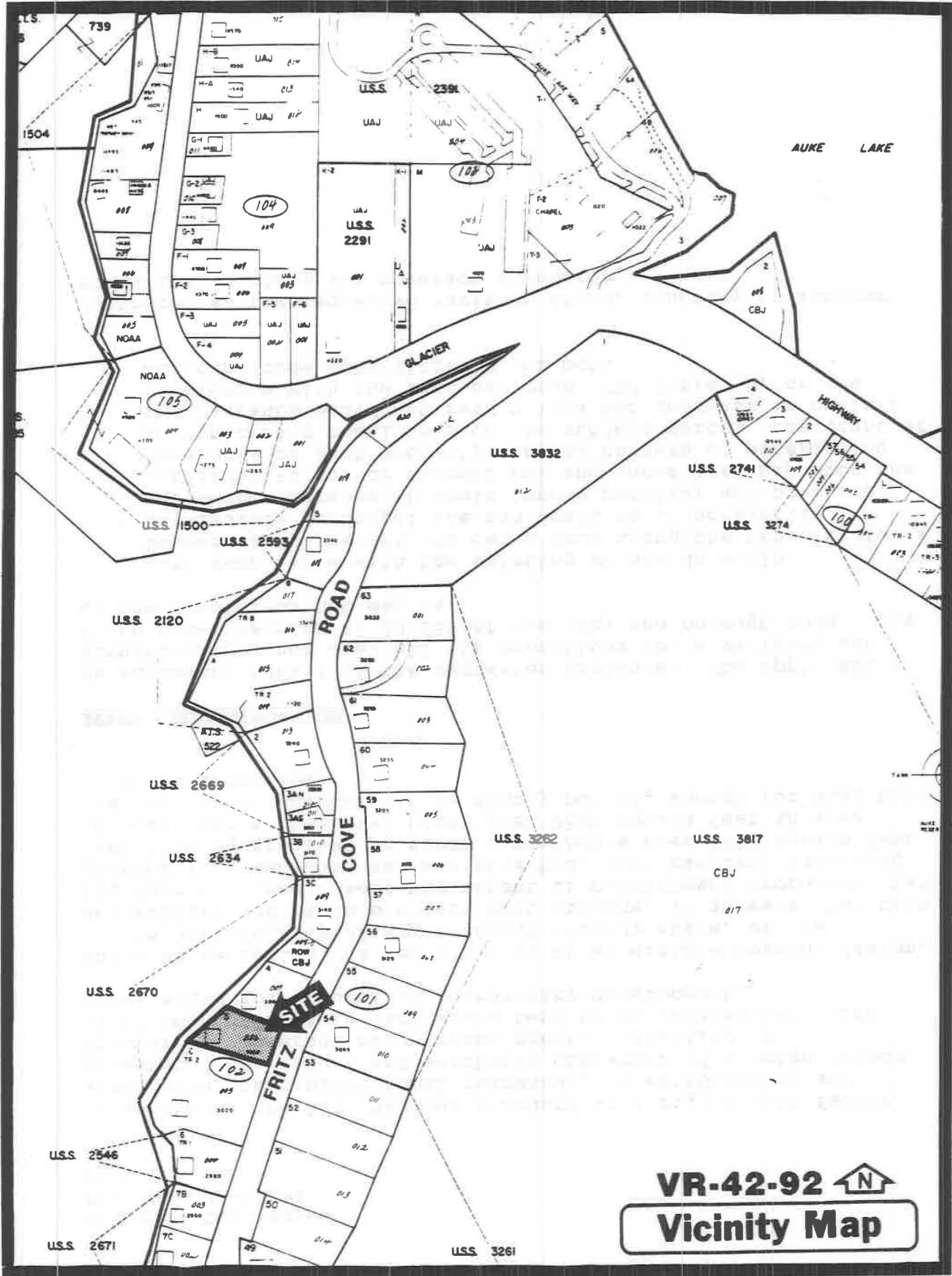
While we recognize the desirability of accessible housing design, or the desirability of ample garage storage space, or the desirability of ample enclosed boat storage, it appears that this lot does not lend itself the extent of development proposed: two garages (one detached and one attached, with carport) totalling over 1500 square feet in area; a boathouse over 1000 square feet in area; and a one-level house over 2500 square feet in area. The lot is not unusual, it is simply not big enough for what this owner is proposing.

**STAFF RECOMMENDATION**

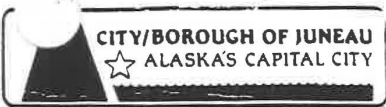
We recommend denial of the requested variance. The applicant's situation does not meet all the conditions for a variance set forth under section 49.20.250 of the city and borough code. One of the conditions not met is

that compliance with the existing standards would unreasonably prevent the owner from using the property for a permissible principal use and would be unnecessarily burdensome because it would impose peculiar and practical difficulties to, or exceptional and undue hardship upon the developer of such property; unless because of preexisting nonconforming conditions on the subject parcel, the grant of the variance would not result in a net decrease in overall compliance with the land use code, CBJ Title 49, or the building code, CBJ Title 19, or both.

Furthermore, the requested variance would, contrary to another condition, violate lot coverage standards.







APPLICATION FOR VARIANCE

City and Borough of Juneau
Community Development Department
155 South Seward St., Juneau, AK 99801
(907) 586-5235

Date: 12/21/92
File No.: VR-42-92
Hearing Date:
Fee: \$100.00
Receipt No.:

I. APPLICANT INFORMATION

Name: Eric S Pam Lindegaard
Address: 3055 Fritz Cove Highway
Mailing Address: P.O. Box 210248 Auke Bay, Alaska 99821
Daytime Telephone: 789-7352 Alternate Telephone: 789-7527
Signature: [Signature] Date: 12/21/92

II. LANDOWNER INFORMATION (AND CONSENT)

I (we), (print) Eric S Pam Lindegaard, am (are) the owner(s) of the property subject to this application and I (we) consent as follows:

- a. This application for a land use or activity permit on my (our) property is made with my (our) complete understanding and permission.
b. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my (our) property as needed for purposes of this application.

LANDOWNER SIGNATURE(S) [Signature] DATE 12/21/92
3055 Fritz Cove Road P.O. Box 210248
ADDRESS MAILING ADDRESS
Auke Bay, Alaska 99821 789-5727
CITY/STATE/ZIP CODE TELEPHONE

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact landowner(s) in addition to the formal consent given above. Further, members of the Planning Commission and/or the Design Review Board may visit the property and may do so during the weekend before the scheduled public hearing date.

III. PROPOSAL INFORMATION

- 1. Lot(s) Lot 5 Block/Tract
Subdivision U.S. Survey U.S.S. 2670
Parcel Code Number 4-823-0-102-006
2. List the dimensional or design standard of the municipal code (CBJ Title 49) from which you seek a variance (setback, height, bulk, etc.): 49.25.410 (c) Lot Coverage
3. Describe the activity for which you seek the variance: Construction of new residence w/garage & carport that results in lot coverage in excess of the allowable for D-1.
4. Existing Zoning: D-1(T)D-3
5. Use of existing building and premises: Residential
6. Use of proposed building and premises: Residential
7. Dimensions of Property: Width: 150.4/189.4 Depth: 210.6/252.8 Area (square feet): 37186
8. Existing Utilities: WATER: On Site Public X SEWER: On Site X Public
9. Size of proposed Building: Width: 75' o.s. Depth: 87' o.s. Area (square feet) 3485

10.	Required Setback or other dimensional standard:	Proposed Setback or other dimensional standard:
	Front: <u>25</u> Side: <u>15</u>	Front: <u>25</u> Side: <u>15</u>
	Rear: <u>0</u> Other: _____ (specify)	Rear: <u>25</u> Other: _____ (specify)

11. Indicate if there has been any previous variance involving these premises and provide date of filing, character of variance, and disposition of the request: None

12. State what unique circumstances is peculiar to the land or building involved that distinguishes it from other properties in the area:  
No different than any of the adjoining properties including several that exceed the lot coverage requirement.

13. State how the difficulty would apply to the particular land or building regardless of owner: Preclude building a home of the size and style suitable for a building site such as this one.

14. Indicate what hardship would result if the ordinance requirements were complied with: The home is to be built to handicap accessible standards. To do so without the planned square footage would result in a residence of minimal proportions. Attach additional sheet(s) if necessary

\*\*\*\*\*  
**REQUIRED PLAN SUBMITTALS**  
\*\*\*\*\*

All applications for a variance shall be accompanied by a \$100.00 application fee\* and the following plans and submittals:

- A. SITE PLAN. One copy of a plan drawn (suitable for reproduction) to scale showing the site location, dimensions, and location of existing and proposed buildings. If the variance sought is for a setback, an AS-BUILT SURVEY shall also be submitted. If the variance sought is for topographical reasons, the topography shall be shown on the plan.
- B. A copy of the covenants, easements, and/or deed restrictions affecting the site.

**PLEASE NOTE: INCOMPLETE APPLICATIONS WILL NOT BE PLACED ON THE PLANNING COMMISSION AGENDA AND MAY BE RETURNED TO THE APPLICANT FOR COMPLETION.**

\* Fee not required if application is filed in conjunction with application for a major development permit, for which appropriate fee has been paid. If applicable, provide file number of major development permit application.

\*\*\*\*\*  
**PLEASE NOTE: As provided by CBJ code, a variance may be granted after it is shown that all the following conditions have been met (CBJ 49.20.250):**  
\*\*\*\*\*

- (1) Whether a lesser relaxation than that applied for would give substantial relief to the owner of the property involved and be more consistent with justice to other owners;
- (2) That relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare preserved;
- (3) That the authorization of the variance will not injure nearby property;
- (4) That the variance does not authorize uses not allowed in the district involved;
- (5) That compliance with the existing standards would unreasonably prevent the owner from using the property for a permissible principal use and would be unnecessarily burdensome because it would impose peculiar and practical difficulties to, or exceptional and undue hardship upon the developer of such property; unless because of preexisting nonconforming conditions on the subject parcel, the grant of the variance would not result in a net decrease in overall compliance with the land use code, CBJ Title 49, or the building code, CBJ Title 19, or both;
- (6) That a grant of the variance would result in more benefits than detriments to the neighborhood; and
- (7) That the variance would not violate housing density, gross nonresidential floor area, or building and lot coverage standards. (Serial No. 91-03 S 2 1991; Serial No. 87-49 S 2 (part) 1987).

**LINDEGAARD RESIDENCE**

Lot 5 U.S.S. 2670  
AUKE BAY, ALASKA

The enclosed documents cover the request of Eric & Pam Lindegaard for a variance to construct a new, single family residence on Lot 5 of U.S.S. 2670 at 3050 Fritz Cove Highway. The present lot zoning is D-1 with a tentative zoning of D-3. The tentative zoning is based primarily on public water and sewer being present.

The proposed single family residence will have a ground footprint of 2573 s.f. and the attached garage/carport 912 s.f., thus giving an overall total of 3485 s.f. for the building. Existing buildings on the lot include a detached garage/workshop of 594 s.f. and a boat house of 1012 s.f. The combined lot coverage will be 5092 s.f., or 13.7%. Under D-1 zoning, the lot coverage is limited to 10%, while the D-3 coverage is limited to 35%.

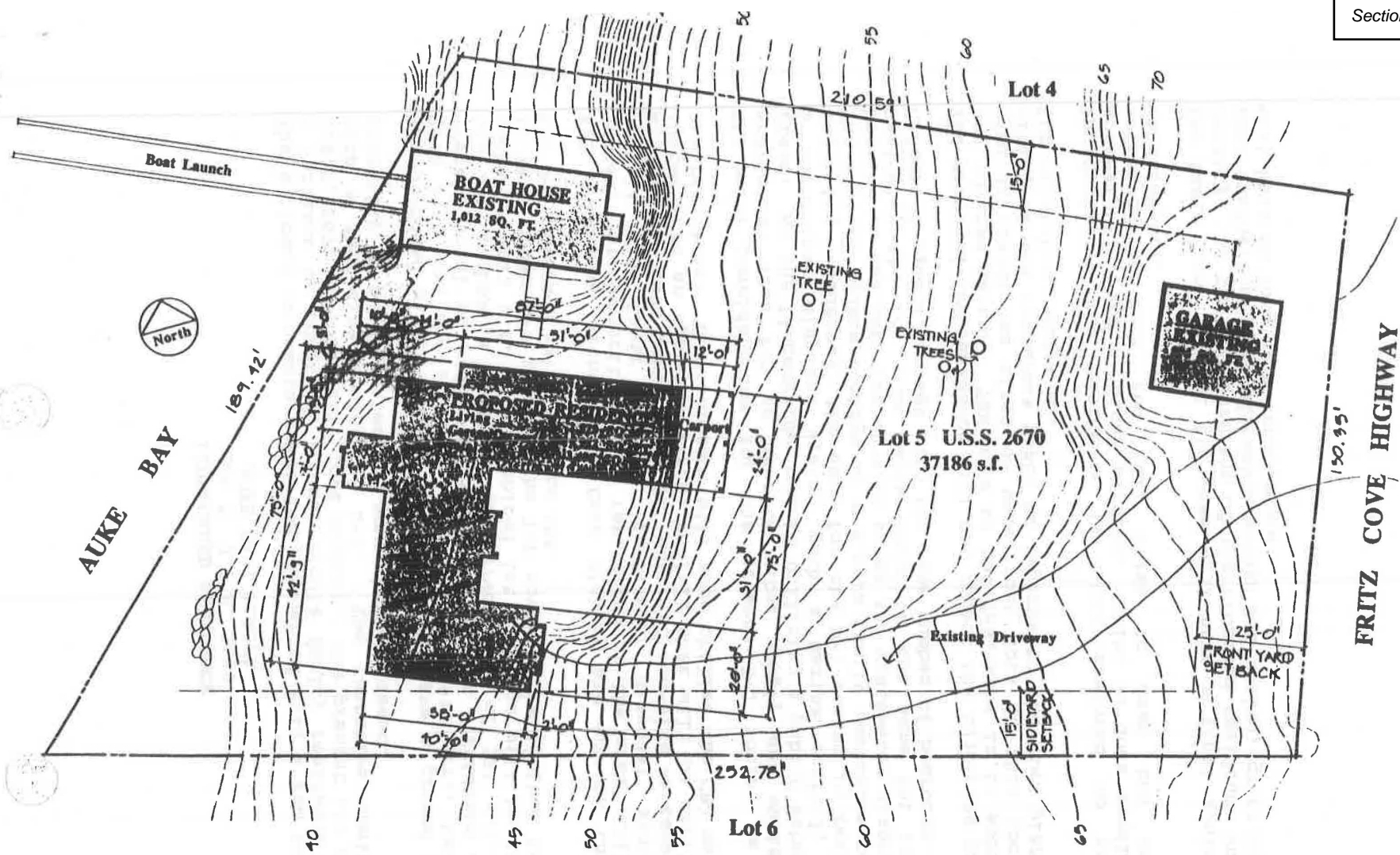
All residences along Fritz Cove Highway are now on the CBJ water system. The majority of the residences in the area utilize a marine outfall for their on-site wastewater disposal systems. The Lindegaards have installed a DEC approved, on-site wastewater disposal system with an approved marine outfall that will be utilized for the new residence. The residence will also utilize the CBJ water system.

The main consideration for the present D-1 zoning is to provide sufficient area for an on-site water supply and wastewater drain field. As the Lindegaards will be utilizing a public water supply and a wastewater disposal system with a marine outfall, as do the adjoining residences, the need for the D-1 zoning is really negated. The overall square footage of a single family residence really has no bearing on the need for on-site water and wastewater disposal systems. Basically the lot area needs would be the same for residences of different square footage with the same number of bedrooms.

The proposed new residence will not impact the adjoining properties in any adverse manner. The size of the residence is in accordance with similar residences sited on waterfront lots in this location. The siting of the residence poses no impacts to the view plane of any of the adjoining residences.

Incidentally, the residence is being designed to provide full accessibility for handicap persons. Doing so does require a marked increase in room and hall sizes to meet the accessibility requirements.

The basic fact is that the area will have a final zoning of a D-3 density. As the lot coverage of the proposed residence would be less than one-half of that allowable within D-3 zoning, granting a variance will have no long term consequence.



**SITE PLAN** Scale 1" = 30'-0"

119 South Main St.  
Seattle, WA 98104

**ANDERSON  
KOCH & SMITH**

TEL 206.823.8832  
FAX 206.882.3484

**LINDEGAARD RESIDENCE**  
AUKE BAY, ALASKA

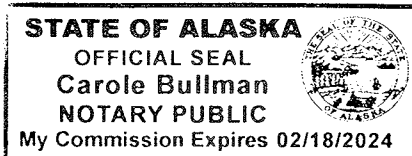
GENERAL NOTES

- 1. THE BASIS OF BEARING FOR THIS PLAT IS THE RECORD BEARING OF N17°31'00"E AS CALCULATED FROM PLAT NO. 97-8, JRD, DATED JANUARY 20, 1997. BETWEEN THE RECOVERED BLM MONUMENT LOCATED SOUTH OF THE SOUTHERN BOUNDARY LINE OF LOT 6B, AND THE RECOVERED BLM MONUMENT WHICH MARKS THE NORTHEASTERLY CORNER OF LOT 6A, AS SHOWN ON THIS PLAT.
2. WHERE RECORD SURVEY COURSES (BEARINGS AND/OR DISTANCES) DIFFER FROM THAT OF ACTUAL MEASURED AND/OR COMPUTED SURVEY COURSES, THE RECORD BEARING AND/OR DISTANCE IS SHOWN WITHIN PARENTHESIS WHILE THE ACTUAL MEASURED AND/OR COMPUTED SURVEY COURSE IS SHOWN WITHOUT PARENTHESIS. (R#)
3. THE BASIS OF COORDINATES IS ASSUMED IN A LOCAL COORDINATE SYSTEM.
4. ALL DISTANCES AND DIMENSIONS ARE IN U.S. SURVEY FEET AND REDUCED TO THEIR HORIZONTAL VALUES.
5. THIS SURVEY WAS PERFORMED UTILIZING ON-THE-GROUND CONVENTIONAL TRIMBLE S-7 ROBOTICS TOTAL STATION WITH STANDARD LASER DISTANCE MEASURING TECHNIQUES AND TRIMBLE R8-2 GNSS RTK.
6. FIELD CLOSURE FOR CONVENTIONAL HORIZONTAL TRAVERSE DOES NOT EXCEED 1:10,000.
7. THE FIELD SURVEY WAS PERFORMED ON FEBRUARY 14 & 16, 2018. PRIOR FIELD SURVEYING WAS PERFORMED ON JUNE 29 & 30, 2016.
8. RECORD INFORMATION UTILIZED FOR THIS SURVEY WAS DERIVED FROM THE OFFICIAL PLATS AND DOCUMENTS OF RECORD:
a. U.S.S. 2670, DATED APRIL 8, 1946 (R1)
b. PLAT No. 97-8, J.R.D., DATED JANUARY 20, 1997 (R2)
c. PLAT No. 2016-16, J.R.D., DATED MAY 3, 2016 (R3)
9. THE PURPOSE OF THIS SUBDIVISION IS TO VACATE THE LOT LINES BETWEEN ORIGINAL LOTS 5, 6A AND 6B AND RESUBDIVIDE INTO LOTS 5A, 6B1, AND 6B2.
10. UTILITY EASEMENTS, SHOWN HEREON, ARE CENTERED ON THE CORRESPONDING UTILITY. THE LOCATIONS ARE BASED ON OBSERVABLE APPURTENANCES AND/OR HEARSAY EVIDENCE. NO UTILITY RETRACEMENT WAS PERFORMED.
11. DOMESTIC WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU, ON SITE WASTEWATER DISPOSAL PER APPROVAL OF ADEC.
12. LOTS 6B1 AND 6B2 ARE A PANHANDLE SUBDIVISION. AT THE TIME OF PLAT RECORDING, FURTHER SUBDIVISION OF LOTS 6B1 AND 6B2 IS SUBJECT TO CBJ 49.15.423 'PANHANDLE LOTS'. SEE THE CITY AND BOROUGH OF JUNEAU LAND USE CODE FOR CURRENT REGULATIONS.
13. PARTS OF THIS SUBDIVISION ARE LOCATED IN A SPECIAL FLOOD HAZARD AREA ACCORDING TO THE EFFECTIVE CITY AND BOROUGH OF JUNEAU FLOOD INSURANCE RATE MAPS (FIRM) COMMUNITY PANEL #32110C1219D, DATED AUGUST 19, 2013. SPECIAL DEVELOPMENT STANDARDS MAY APPLY ACCORDING TO CBJ TITLE 49, LAND USE CODE.
14. ACCESS SUBJECT TO CBJ 49.15.423 'PANHANDLE LOTS'. ACCESS TO LOTS 6B1 AND 6B2 SHALL BE RESTRICTED TO A SINGLE DRIVEWAY APRON IN THE RIGHT OF WAY UNLESS A SECOND DRIVEWAY TO LOT 6B2 IS APPROVED BY ALASKA DOT&PF. USE OF THE ACCESS EASEMENT DELINEATED ON THIS PLAT IS SUBJECT TO THE REQUIREMENTS SET FORTH IN THE COMMON DRIVEWAY ACCESS, JOINT USE AND HOLD HARMLESS AGREEMENT RECORDED WITH THIS SUBDIVISION.

OWNERSHIP CERTIFICATE
I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH MY FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.
2/25, 2020 Eric Lindegaard
ERIC LINDEGAARD, LOT 5A

NOTARY ACKNOWLEDGMENT

UNITED STATES OF AMERICA )
STATE OF ALASKA ) SS.
THIS IS TO CERTIFY THAT ON THE 25 DAY OF February, 2020, BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED Eric Lindegaard TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED.
WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.
NOTARY PUBLIC FOR STATE OF ALASKA Carole Bullman
MY COMMISSION EXPIRES 2/18/2024



OWNERSHIP CERTIFICATE

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT WE HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH OUR FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

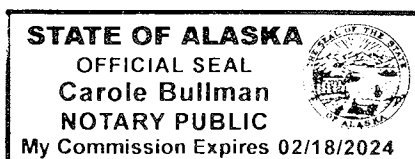
February 25, 2020 Terry Gordon
TERRY GORDON, LOT 6A AND 6B

February 25, 2020 Stephanie Gordon
STEPHANIE GORDON, LOT 6A AND 6B

NOTARY ACKNOWLEDGMENT

UNITED STATES OF AMERICA )
STATE OF ALASKA ) SS.
THIS IS TO CERTIFY THAT ON THE 25 DAY OF February, 2020, BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED Terry Gordon & Stephanie Gordon TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT THEY SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.
NOTARY PUBLIC FOR STATE OF ALASKA Carole Bullman
MY COMMISSION EXPIRES 2/18/2024

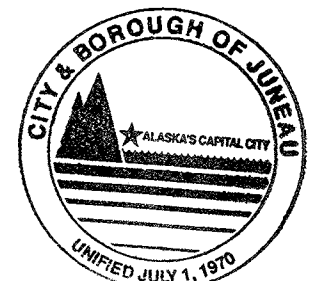


COMMUNITY DEVELOPMENT DEPARTMENT PLAT APPROVAL

I HEREBY CERTIFY THAT THE PLAT HEREON HAS BEEN FOUND TO COMPLY WITH 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.

Jill Maclean, Director
CITY AND BOROUGH OF JUNEAU
DEPARTMENT OF COMMUNITY DEVELOPMENT

ATTEST:
Municipal Clerk, City and Borough of Juneau



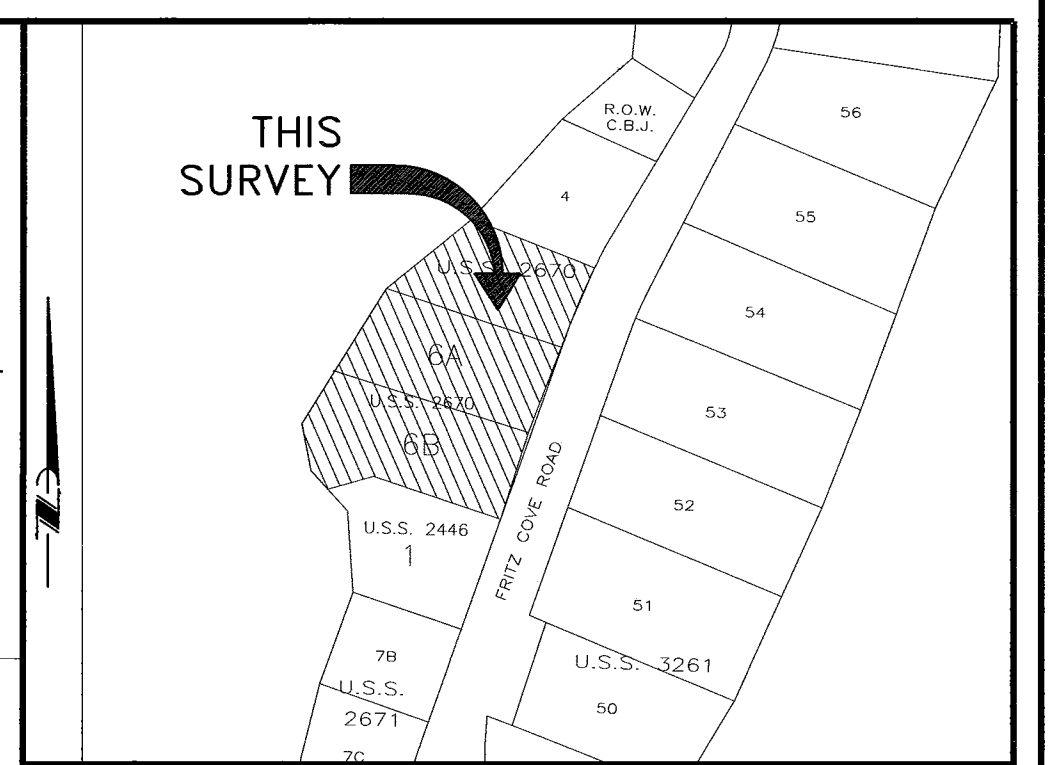
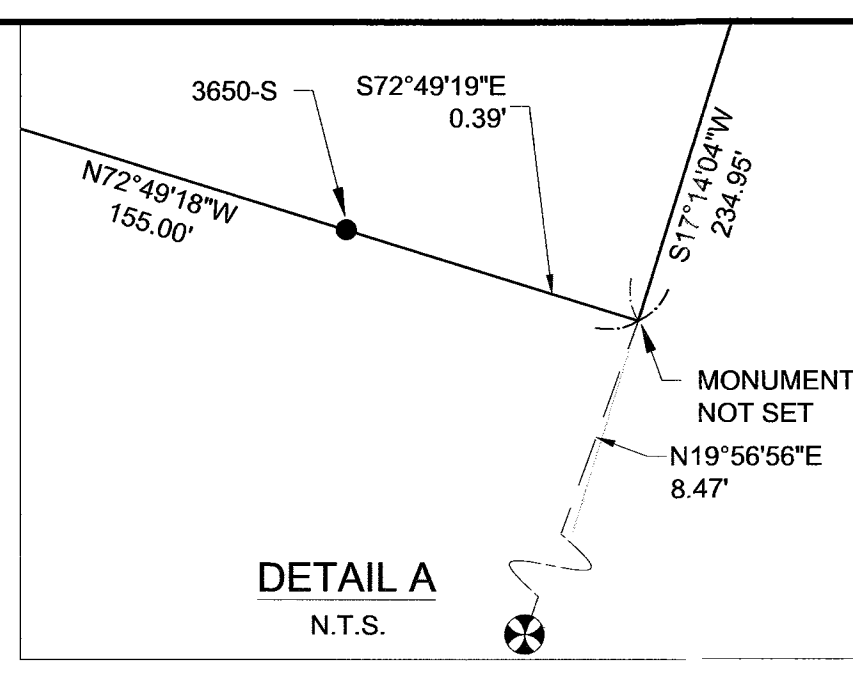
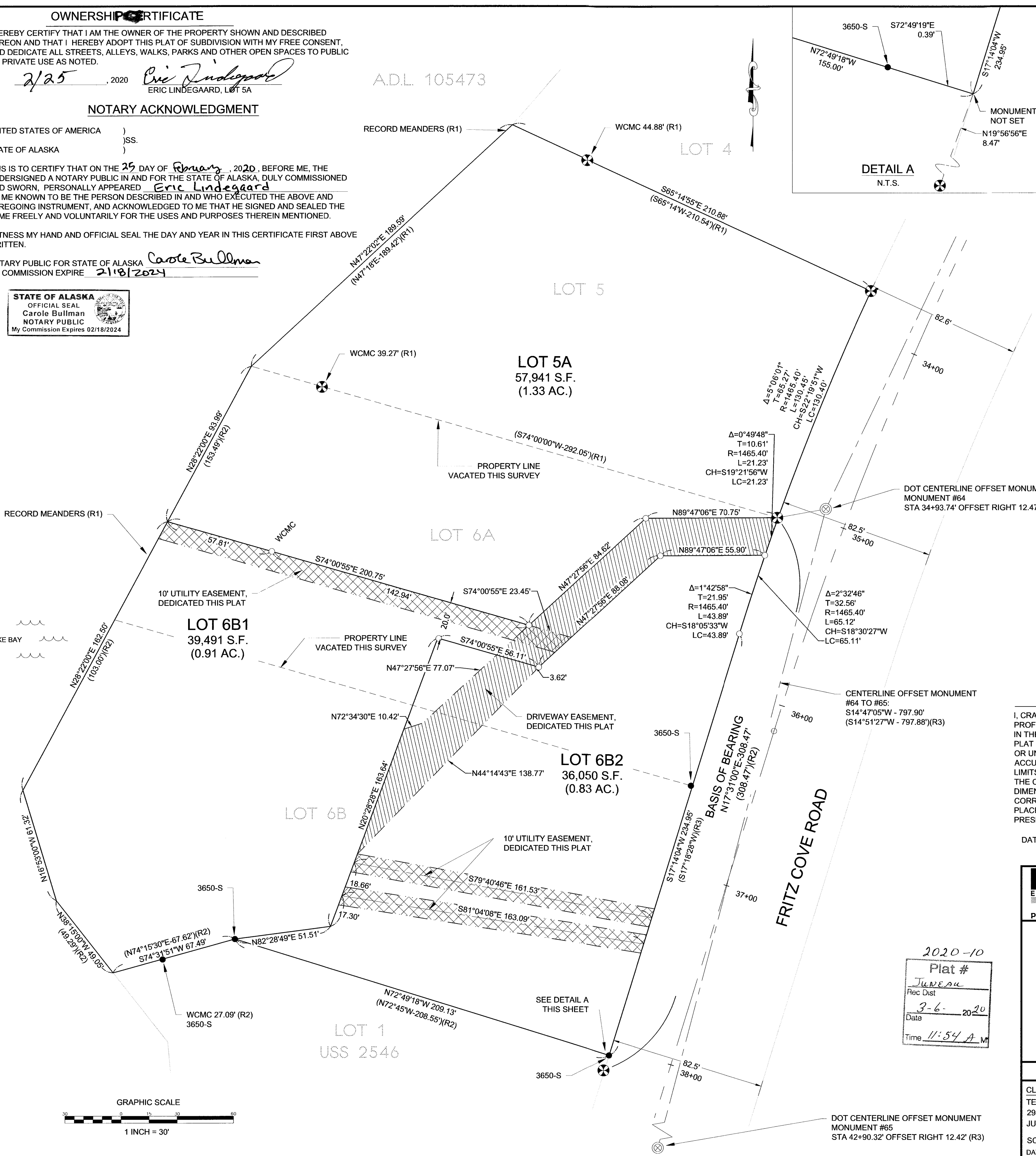
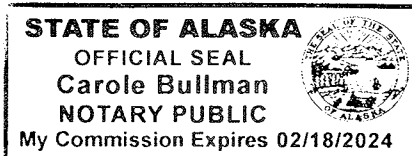
OWNERSHIP CERTIFICATE

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH MY FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

2/25, 2020 Eric Lindegaard
ERIC LINDEGAARD, LOT 5A

NOTARY ACKNOWLEDGMENT

UNITED STATES OF AMERICA )
STATE OF ALASKA ) SS.
THIS IS TO CERTIFY THAT ON THE 25 DAY OF February, 2020, BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED Eric Lindegaard TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED.



VICINITY MAP
SOURCE: CBJ PROPERTY ATLAS
SCALE: 1\"/>

LEGEND
PRIMARY MONUMENT (RECOVERED THIS SURVEY)
SECONDARY MONUMENT (RECOVERED THIS SURVEY)
SECONDARY MONUMENT (ESTABLISHED)
CENTERLINE MONUMENT
SURVEYED LINE
LOT LINE
LOT LINE VACATED THIS SURVEY
SURVEY TIE LINE
CENTERLINE ROAD
DRIVEWAY EASEMENT LINE
UTILITY EASEMENT LINE
DRIVEWAY EASEMENT
UTILITY EASEMENT
R1 U.S.S. 2670
R2 PLAT No. 97-8, JRD
R3 PLAT No. 2016-16, JRD
JRD JUNEAU RECORDING DISTRICT

SURVEYOR'S CERTIFICATE

I, CRAIG O. RANSON, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY 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 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.



DATE: February 26, 2020

PDC ENGINEERS
6205 Glacier Highway,
Juneau, Alaska 99801
907.780.6060

A PLAT OF
LOTS 5A, 6B1 & 6B2
A SUBDIVISION OF
LOTS 5A, 6A, & 6B
WITHIN A FRACTION OF U.S.S. 2670
WITHIN
CITY AND BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT

STATE RECORDER'S OFFICE AT ANCHORAGE
CLIENT: TERRY GORDON
CLIENT: ERIC LINDEGAARD
SURVEYOR: PDC ENGINEERS
2980 FRITZ COVE ROAD
3050 FRITZ COVE ROAD
6205 GLACIER HIGHWAY
JUNEAU, AK 99801
JUNEAU, AK 99801
JUNEAU, ALASKA 99801
(907) 780-6060
SCALE: 1\"/>

**COMMON ACCESS, MAINTENANCE AND HOLD HARMLESS  
AGREEMENT FOR LOTS 5A, 6B1, & 6B2, U.S. SURVEY 2670  
JUNEAU, ALASKA**

We, Terry Gordon, Stephanie, Gordon, whose address is 2980 Fritz Cove Road, Juneau, Alaska, 99801, and Eric Lindegaard, whose address is 3050 Fritz Cove Road, Juneau, Alaska, 99801; warrant that We are the owners by the entirety of:

Lots 5A, 6B1, & 6B2, U.S. Survey 2670, within the City and Borough of Juneau, Juneau Recording District, First Judicial District, State of Alaska;

(hereafter “**Lots 5A, 6B1, & 6B2**”)

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS: That the above referenced Parties do hereby adopt and prescribe the following covenants and restrictions which should be and are hereby impressed upon and henceforth will run with the land, to wit:

As the owner of **Lots 6B1, & 6B2**, we assume jointly and severally, all risk and responsibility for future dismantling, maintenance, snow plowing and repairs of any kind to said common use driveway that extends from the edge of pavement within the **Fritz Cove Right-of-Way** to the connection for the referenced lots. The shared access has been established in compliance with the City & Borough of Juneau Code of Ordinances, Title 49.35.260 through 49.35.263, and is to benefit all three lots.

As the owner of **Lots 6B1, & 6B2**, we assume jointly and severally, all risk and responsibility for future dismantling, maintenance, and repairs of any kind to the hereby established utility easements that extend from the utility line along Fritz Cove Road through **Lot 6B2**, and providing services to **Lots 6B1, & 6B2** for water, electric, telephone, cable, and/or other such services that lie within this easement. The owner(s) of **Lot 6B2** assumes no responsibility for the use and maintenance of utilities within the easements, unless service(s) to **Lot 6B1** is/are interrupted by any activities that may occur on **Lot 6B2**.

As the owner of **Lots 6B1, & 6B2**, the owner of **Lot 6B2** shall assume all risk and responsibility for future dismantling, maintenance, and repairs of any kind to the established marine outfall sewer utility easement that extends from southeasterly line common to **Lots 6B1 and 6B2**, and along the line common to **Lot 5A**, westerly and outward to the bounds of this subdivision. This easement is subject to restrictions and regulations that may be imposed by the Alaska Department of Environmental Conservation for certificates to construct and to operate a marine outfall sewer system. The owners of **Lots 6B1, & 5A** are indemnified from any risk or responsibility for this easement, while precluded from any action that may impede the lawful construction and use of said easement.

**COMMON ACCESS, MAINTENANCE AND HOLD HARMLESS  
AGREEMENT FOR LOTS 5A, 6B1, & 6B2, U.S. SURVEY 2670  
JUNEAU, ALASKA**

In the event it shall be necessary for any owner to place this Agreement in the hands of an attorney for the enforcement of any of such owner's rights hereunder or for the recovery of any monies due to such owner hereunder, and if it is necessary to bring suit for the enforcement of such rights or such recovery, the prevailing in such suit shall recover from the losing all costs of court and reasonable attorney's fees, as determined by the court, in addition to any other relief or recovery awarded by the Court.

Enforcement of these covenants shall be by proceeding at law or in equity against any person or persons violating or attempting to violate the same seeking either to restrain violation or to recover damages or both.

Invalidation of any one of these covenants by judgement or court order shall in no wise effect any of the other provisions which remain in full force and effect.

We also agree, severally, to indemnify, defend and hold harmless the City and Borough of Juneau, its officers, agents, and employees, from all suits, claims, actions, losses, costs, penalties, and damages, including attorney's fees arising out of the existence, location and/or use of said common driveway access easement and utility easements, within the *Fritz Cove Road Right-of-Way* and other properties.

It is understood that the City and Borough of Juneau is not responsible in any manner whatsoever for the common use driveway, or any utilities that lie within the bounds of the subdivision.

It is understood that **NO** repair or replacement that requires excavation within the public right-of-way, shall be done without first obtaining the appropriate permits from the City and Borough of Juneau and other agencies.

This agreement shall run with the land, and be binding on all present and future owners, their heirs and assigns of said *Lots 5A, 6B1, & 6B2, U.S. Survey 2670*.

**COMMON ACCESS, MAINTENANCE AND HOLD HARMLESS  
AGREEMENT FOR LOTS 5A, 6B1, & 6B2, U.S. SURVEY 2670  
JUNEAU, ALASKA**

IN WITNESS WHEREOF, the Common hereto has executed this agreement as of the  
25<sup>th</sup> day of February, 2020

By: Terry L. Gordon Dated: February 25, 2020  
Terry L. Gordon

By: Stephanie Gordon Dated: February 25, 2020  
Stephanie Gordon

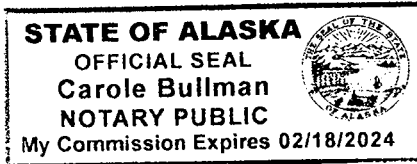
**ACKNOWLEDGEMENT**

UNITED STATES OF AMERICA     )  
                                                           ) ss:  
STATE OF ALASKA                             )

THIS IS TO CERTIFY that on the 25 day of February, 2020, before me, the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared; Terry and Stephanie Gordon, to me known to be the individuals described in and who executed the foregoing instrument as owner and acknowledged to me that she signed and sealed the same freely and voluntarily for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in this certificate above written.

Carole Bullman  
Notary Public for the State of Alaska  
My Commission Expires: 2/18/2024





**COMMON ACCESS, MAINTENANCE AND HOLD HARMLESS AGREEMENT FOR LOTS 5A, 6B1, & 6B2, U.S. SURVEY 2670 JUNEAU, ALASKA**

IN WITNESS WHEREOF, the Common hereto has executed this agreement as of the 25 day of February, 2020

By: Eric Lindegaard Dated: 2/25, 2020

**ACKNOWLEDGEMENT**

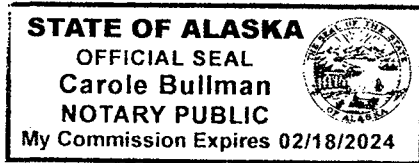
UNITED STATES OF AMERICA )  
 ) ss:  
STATE OF ALASKA )

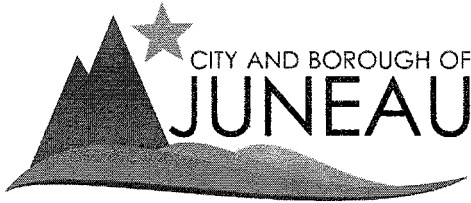
THIS IS TO CERTIFY that on the 25 day of February, 2020, before me, the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared; Eric Lindegaard, to me known to be the individuals described in and who executed the foregoing instrument as owner and acknowledged to me that she signed and sealed the same freely and voluntarily for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in this certificate above written.

Carole Bullman

Notary Public for the State of Alaska  
My Commission Expires: 2/18/2024





Treasury Division  
155 S. Seward Street  
Juneau, AK 99801  
(907) 586-0377 Phone  
(907) 586-5367 Fax

**CERTIFICATION OF TAXES AND ASSESSMENTS PAID**

I, the undersigned, being duly appointed, qualified Treasurer for the City and Borough of Juneau, First Judicial District, State of Alaska, do hereby certify that, according to the records of the City and Borough of Juneau, the following described real property is carried on the tax records in the name of:

L Eric Lindegaard  
**Current Owner**

USS 2670 LT 5  
**Legal Description**

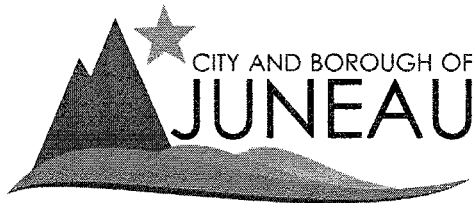
4B2301020060  
**Parcel Code Number**

and that, all Real Property taxes and assessments levied by the City and Borough of Juneau against said Real Property have been paid in full. If approval is sought between January 1 and the date of levy, there is on deposit with the Treasury Department an amount sufficient to pay Real Property tax for the current year based on current available information; however, owner remains responsible for the balance of any taxes owed when billing occurs on July 1, 2020.

Cheryl A Crawford  
Cheryl A. Crawford

February 26, 2020  
Date

**This Certification of Payment of Taxes is valid through June 30, 2020**



Treasury Division  
155 S. Seward Street  
Juneau, AK 99801  
(907) 586-0377 Phone  
(907) 586-5367 Fax

### CERTIFICATION OF TAXES AND ASSESSMENTS PAID

I, the undersigned, being duly appointed, qualified Treasurer for the City and Borough of Juneau, First Judicial District, State of Alaska, do hereby certify that, according to the records of the City and Borough of Juneau, the following described real property is carried on the tax records in the name of:

Terry L G Gordon and Stephanie G Gordon

Current Owner

USS 2670 & USS 2546 LT 6A

Legal Description

4B2301020052

Parcel Code Number

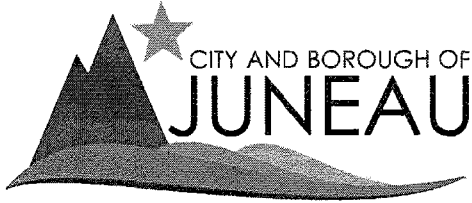
and that, all Real Property taxes and assessments levied by the City and Borough of Juneau against said Real Property have been paid in full. If approval is sought between January 1 and the date of levy, there is on deposit with the Treasury Department an amount sufficient to pay Real Property tax for the current year based on current available information; however, owner remains responsible for the balance of any taxes owed when billing occurs on July 1, 2020.

  
Cheryl A. Crawford

February 26, 2020

Date

**This Certification of Payment of Taxes is valid through June 30, 2020**



Juneau Recording District PL

Section J, Item 2.

Treasury Division  
155 S. Seward Street  
Juneau, AK 99801  
(907) 586-0377 Phone  
(907) 586-5367 Fax

### CERTIFICATION OF TAXES AND ASSESSMENTS PAID

I, the undersigned, being duly appointed, qualified Treasurer for the City and Borough of Juneau, First Judicial District, State of Alaska, do hereby certify that, according to the records of the City and Borough of Juneau, the following described real property is carried on the tax records in the name of:

Terry L G Gordon and Stephanie G Gordon

Current Owner

USS 2670 & USS 2546 LT 6B

Legal Description

4B2301020051

Parcel Code Number

and that, all Real Property taxes and assessments levied by the City and Borough of Juneau against said Real Property have been paid in full. If approval is sought between January 1 and the date of levy, there is on deposit with the Treasury Department an amount sufficient to pay Real Property tax for the current year based on current available information; however, owner remains responsible for the balance of any taxes owed when billing occurs on July 1, 2020.

  
Cheryl A Crawford

February 26, 2020

Date

**This Certification of Payment of Taxes is valid through June 30, 2020**

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PROJECT:  
**LINDEGAARD GARAGE**  
 SHEET TITLE:  
**ELEVATIONS**

DRAWN BY: Rick Thibodeau 907.789.2897	DATE: 1/13/2023
---------------------------------------------	--------------------

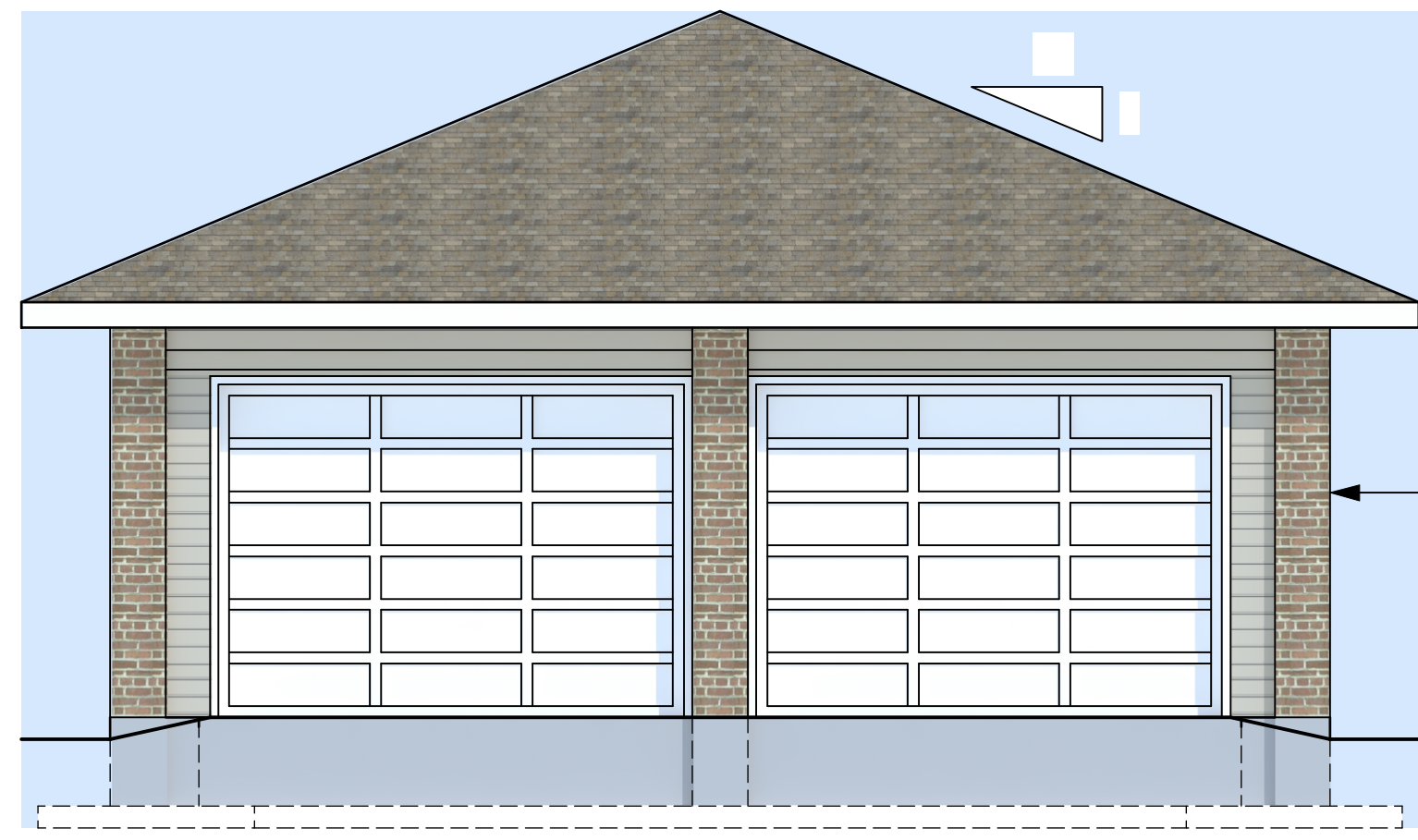


*Reviewed for Code Compliance*

**Inspections will not be performed without CBJ approved plans on site.**

JH

01/23/2023

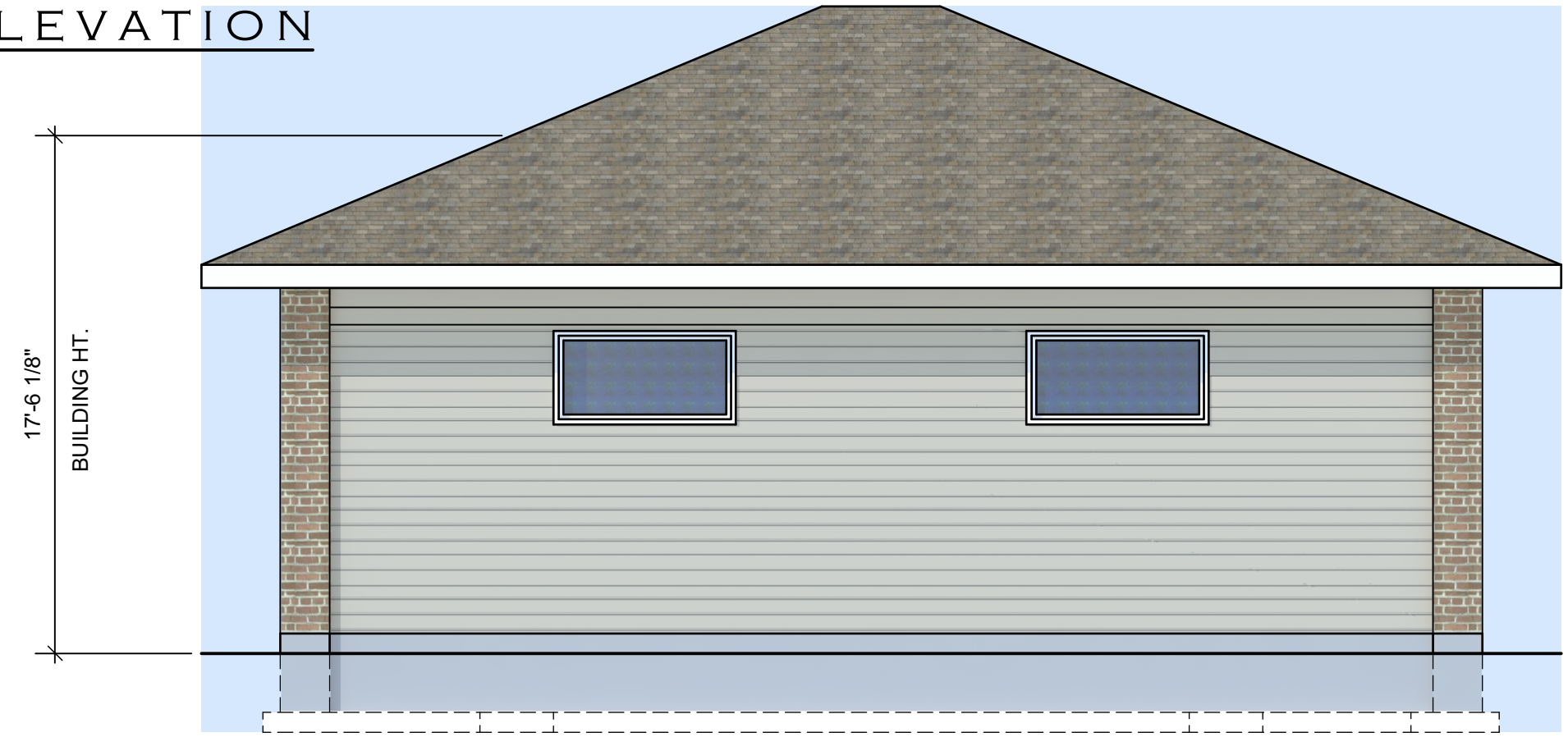


BRICK VENEER COLUMN

**A FRONT ELEVATION**  
 SCALE: 3/16" = 1'-0"

All Electrical work must comply with the requirements of the **2020 NEC Code** as modified by CBJ Title 19

All Plumbing work must comply with The requirements of the **2018 UPC Code** As modified by CBJ Title 19



**B LEFT SIDE ELEVATION**  
 SCALE: 3/16" = 1'-0"  
 Attachment I- BLD2023 0055 plans, on hold.

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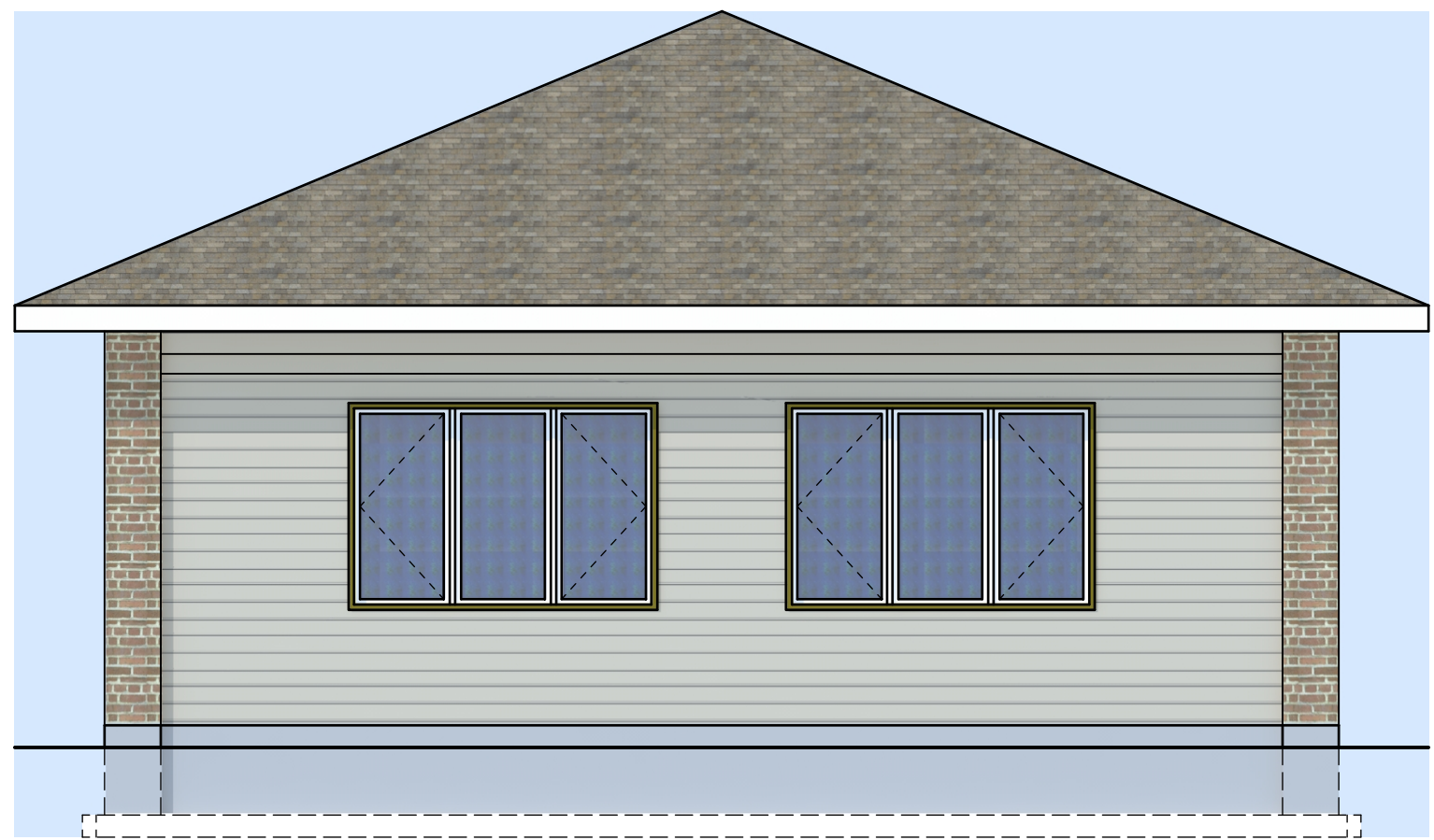
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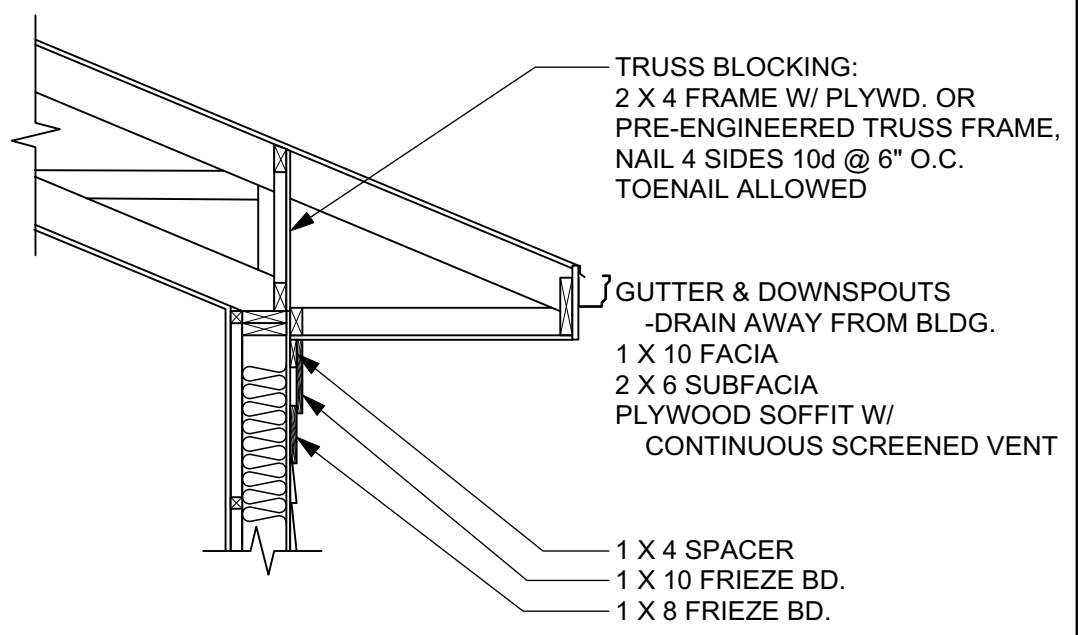
**PROJECT:**  
**LINDEGAARD GARAGE**

**SHEET TITLE:**  
**ELEVATIONS**

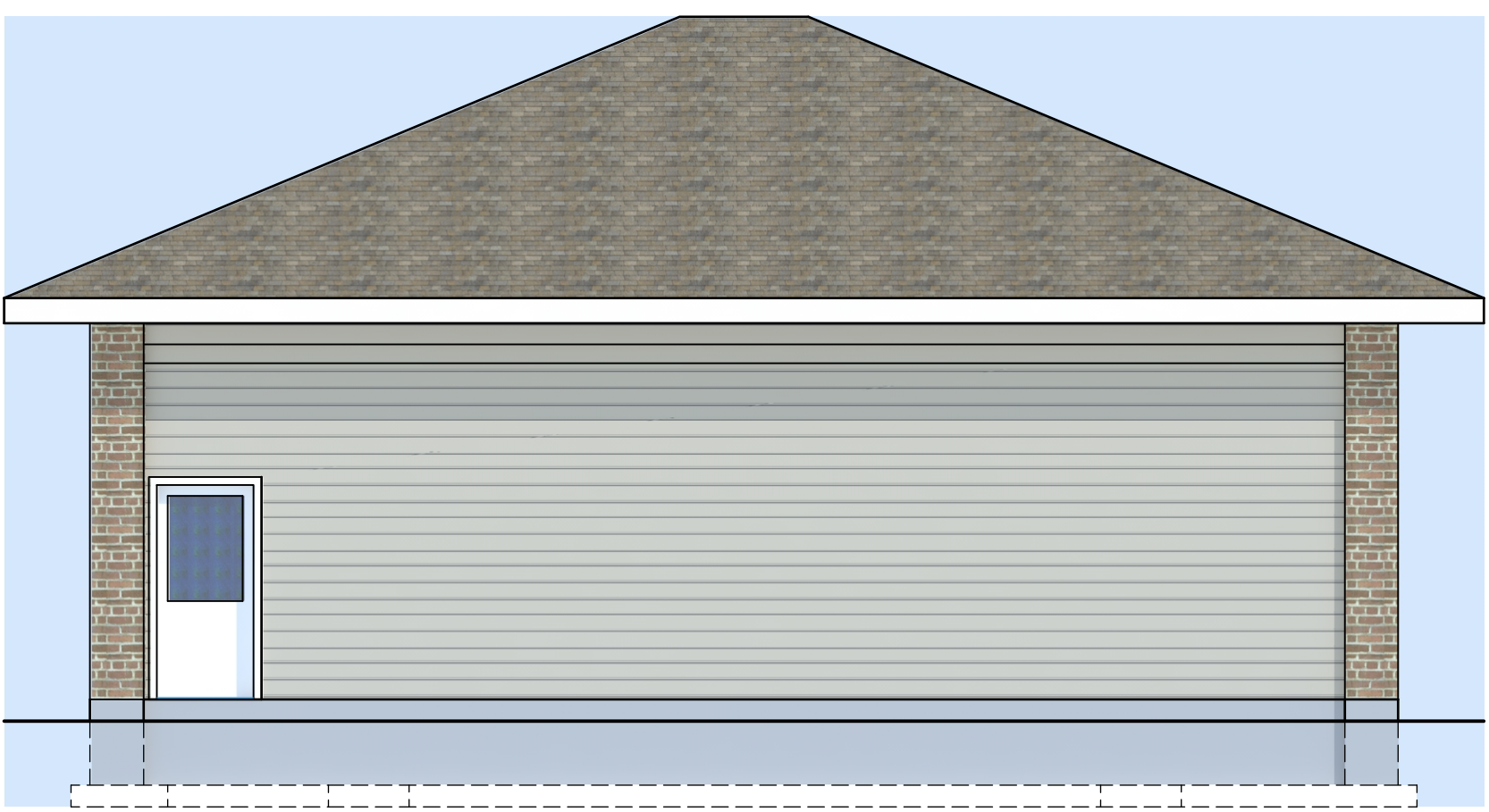
<b>DRAWN BY:</b> Rick Thibodeau 907.789.2897	<b>DATE:</b> 1/13/2023
----------------------------------------------------	---------------------------



**A** REAR ELEVATION  
SCALE: 3/16" = 1'-0"



**C** EAVE DETAIL  
SCALE: 1/2" = 1'-0"



**B** RIGHT SIDE ELEVATION  
SCALE: 3/16" = 1'-0"

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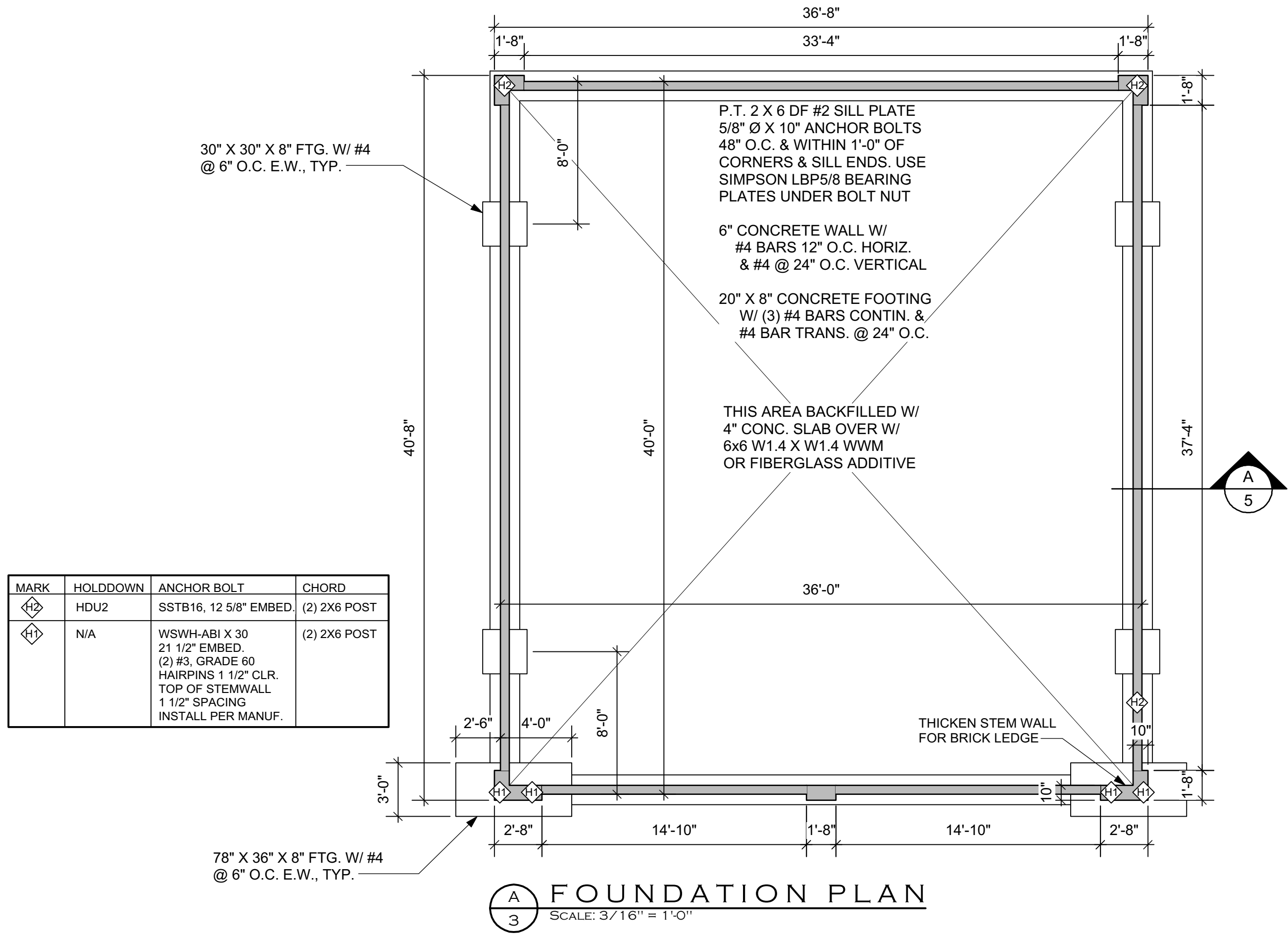
**PROJECT:**  
**LINDEGAARD GARAGE**

**SHEET TITLE:**  
**FOUNDATION PLAN**

**DRAWN BY:** Rick Thibodeau  
907.789.2897  
**DATE:** 1/13/2023



**SHEET**  
**3**  
87



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**PROJECT:**  
**LINDEGAARD GARAGE**  
**SHEET TITLE:**  
**FLOOR PLAN**

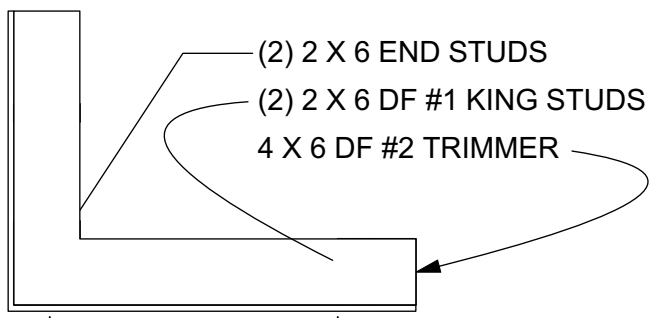
**DRAWN BY:**  
 Rick Thibodeau  
 907.789.2897

**DATE:**  
 1/13/2023

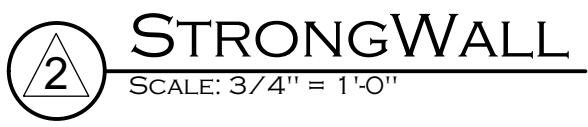


**SHEAR WALL SCHEDULE**

1	15/32" PLY. OR OSB ONE SIDE W/ 8d NAILS 6" O.C. ALONG PANEL EDGES & 12" O.C. FIELD NAILING. BLOCK ALL PANEL EDGES.
2	PER SIMPSON STRONG-WALL MANUFACTURER SEE DETAIL BELOW



2'-0"  
 WSWH 24 x 12  
 SIMPSON  
 STRONG WALL

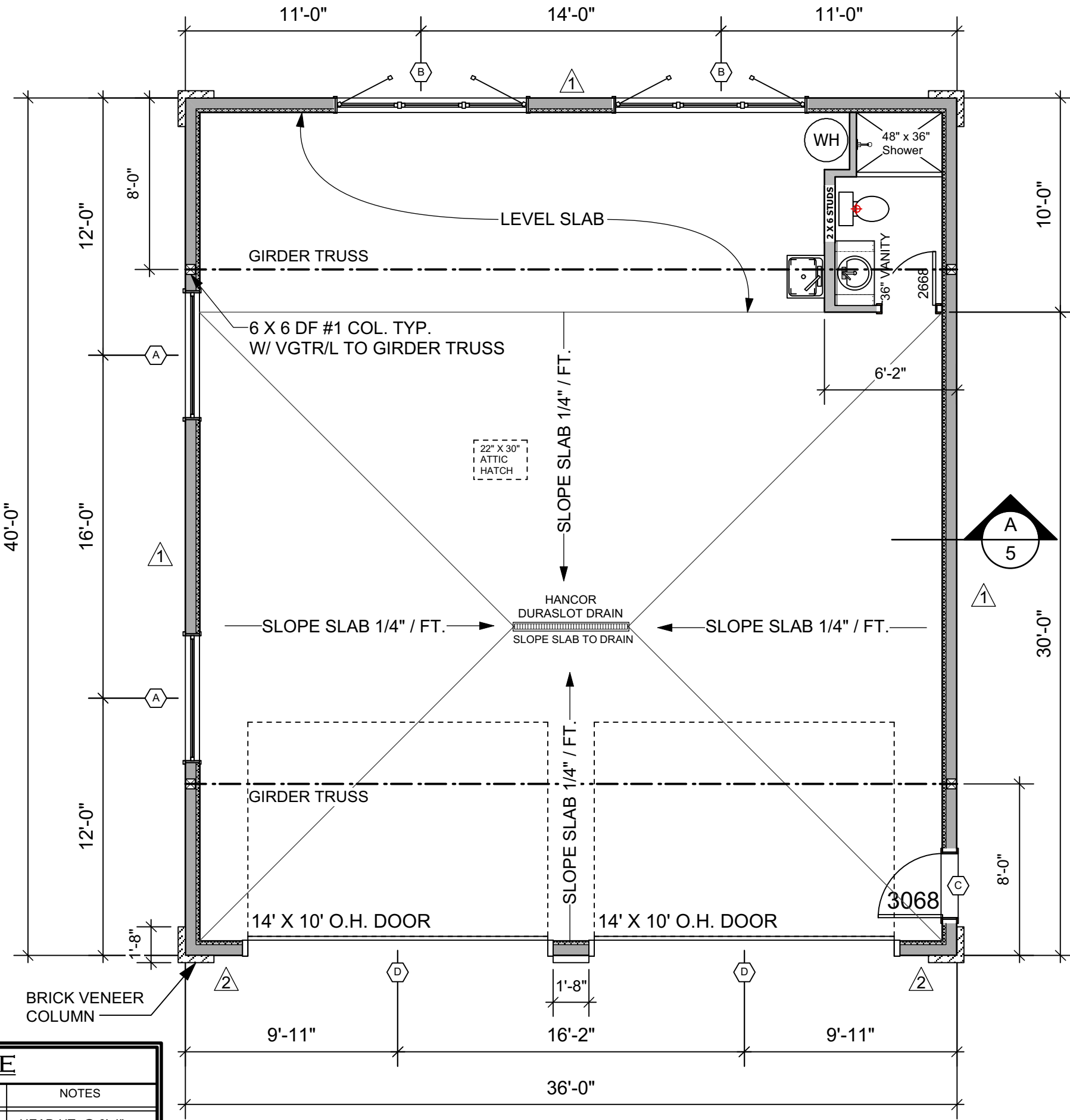


**WINDOW & DOOR HEADERS**

MARK	HEADER	TRIM STUDS	KING STUDS
A	6 X 12 HF #1	(2)	(1)
B	6 X 10 HF #1	(2) W/ LCE4	(2) 2 X 6 DF #1
C	4 X 6 DF #2	(1)	(1)
D	5 1/2" X 12" GLB DF/DF 24F V4	4 X 6 DF #2 W/ LCE4	(2) 2 X 6 DF #1

**WINDOW SCHEDULE**

MARK	QTY.	MANUFACTURER	UNIT NO.	ROUGH OPENING	NOTES
A	2	ANDERSEN	P6030	6'-0 3/8" X 3'-0 1/2"	HEAD HT. @ 9'-4"
B	2	ANDERSEN	CXW16-3	9'-0 3/4" X 6'-0 3/8"	HEAD HT. @ 9'-4"



**FLOOR PLAN**  
 SCALE: 3/16" = 1'-0"  
 Attachment I- BLD2023 0055 plans, on hold.



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**PROJECT:**  
**LINDEGAARD**  
**GARAGE**

**SHEET TITLE:**  
**BUILDING**  
**SECTION**

**DRAWN BY:**  
Rick Thibodeau  
907.789.2897

**DATE:**  
1/13/2023



SHEET

**5**

89

COMPOSITION ROOFING  
ROOFING UNDERLAYMENT  
5/8" PLYWOOD SHTG. W/ CLIPS  
NAIL ROOF W/ 10d @ 6" O.C. PANEL  
EDGES, 12" O.C. FIELD.  
SIMPSON H10A TIE @ TRUSS TO WALL  
(HCP4Z AT CORNERS)

PRE-ENGINEERED TRUSSES 24" O.C.  
16" F.G. BATT INSUL. R-50  
LAMINATED POLY VAPOR RETARDER  
-SEAL ALL JOINTS AND LAPS  
5/8" GYP. BD. @ CEILING

TRUSS BLOCKING:  
2 X 4 FRAME W/ PLYWD. OR  
PRE-ENGINEERED TRUSS FRAME,  
NAIL 4 SIDES 10d @ 6" O.C.  
TOENAIL ALLOWED

P.T. 2 X 6 DF #2 SILL PLATE  
5/8" Ø X 10" ANCHOR BOLTS  
48" O.C. & WITHIN 1'-0" OF  
CORNERS & SILL ENDS. USE  
SIMPSON LBP5/8 BEARING  
PLATES UNDER BOLT NUT

6" CONCRETE WALL W/  
#4 BARS 12" O.C. HORIZ.  
& #4 @ 24" O.C. VERTICAL

20" X 8" CONCRETE FOOTING  
W/ (3) #4 BARS CONTIN. &  
#4 BAR TRANS. @ 24" O.C.

4" PERF. DRAIN PIPE W/ 6" DRAIN  
ROCK & FILTER FABRIC ALL  
AROUND - DRAIN TO DAYLIGHT

CONTINUOUS  
RIDGE VENT

GUTTER & DOWNSPOUTS  
-DRAIN AWAY FROM BLDG.  
1 X 10 FACIA  
2 X 6 SUBFACIA  
PLYWOOD SOFFIT W/  
CONTINUOUS SCREENED VENT

WALL CONSTRUCTION :

2 X 6 DF #1 OR BTR STUDS @ 16" O.C.  
5.5" R-19 F.G. INSUL.  
1 1/2" XPS FOAM BD. @ INTERIOR OF STUDS  
2 X 2 STRAPPING  
POLY VAPOR RETARDER  
1/2" GYP. BD.  
15/32" CDX OR OSB SHTG.  
UNLESS NOTED NAIL W/ 8d  
@ 6" O.C. PANEL EDGES, 12" O.C.  
FIELD, BLOCK ALL PANEL EDGES.  
WEATHER BARRIER  
HORIZONTAL LAP SIDING

4" CONC. SLAB W/ 6x6 W1.4 X W1.4  
OR FIBERGLASS ADDITIVE  
6 MIL POLY VAPOR RETARDER  
2" TYPE IV XPS INSULATION  
4" COMPACTED GRANULAR FILL

2" XPS INSUL. TO FTG.

A  
5

**BUILDING SECTION**

SCALE: 1/4" = 1'-0"

NOTES:

- 1) ALL CONCRETE TO HAVE 3,000 PSI MIN. COMPRESSIVE STRENGTH
- 2) TOP PLATE SPLICE: 48" MIN LAP W/ (12) 16d NAILS
- 3) 2,000 PSF BEARING SOILS
- 4) HOLDDOWN ANCHOR BOLTS TO BE 5/8" Ø GALV. A307 THREADED ROD W/  
NUT & WASHER, 22" EMBED. OR SIMPSON SSTB16

**Irene Gallion**

---

**From:** Irene Gallion  
**Sent:** Thursday, June 22, 2023 4:47 PM  
**To:** Irene Gallion  
**Subject:** FW: VAR23-01: Variance for a garage  
**Attachments:** Agency Comments Form.pdf; 01 APP\_VAR23-01.pdf

---

**From:** Irene Gallion  
**Sent:** Thursday, June 22, 2023 4:46 PM  
**To:** General Engineering <General\_Engineering@juneau.gov>; Charlie Ford <Charlie.Ford@juneau.gov>; Dan Jager <Dan.Jager@juneau.gov>  
**Cc:** Emily Suarez <Emily.Suarez@juneau.gov>  
**Subject:** VAR23-01: Variance for a garage

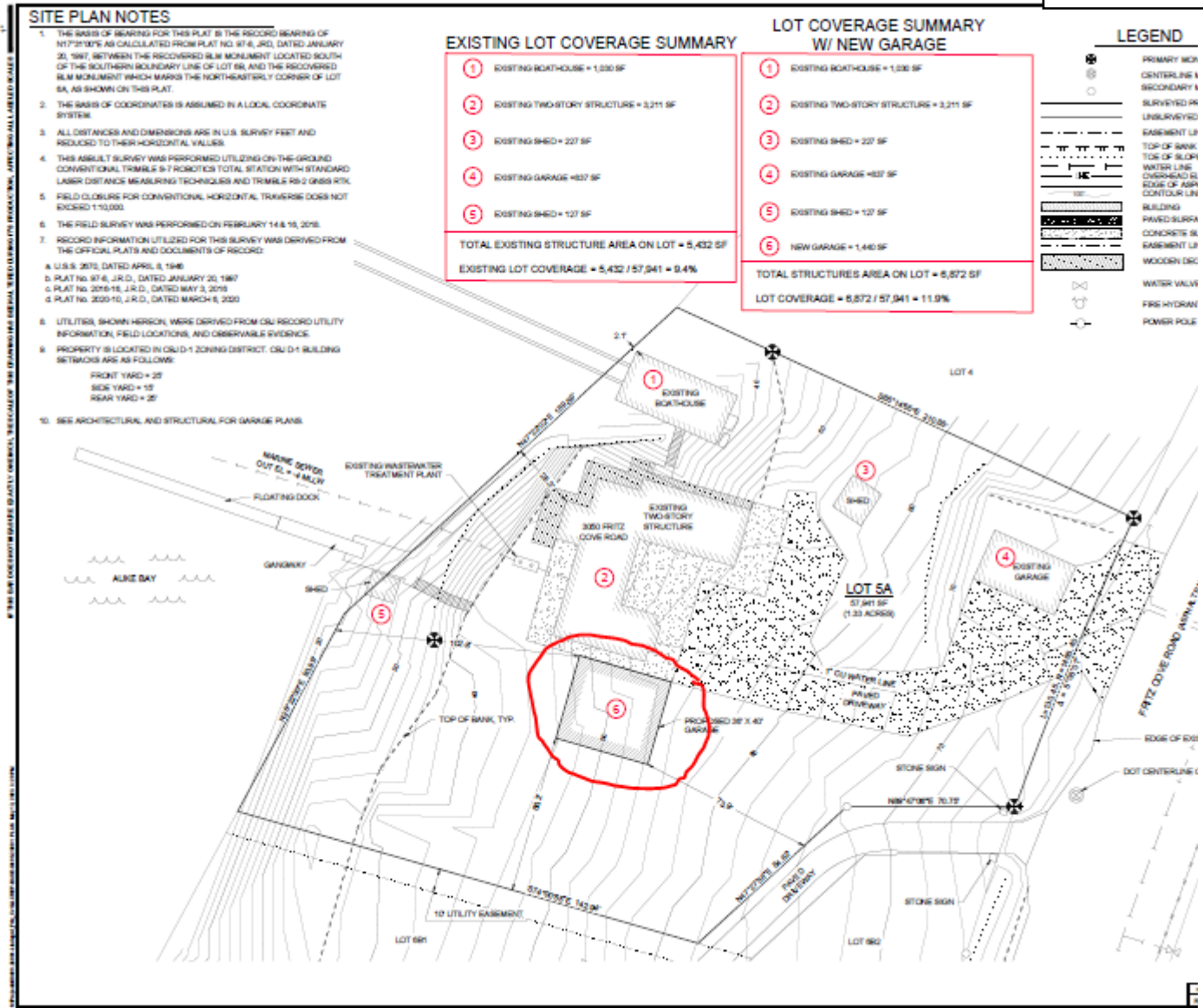
Hello all,

Attached is an application to vary lot coverage restrictions in order to provide an additional garage.

You can also find information at our web site: <https://juneau.org/community-development/short-term-projects>

If you have any concerns please let me and Emily know by July 7, 2023.

Thanks!



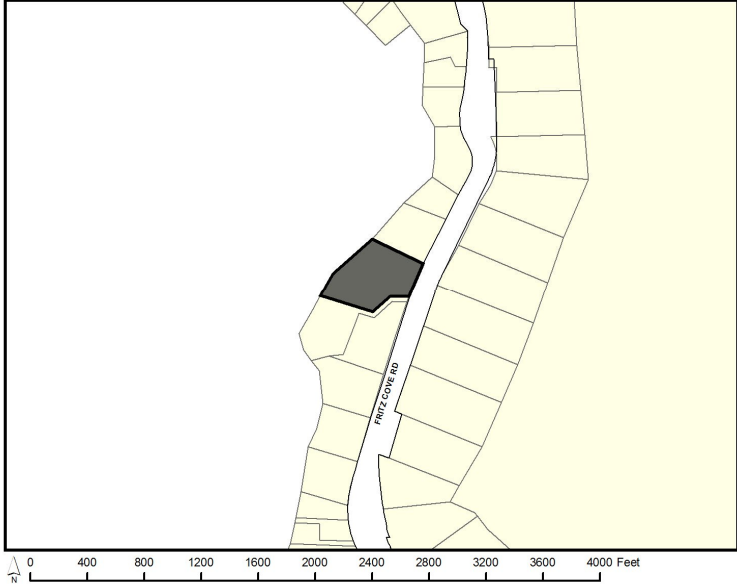
**Irene Gallion | Senior Planner**  
 Community Development Department | City & Borough of Juneau, AK  
 Location: 230 S. Franklin Street | 4<sup>th</sup> Floor Marine View Building  
 Office: 907.586.0753 x4130



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

**Variance to lot coverage limitations, to allow an additional 1,440 square foot garage.**



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 **variance to lot coverage limitations, to allow an additional 1,440 square foot garage** at **3050 Fritz Cove Road** in a **D1** zone.

**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 31st, 2023** at  
<https://juneau.org/community-development/planning-commission>  
Find hearing results, meeting minutes, and more here, as well.

<b>Now through July 17</b>	<b>July 18 noon, August 4</b>	<b>HEARING DATE &amp; TIME: 7:00 pm, August 8, 2023</b>	<b>August 9</b>
Comments received during this period will be sent to the Planner, <b>Irene Gallion</b> , to be included as an attachment in the staff report.	Comments received during this period will be sent to Commissioners to read in preparation for the hearing.	This meeting will be held in person and by remote participation. For remote participation: join the Webinar by visiting <a href="https://juneau.zoom.us/j/85938116675">https://juneau.zoom.us/j/85938116675</a> and use the Webinar ID: 859 3811 6675 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.	The results of the hearing will be posted online.

**FOR DETAILS OR QUESTIONS,**

Phone: **(907)586-0753 ext. 4130**  
Email: [pc\\_comments@juneau.gov](mailto:pc_comments@juneau.gov) or [Irene.Gallion@juneau.gov](mailto:Irene.Gallion@juneau.gov)  
Mail: **Community Development, 155 S. Seward Street, Juneau AK 99801**  
*Printed June 27, 2023*

**Case No.: VAR2023 0001**  
**Parcel No.: 4B2301020061**  
**CBJ Parcel Viewer: <http://epv.juneau.org>**



**NOTICE** 586-0715  
VARIANCE TO  
ALLOW GARAGE  
HEARING DATE: 8/8/2023

Attachment L- Public Notice Sign posting



Attachment L- Public Notice Sign posting

---

**From:** mniz@gci.net  
**Sent:** Thursday, June 29, 2023 4:38 PM  
**To:** PC\_Comments  
**Subject:** Case # VAR2023 0001 Parcel # 4B2301020061

I totally support the variance to lot coverage limitations to allow an additional 1440 square foot garage at 3050 Fritz Cove Road.

The location of the proposed building is on the lower side of Fritz Cove Road and will not impose any view impacts of the bay.

The lot is large and the land owner should be able to build the structure he needs.

Mike Nizich  
1860 Fritz Cove Road  
321-5091

**Irene Gallion**

---

**From:** Tanya Nizich <spicet\_11@hotmail.com>  
**Sent:** Monday, July 3, 2023 7:54 PM  
**To:** Irene Gallion  
**Subject:** Regarding 3050 Fritz Cove Road

Hello Irene,

My name is Tanya Nizich I live at 3055 Fritz Cove Road. I am writing on behalf of 3050 Fritz Cove. I live directly above this address on the hillside. I do not object in the additional build of a garage on the property of 3050 Fritz Cove Road.

Sincerely,

Tanya Nizich

Sent from my iPhone





**Planning Commission**

(907) 586-0715

PC\_Comments@juneau.org

[www.juneau.org/community-development/planning-commission](http://www.juneau.org/community-development/planning-commission)

155 S. Seward Street • Juneau, AK 99801

**PLANNING COMMISSION  
NOTICE OF DECISION**

Date: August 9, 2023

File No.: USE2023 0010

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.

Property Address: 0 Egan Drive

Legal Description: Juneau Subport Lot C1

Parcel Code No.: 1C060K010031

Hearing Date: August 8, 2023

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated August 2, 2023, and APPROVED the 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, to be conducted as described in the project description and project drawings submitted with the application.

Attachments: August 2, 2023, memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding USE2023 0010.

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).

Huna Totem Corporation  
File No: USE2023 0010  
August 9, 2023  
Page 2 of 2

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, August 8, 2023

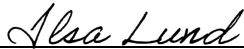
Expiration Date: The permit will expire 18 months after the effective date, or February 8, 2025, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.



August 11, 2023

\_\_\_\_\_  
Michael LeVine, Chair  
Planning Commission

\_\_\_\_\_  
Date



August 14, 2023

\_\_\_\_\_  
Filed With City Clerk

\_\_\_\_\_  
Date

cc: Plan Review

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



**PLANNING COMMISSION STAFF**  
**CONDITIONAL USE PERMIT USE2023 0010**  
**HEARING DATE: AUGUST 8, 2023**

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

**DATE:** August 2, 2023  
**TO:** Michael LeVine, Chair, Planning Commission  
**BY:** Irene Gallion, Senior Planner *Irene M. Gallion*  
**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.

**STAFF RECOMMENDATION:** Approval

**KEY CONSIDERATIONS FOR REVIEW:**

- 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 100,000 passengers out of the congested downtown dock area.
- No development on USCG property is explicitly or tacitly approved by this permit.
- Conditions applicable to uplands development were approved under the Notice of Decision for USE2023 0003 (**Attachment C**).

**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:**

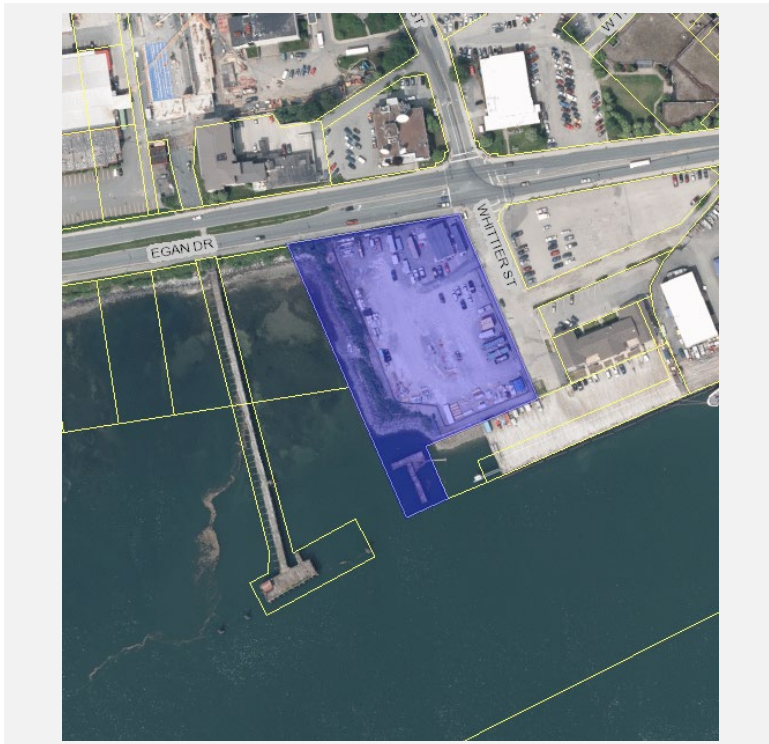
Assembly action is not required for this permit.

**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 Support Lot C1
Parcel Number	1C060K010031
Zoning	MU2
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	USE2023 0003: Dock approval

**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 uplands development that includes vehicle parking, tourism logistics, retail, restaurants and a park (**Attachment A**). The Applicant will be partnering with Sealaska Heritage and Goldbelt on a culture and science center on the site (**Attachment B**).

The 500-foot wide, 70-foot long dock associated with this uplands development was approved at the July 11, 2023 Planning Commission meeting (Notice of Decision for USE2023 0003, **Attachment C**).

At that time the Commission did not approve the uplands development due to concerns about:

- Phasing, and not having a concrete idea of the final phase use.
- Public notice, as no opposition was present.

The differences between this proposal and the last one (USE2023 0003) are:

- The dock not included, since it has already been approved.
- There is no phasing. The proposal is for one project.
- The site will include a cultural and science center. Under the previous application, 40,000 square feet was proposed for one of three uses: Housing, retail, or a cultural center. In this proposal, the applicant has determined that the structure will be developed as a culture and science center.

Concept drawings are provided to aid the Planning Commission in determining compliance with Title 49.

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, and the Alaska Department of Transportation and Public Facilities.

### **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, under USE2023 0003:

<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, COMPLETED FOR THE DOCK.** The Planning Commission's role is to verify regulatory and plan compliance. The Commission has approved the dock. This application is for the uplands.

**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 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, USE23-03	
Maximum of five (5) larger ships in port per day (what is larger?)		X
No hot berthing at the new facility	Condition, USE23-03	
No larger ship allowed to anchor as the 6 <sup>th</sup> 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, USE23-03	

When considering the tidelands lease, 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.



Archives, University of Alaska, Fairbanks



Alaska State Library - Historical Collections

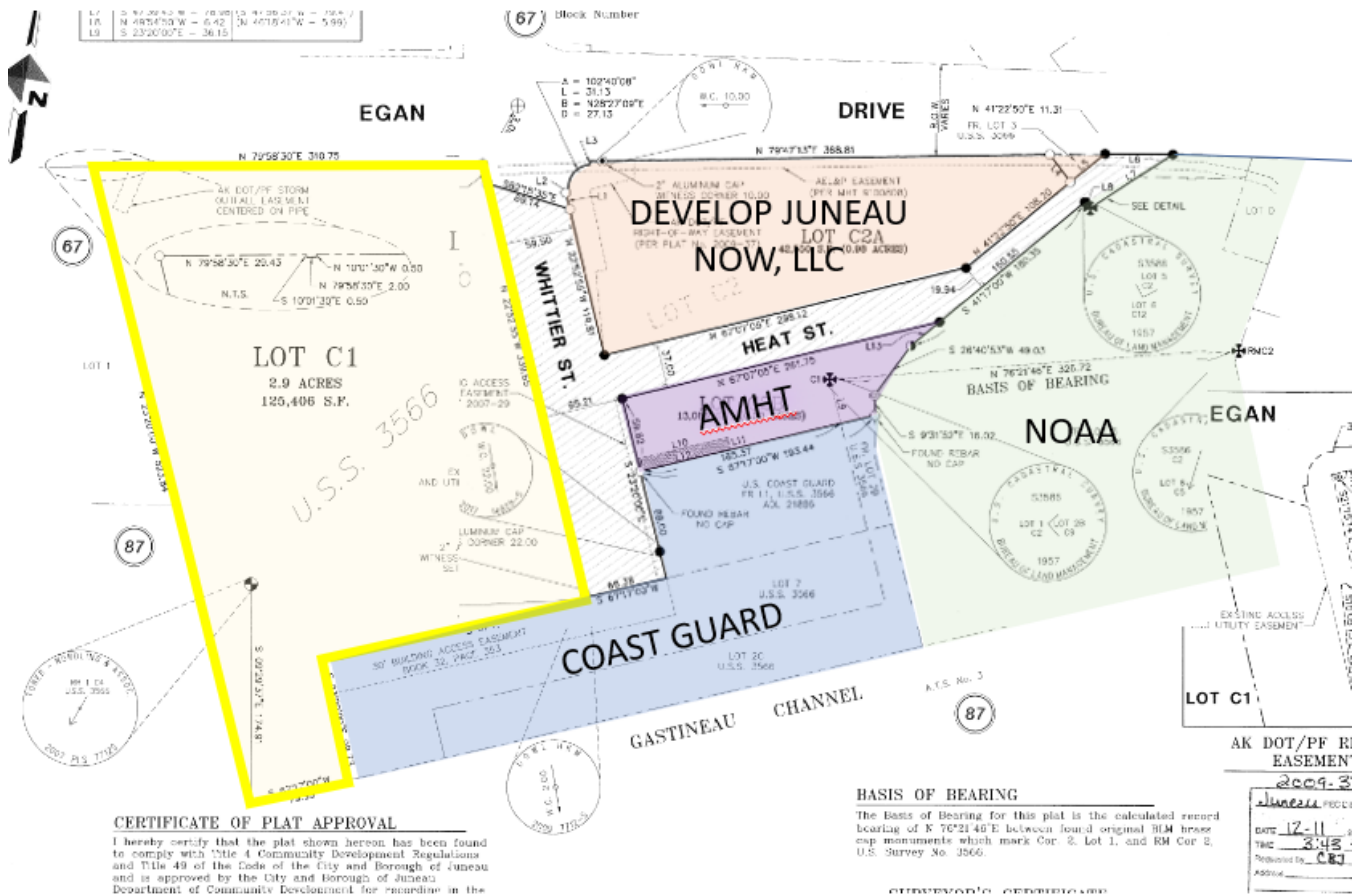


Alaska State Library - Historical Collections

**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 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 support 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	Height 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**

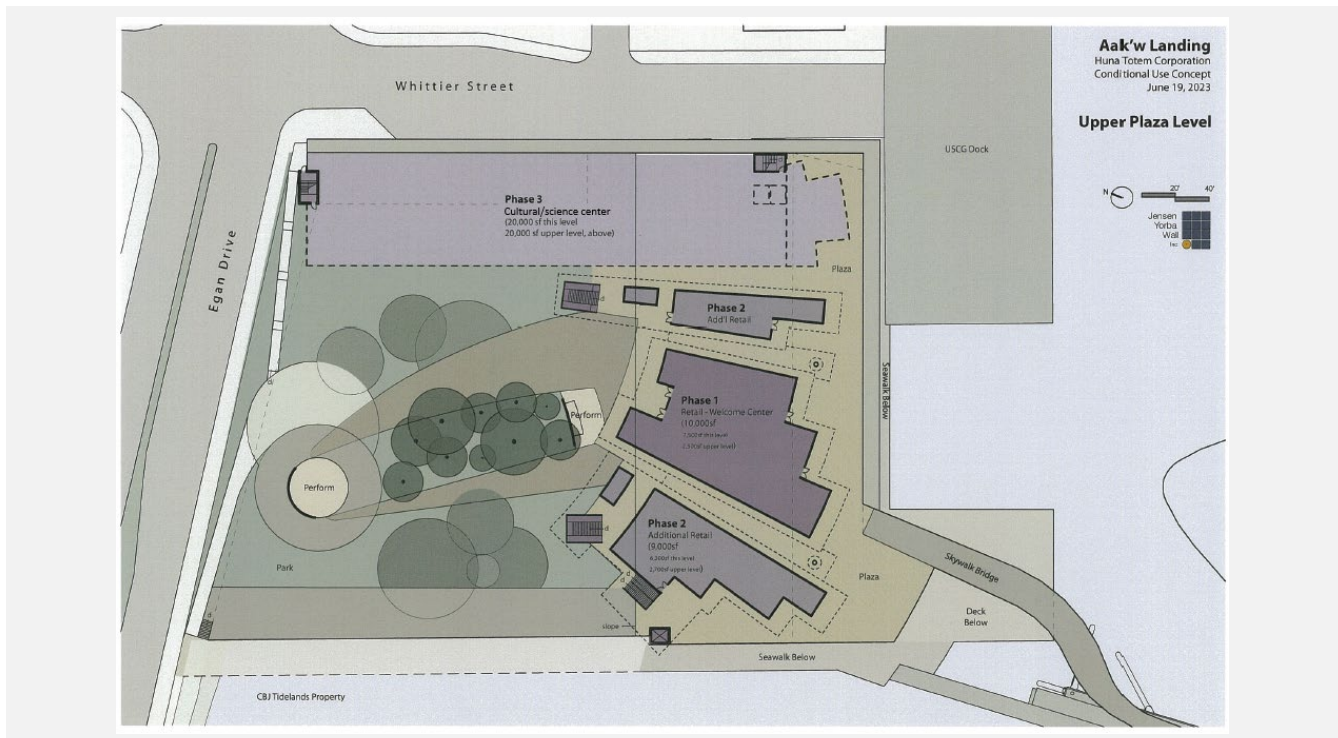
Standard		Requirement	Uplands	Code
<b>Lot</b>	Size, square feet	4,000	125,406	CBJ 49.25.400
	Width, linear feet	50	350	CBJ 49.25.400
<b>Setbacks, linear feet</b>	Front (East)	5	5	CBJ 49.25.400
	Rear (West)	5	5	CBJ 49.25.400
	Side (South, abutting tidelands)	0	0	CBJ 49.25.400
	Side (South, not abutting tidelands)	5	5	CBJ 49.25.400
	Street Side (North)	5	5	CBJ 49.25.400
<b>Lot Coverage Maximum, percentage</b>		80	39	CBJ 49.25.400
<b>Vegetative Cover Minimum, percentage</b>		5	22	CBJ 49.50.300
<b>Height</b>	Permissible, linear feet	45	45	CBJ 49.25.400
	Accessory, linear feet	35		CBJ 49.25.400
<b>Maximum Dwelling Units (80 units/Acre)</b>		230	<b>Unknown</b>	CBJ 49.25.500
<b>Use</b>		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.

## SITE PLAN



**Figure 4:** Overall site plan for the Upper Plaza area showing Phase 1, 2 and 3 development. Parking and additional retail are provided at lower levels.

## ANALYSIS

### The project consists of:

- Parking structure with 34,000 square feet of retail space, and dock.
- 9,000 additional square feet of retail space
- 40,000 square feet for a culture and science center.
- A dock, approved under USE2023 0003 (**Attachment C**).

**Condition:** None.

**Project Site –** The proposed uplands are on private property held by Huna Totem Corporation. 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:** None.

**Project Design –** Project design can be split into three levels.

- Underground bus staging and parking, and other vehicle parking.
- Ground level vehicle parking, seawalk-level retail and cultural center.
- Upper plaza level retail and cultural center.

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. Buses park nose-in to the island where visitors are deposited. Passengers can load onto tour buses without walking behind maneuvering buses (**Attachment D, page 7-8, Attachment E, page 11**).

Amenities include:

- Indigenous art 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 serving tourists and locals.
- Approximately one acre of publicly-available park.
- Off-season vehicle parking.

**Condition:** None.

**Traffic** – According to CBJ 49.40.300(a)(1) a traffic impact analysis (TIA) is required (**Attachment F**). Initial comments received from the Tourism Manager have been analyzed (**Attachment G**).

The traffic impact analysis indicates that modifications to street striping and signal timing would address delays created by the additional project traffic.

The Alaska Department of Transportation and Public Facilities (ADOT&PF) reviewed the TIA (**Attachment H page 54**). ADOT&PF will make agreements with the Applicant to mitigate impacts as they are identified.

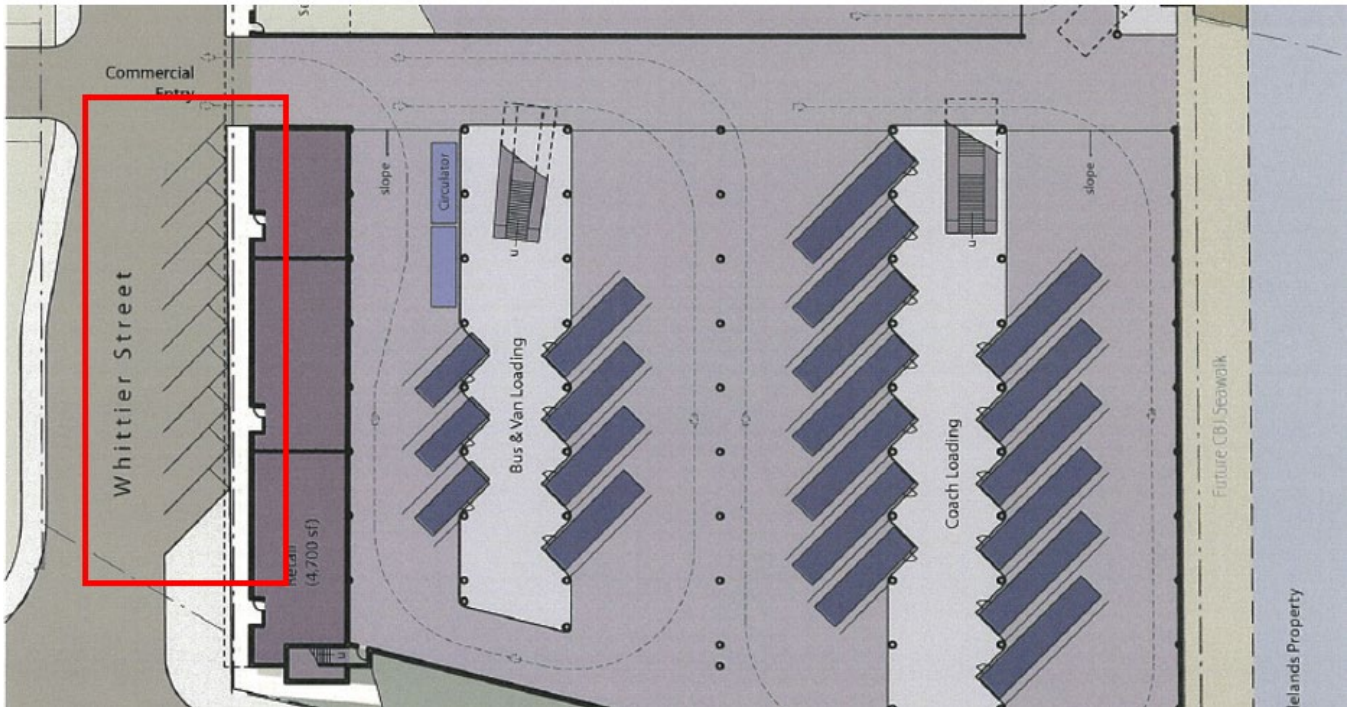
The Coast Guard is concerned about unimpeded access to the pier (**Attachment H, page 48**). CBJ requires rights-of-way remain clear for movement of pedestrians and vehicles. If the right-of-way will be blocked or used for other purposes, a ROW Permit will be required.

**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]. At completion, 94 off-street parking spaces will be required, plus one loading place.

Total required 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 are not included 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 5:** 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
Retail	Up to 50,000	1/750 sf	66	
Moorage		1/moorage stall	2	
Cultural Center	40,000	1/1,500 sf	26	
<b>COMPLETED PROJECT</b>			<b>94</b>	<b>4</b>

One (1) loading space is required [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

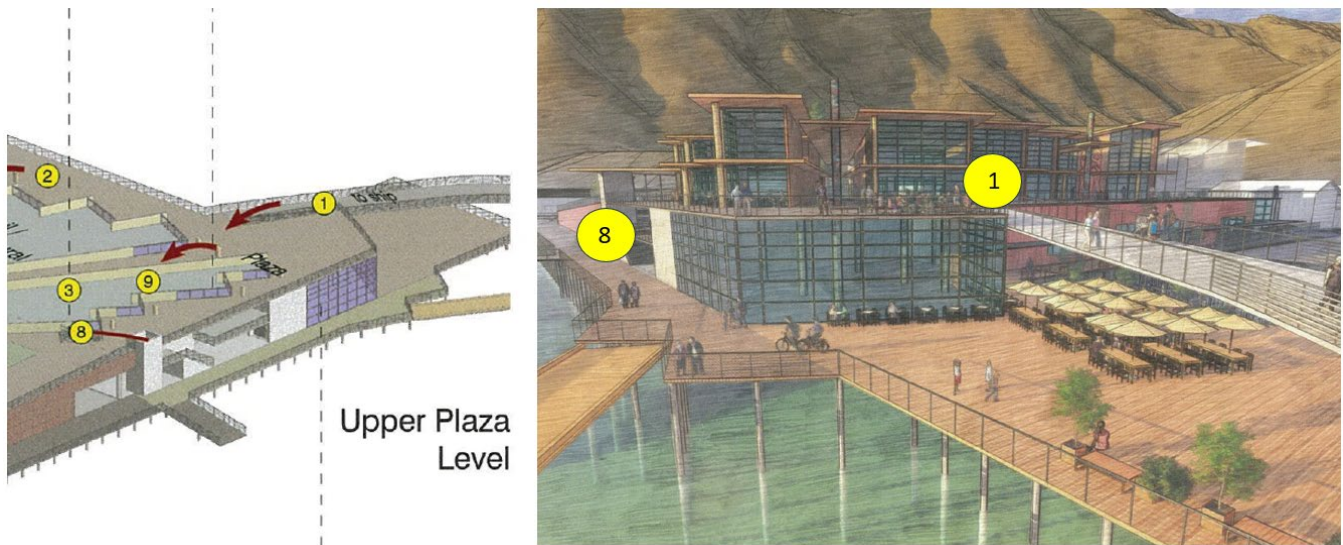
tidelands lot (shown in **Figure 3**, above) at this time.



**Figure 6:** 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 A, page 13**.

Two levels of pedestrian accommodation are proposed along the waterfront. The gangway will deposit pedestrians on the “park” level (1 in **Figure 7**, below). Pedestrians can then take a stairway or elevator down to the seawalk level (8 in **Figure 7**, below). Note that seawalk elements shown in slate grey are shown for concept only.



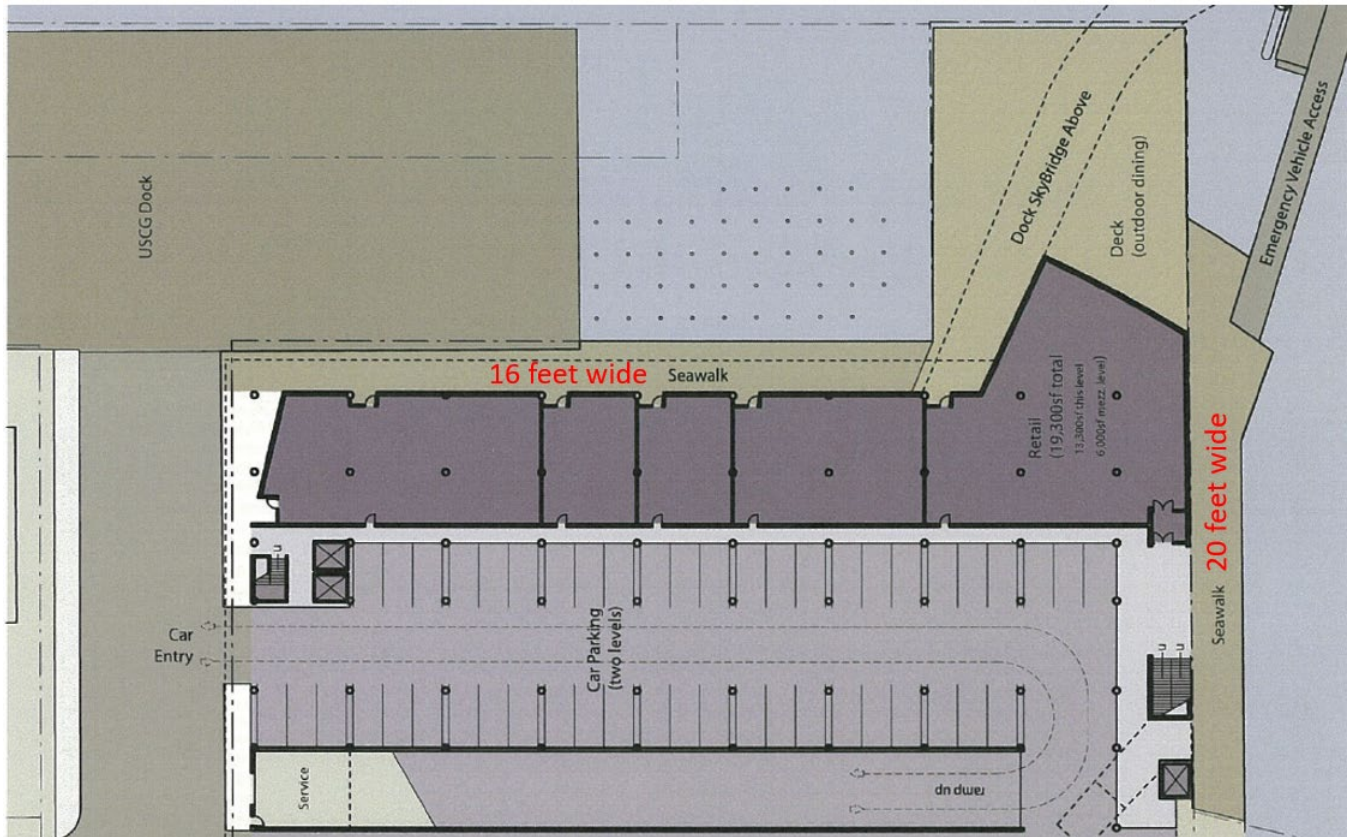
**Figure 7:** Two levels of pedestrian accommodation. The gangway leads to the park level (1) of the proposed development. Passengers can then descend a stairwell or elevator (8) to get to the seawalk level, which will include restaurants and shops.

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 park level of the facility (1 in **Figure 7**, above) is wider than 20 feet and provides a view of the waterfront.

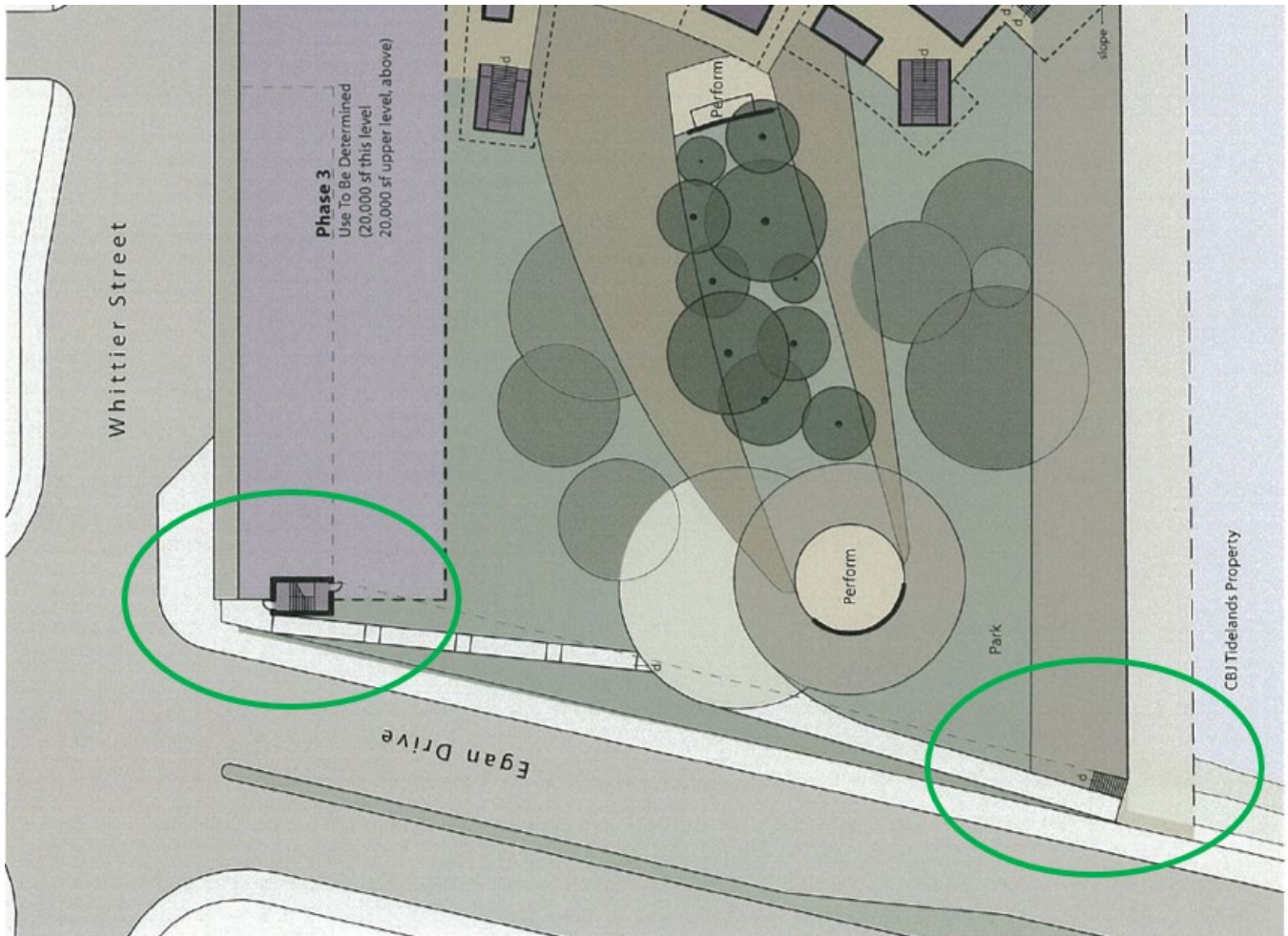
The Applicant can construct a 20-foot wide seawalk on the west side of the property.



**Figure 8:** 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 D, 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 by the Applicant for year-round activities (**Attachment H, page 13**). In the past, other large developments have included amenities, (e.g. playgrounds, parks), but vague direction has led to confusion on maintenance responsibility.





**Figure 9:** 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 10** 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.

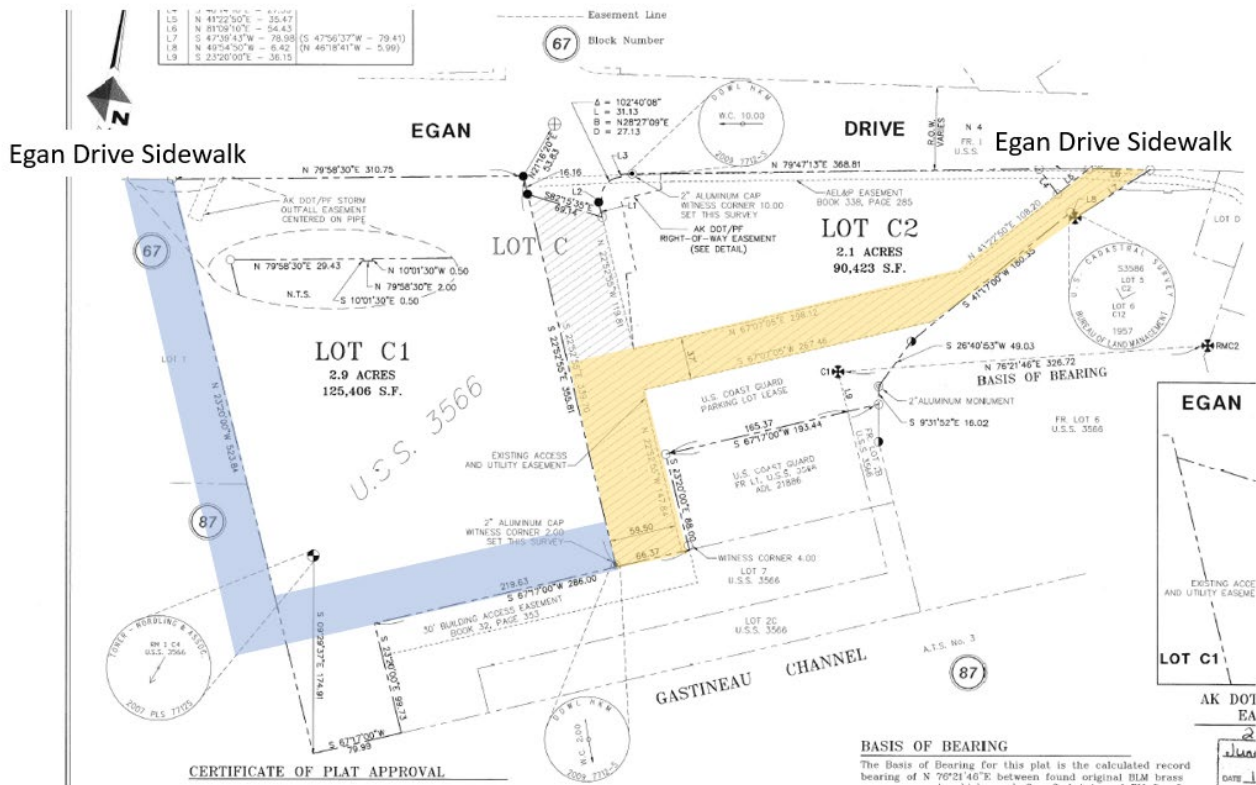


Figure 10: Plat 2009-37 is highlighted to show the connection of the seawalk to Whittier Street and Heat Street.

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 (From the Notice of Decision for USE2023 0003, Condition 2 (Attachment C):** 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 (From the Notice of Decision for USE2023 0003, Condition 3 (Attachment C):** Before Temporary Certificate of Occupancy for 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 lot, 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 (From the Notice of Decision for USE2023 0003, Condition 4 (Attachment C):** 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 11:** 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 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 in **Attachment A page 14**.

**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 A page 18**. 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 –**

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 support 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 A page 18, Attachment D**). The stairway and elevator will be configured to accommodate ambulance access. Approximately 80 feet of seawalk may be impacted by transient ambulance

access.



**Figure 12:** 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.

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).

**Property Value or Neighborhood Harmony –**

The uplands will:

- Accommodate 120,000 passengers that would otherwise disembark in Juneau’s congested cruise ship dock area.
- Provide underground parking for tour providers.
- Channel visitors through retail to excursion providers. Overhead signage will direct visitors to the correct location.
- Include a park, an attractive alternative to surface parking.
- Provide underground parking to the public in the off season.
- Convey Juneau’s unique cultural heritage.

**AGENCY REVIEW**

CDD conducted an agency review comment period between July 26, 2023, and July 28, 2023. The U.S Coast Guard and CBJ’s Tourism Director stated the comments they provided for USE2023 0003 still stand.

Agency review comments from USE2023 0003 can be found in **Attachment H**. To recap:

<b>Agency</b>	<b>Summary</b>
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	1 <sup>ST</sup> set of comments before dock added to CUP. 2 <sup>nd</sup> 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 Condition 2 of the Notice of Decision for USE2023 0003. Parks and Recreation provided examples of seawalk easement maintenance language in place with other privately-owned docks (**Attachment H, page 13**).

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 H, page 47**).

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 H, page 47**).

### **PUBLIC COMMENTS**

Meetings conducted by NCL include:

- 11.18.2020 - 1<sup>st</sup> NCL Community Meeting/Presentation (online)
- 12.2.2020 - 2<sup>nd</sup> NCL Community Meeting/Presentation (online)
- 2.18.2021 - 3<sup>rd</sup> NCL Community Meeting/Presentation (online)

Meetings conducted by Huna Totem include:

- 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

Under USE2023 0003, the Commission had expressed concerns about the public notice for the project. Public notice for USE2023 0003 was consistent with other projects as required under CBJ 49.15.230 (**Attachment J**):

1. The application was included on the agenda posted online at <https://juneau-ak.municodemeetings.com/>
2. Notice was published in the Juneau Empire on Wednesday, June 28<sup>th</sup>, 2023, and July 5, 2023 (**Attachment J, pages 1-3**).
3. The developer posted a public notice sign on the property on June 25, 2023. The sign was required to be posted by June 26, 2023. CBJ CDD provides the signs that the Applicants post (**Attachment J, pages 4-10**).
4. An abutters notice was sent to property owners within 500 feet of the project (**Attachment J, page 11**).
5. There were no multi-family residential properties within 500 feet of the project, so no door-knockers were required.
6. The Director determined additional public notice was not required, as:
  - a. Larger-scale review of the dock as an improvement had occurred during the update of the Long Range Waterfront Plan.
  - b. A notice was posted at the CBJ web site: [Regular Planning Commission meets July 11, 2023. Here's how to weigh in. – City and Borough of Juneau](#)
  - c. A web site was provided at <https://juneau.org/community-development/short-term-projects> , and referenced on the abutters notice.
7. The Director determined additional meetings were not needed because of the multiple meetings already held on the project (listed above).

For this application (USE2023 0010) CDD conducted a public comment period between July 24, 2023, and August 4, 2023. Public notice was mailed to property owners within 500 feet of the proposed development (**Attachment J**). A public notice sign was also posted on-site two weeks prior to the scheduled hearing (**Attachment K**). Public comments submitted at time of writing this staff report can be found in **Attachment L**.

Name	Summary
Bill Kramer	Concerns about cruise impacts (from USE2023 0003).
Kris Hart	Inadequate documents.
Margo Waring	Not community oriented.

**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.
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 M):** Elements applicable to uplands development.

Page No.	Item	Summary
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 120 thousand passengers will be moved west of Seward Street.
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	High quality uplands development for visitors and community.	Uplands include extensive retail and restaurant space, indigenous art incorporation, and underground staging of tourist transportation.



Page No.	Item	Summary
5	Year-round development orientation.	Vehicle parking available off season. Retail and restaurants available off-season.
6	Uplands: manage vehicular traffic, including signalization.	Vehicle parking and bus transportation underground, 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 N).** 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.

Chapter	Page No.	Item	Summary
	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.

**2015 Juneau Economic Development Plan** – no specific insights or requirements.

**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. A floating steel dock up to 70 feet wide and 500 feet long was approved under USE2023 0003.

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.

Uplands require a conditional use permit because the project constitutes major development:

- More than 12 residences OR
- 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 the MU2 zoning district, 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 the MU2 zoning district, will not substantially decrease the value or be out of harmony with the property in the neighboring area.

**6. Will the proposed development be in 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, and the 2004 Long Range Waterfront Plan.

**RECOMMENDATION**

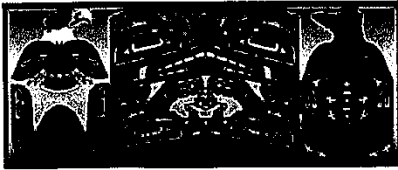
Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE the requested Conditional Use Permit. The permit would allow the development of Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. No conditions are recommended for this permit.

A floating steel dock up to 70 feet wide and 500 feet long was approved under USE2023 0003. Conditions specific to the uplands development that were approved under USE2023 0003 and are not open to reconsideration:

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 lot, 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.

### **STAFF REPORT ATTACHMENTS**

<b>Item</b>	<b>Description</b>
<b>Attachment A</b>	Application
<b>Attachment B</b>	Partnership acknowledgements
<b>Attachment C</b>	Notice of Decision, USE2023 0003 (dock approval)
<b>Attachment D</b>	Plans
<b>Attachment E</b>	Renderings
<b>Attachment F</b>	Traffic Impact Analysis
<b>Attachment G</b>	Response to initial TIA comments
<b>Attachment H</b>	Agency Review Comments
<b>Attachment I</b>	Public notice for USE2023 0003
<b>Attachment J</b>	Abutters Notice for USE2023 0010
<b>Attachment K</b>	Public Notice Sign
<b>Attachment L</b>	Public Comments
<b>Attachment M</b>	Long Range Waterfront Plan Amendment
<b>Attachment N</b>	Long Range Waterfront Plan, Chapter 3.3 (Area B)



# Huna Totem Corporation

WOOSHJEE-EEN • PULLING TOGETHER

July 24, 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:

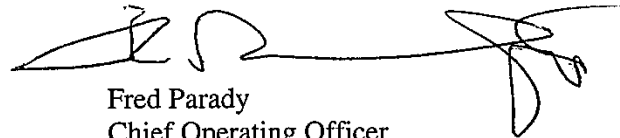
The challenge with this submittal is to efficiently reflect the Planning Commission’s decision from the July 11<sup>th</sup> meeting with the materials necessary to bring the full project application to fruition. We have worked diligently to accomplish that purpose herein.

Attached please find the following materials for Huna Totem Corporation’s Conditional Use Permit Application for the uplands at the Aak’w Landing project:

1. The Development Permit Application as required.
2. An email attachment from the additional landowner for the relevant tidelands of the State of Alaska is incorporated by reference as previously submitted.
3. A new Conditional Use Permit Application with an updated project summary description.
4. A single sheet project summary description.
5. A copy of the Planning Commission’s Notice of Decision dated July 20, 2023.
6. An updated Architectural Narrative dated 7.22.2023.
7. The Zoning and Parking Study dated 6.19.2023 which updated the Site and Building specifics numbers to reflect our modified submittal plans as of that date and is still applicable,
8. The completed Traffic Impact Analysis dated 5.12.2023 which is still applicable and is incorporated by reference due to its length.

We would appreciate your review of these materials and their inclusion in the packet for the August 8th meeting of CBJ’s Planning Commission. Please contact me with any questions.

Cordially,



Fred Parady  
Chief Operating Officer



# 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	<b>PROPERTY LOCATION</b>																				
	Physical Address <b>O Egan Drive</b>																				
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) <b>Juneau Subport Lot C1 Tidelands</b>																				
	Parcel Number(s) <b>n/a</b>																				
	<input type="checkbox"/> This property is located in the downtown historic district <input type="checkbox"/> This property is located in a mapped hazard area, if so, which <b>No</b>																				
	<b>LANDOWNER/ LESSEE</b>																				
	Property Owner <b>Huna Totem Corporation</b>	Contact Person <b>Fred Parady</b>																			
	Mailing Address <b>9301 Glacier Highway, Suite 200, Juneau 99801</b>	Phone Number(s) <b>907.789.8504</b> <b>907.723.3903</b>																			
	E-mail Address <b>fparady@hunatotem.com</b>																				
	<b>LANDOWNER/ LESSEE CONSENT</b>																				
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.  <table style="width:100%; border: none;"> <tr> <td style="width:50%; border: none;">_____</td> <td style="width:50%; border: none;">_____</td> </tr> <tr> <td style="border: none;">Landowner/Lessee (Printed Name)</td> <td style="border: none;">Title (e.g.: Landowner, Lessee)</td> </tr> </table> <table style="width:100%; border: none;"> <tr> <td style="width:50%; border: none;">X _____</td> <td style="width:50%; border: none;">_____</td> </tr> <tr> <td style="border: none;">Landowner/Lessee (Signature)</td> <td style="border: none;">Date</td> </tr> <tr> <td style="border: none;"><b>Russell Dick, Pres. &amp; CEO</b></td> <td style="border: none;"><b>Landowner</b></td> </tr> <tr> <td style="border: none;">_____</td> <td style="border: none;">_____</td> </tr> <tr> <td style="border: none;">Landowner/Lessee (Printed Name)</td> <td style="border: none;">Title (e.g.: Landowner, Lessee)</td> </tr> </table> <table style="width:100%; border: none;"> <tr> <td style="width:50%; border: none;">X </td> <td style="width:50%; border: none;">_____</td> </tr> <tr> <td style="border: none;">Landowner/Lessee (Signature)</td> <td style="border: none;">Date</td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;"><b>7/22/2023</b></td> </tr> </table> 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.		_____	_____	Landowner/Lessee (Printed Name)	Title (e.g.: Landowner, Lessee)	X _____	_____	Landowner/Lessee (Signature)	Date	<b>Russell Dick, Pres. &amp; CEO</b>	<b>Landowner</b>	_____	_____	Landowner/Lessee (Printed Name)	Title (e.g.: Landowner, Lessee)	X	_____	Landowner/Lessee (Signature)	Date		<b>7/22/2023</b>
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	<b>7/22/2023</b>																				
<b>APPLICANT</b> <span style="float: right; font-size: small;">If same as LANDOWNER, write "SAME"</span>																					
Applicant (Printed Name) <b>Huna Totem Application</b>	Contact Person <b>Fred Parady</b>																				
Mailing Address <b>Same</b>	Phone Number(s) <b>907.789.8504</b> <b>907.723.3903</b>																				
E-mail Address <b>Same</b>																					
X	_____																				
Applicant's Signature	Date of Application																				

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

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

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

	Intake Initials
Case Number	Date Received



# 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.**

<b>PROPERTY LOCATION</b>	
Physical Address <b>O Egan Drive</b>	
Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) <b>Juneau Subport Lot C1 Tidelands</b>	
Parcel Number(s) <b>n/a</b>	
<input type="checkbox"/> This property is located in the downtown historic district <input type="checkbox"/> This property is located in a mapped hazard area, if so, which <b>No</b>	
<b>LANDOWNER/ LESSEE</b>	
Property Owner <b>Huna Totem Corporation</b>	Contact Person <b>Fred Parady</b>
Mailing Address <b>9301 Glacier Highway, Suite 200, Juneau 99801</b>	Phone Number(s) <b>907.789.8504</b> <b>907.723.3903</b>
E-mail Address <b>fparady</b>	
<b>LANDOWNER/ LESSEE CONSENT</b>	
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.	
<b>Dan Bleidorn</b>	<b>CBJ Lands Manager</b>
Landowner/Lessee (Printed Name)	Title (e.g.: Landowner, Lessee)
X _____	_____
Landowner/Lessee (Signature)	Date
_____	_____
Landowner/Lessee (Printed Name)	Title (e.g.: Landowner, Lessee)
X _____	_____
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<b>APPLICANT</b> <span style="float: right;">If same as LANDOWNER, write "SAME"</span>	
Applicant (Printed Name) <b>Huna Totem Application</b>	Contact Person <b>Fred Parady</b>
Mailing Address <b>Same</b>	Phone Number(s) <b>907.789.8504</b> <b>907.723.3903</b>
E-mail Address <b>Same</b>	
X _____	<b>5.26.2023</b>
Applicant's Signature	Date of Application

To be completed by Applicant

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

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	Intake Initials
Case Number	Date Received



# DEVELOPMENT PERMIT APPLICATION

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To be completed by Applicant.	<b>PROPERTY LOCATION</b>																	
	Physical Address <b>0 Egan Drive</b>																	
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) <b>Juneau Subport Lot C1</b>																	
	Parcel Number(s) <b>Parcel: 1C060-K01-0031 (C-1)</b>																	
	<input type="checkbox"/> This property is located in the downtown historic district <input type="checkbox"/> This property is located in a mapped hazard area, if so, which <b>No</b>																	
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Applicant (Printed Name)	<b>Same</b>	Contact Person <b>Same</b>																
Mailing Address	<b>Same</b>	Phone Number(s) <b>Same</b>																
E-mail Address	<b>Same</b>																	
X	<b>01.24.2023</b>																	
Applicant's Signature	Date of Application																	

DEPARTMENT USE ONLY BELOW THIS LINE

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

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

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



**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 17<sup>th</sup> 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.

These are not ready for submittal are very descriptive. Please note the last slide of the 2022.11.22 pdf where the dotted line shows the boundary between CBJ and state tidelands.

Fred

Fred Parady  
Chief Operating Officer  
Huna Totem Corporation  
907.789.8504 (w)  
907.723.3903 (c)





# 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.**

## PROJECT SUMMARY

The project proposed development of mixed use, including retail, community park, cultural/science center, and associated parking on an approximately 3-acre waterfront site.  
 The Aak Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. 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

## 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) 150,000 (incl. park roof) 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

To be completed by Applicant

-----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	\$ _____			
<b>Total Fee</b>	<b>\$ _____</b>			

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).

**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.

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**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

Huna Totem Corporation  
Aak'w Landing Project  
O Egan Drive, Juneau, AK 99802  
Project Summary

The project proposed development of mixed use, including retail, community park, docking, and associated parking 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 initially, adding 9,000 sf of additional Retail and 40,000 sf of facilities for a cultural/science center. 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.



**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

Huna Totem Corporation  
File No: USE2023 0003  
July 20, 2023  
Page 2 of 3

- 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.

Huna Totem Corporation  
File No: USE2023 0003  
July 20, 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

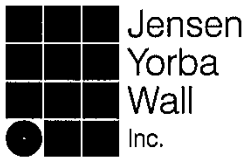
\_\_\_\_\_  
*Alea Lund*  
Filed With City Clerk

\_\_\_\_\_  
July 20, 2023  
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.





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

*Designing Community Since 1935*

Date: July 22, 2023  
Re: Aak'w Landing (JYW No. 21022)  
**Architectural Narrative for CBJ Conditional Use Application**

The project proposed development of mixed use, including retail, community park, cultural/science center, and associated parking includes a total of 24,800 square feet of retail, and approximately 60,000 square feet of City park area.

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 initially, adding 9,000 sf of additional Retail and 40,000 sf of facilities for a cultural/science center. 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 (already approved in USE23-0030)

- 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 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.



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.

**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).*

- 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.



July 27, 2023

Mr. Russell A. Dick  
President & CEO  
Huna Totem Corporation  
9301 Glacier Highway, Suite 200  
Juneau, Alaska 99801

Dear Mr. Dick:

We are writing today to confirm our support for Huna Totem Corporation’s Áak’w Landing project generally, and specifically the Indigenous Knowledge, Science and Cultural Center that has been incorporated into the design. This builds on the exciting national movement to integrate Indigenous knowledge and science and expands the goal of making Juneau the Northwest Coast Arts Capital.

To begin with the obvious, the project brings \$150M of private investment into downtown Juneau, reimagining a 3-acre gravel lot into a wonderful new destination for the sustainable tourism industry. This vital fifth dock shifts the narrative regarding congestion downtown into a modern, well-designed approach that will greatly enhance our community.

Specifically, the overall project design boosts the Seawalk that has been an essential element of downtown planning for decades, puts a defining addition to the cultural foundation of downtown Juneau, makes substantial improvements in traffic flow, works within the five-ship limit that has been established, and promotes local and Native economic development.

As we have discussed these past months, the cultural/science center advances our long-held views of the importance of both culture and science to education as well as to our visitor’s experience of Southeast Alaska. It aligns perfectly within our work in the area with the Sealaska Heritage Institute and the broader redevelopment of the Willoughby District.

Let me close by noting that the project is visionary for our residents, our students, our guests, our economy, and our community. After decades of the property essentially standing vacant, we strongly support the conditional use permit and development HTC and its partners are bringing forward. We are proud to be part of that team!

Respectfully,

A handwritten signature in black ink that reads "Rosita Kaaháni Worl".

Rosita Kaaháni Worl, Ph.D.  
President



August 1, 2023

Mr. Russell A. Dick  
President & CEO  
Huna Totem Corporation  
9301 Glacier Highway, Suite 200  
Juneau, Alaska 99801

Dear Russell:

Goldbelt values its relationship with the City and Borough of Juneau (CBJ) as we work together on the Eaglecrest Gondola project. Similarly, we support and value Huna Totem Corporation’s (HTC) Aak’w Landing project. Goldbelt is keenly aware of the range of issues facing Juneau with the infrastructure and facilities necessary to support sustainable tourism. We applaud the efforts of the Assembly and City Manager to address these issues thoughtfully.

The Aak’w Landing project as proposed supports key recommendations of the Visitor Industry Task Force:

- It builds upon the cultural foundation of downtown Juneau (a Goldbelt priority).
- The project significantly adds to the Seawalk and makes meaningful safety improvements to Franklin Street traffic flow.
- It works within the five-ship limit that CBJ negotiated.
- The project will strengthen the local economy over the long term.

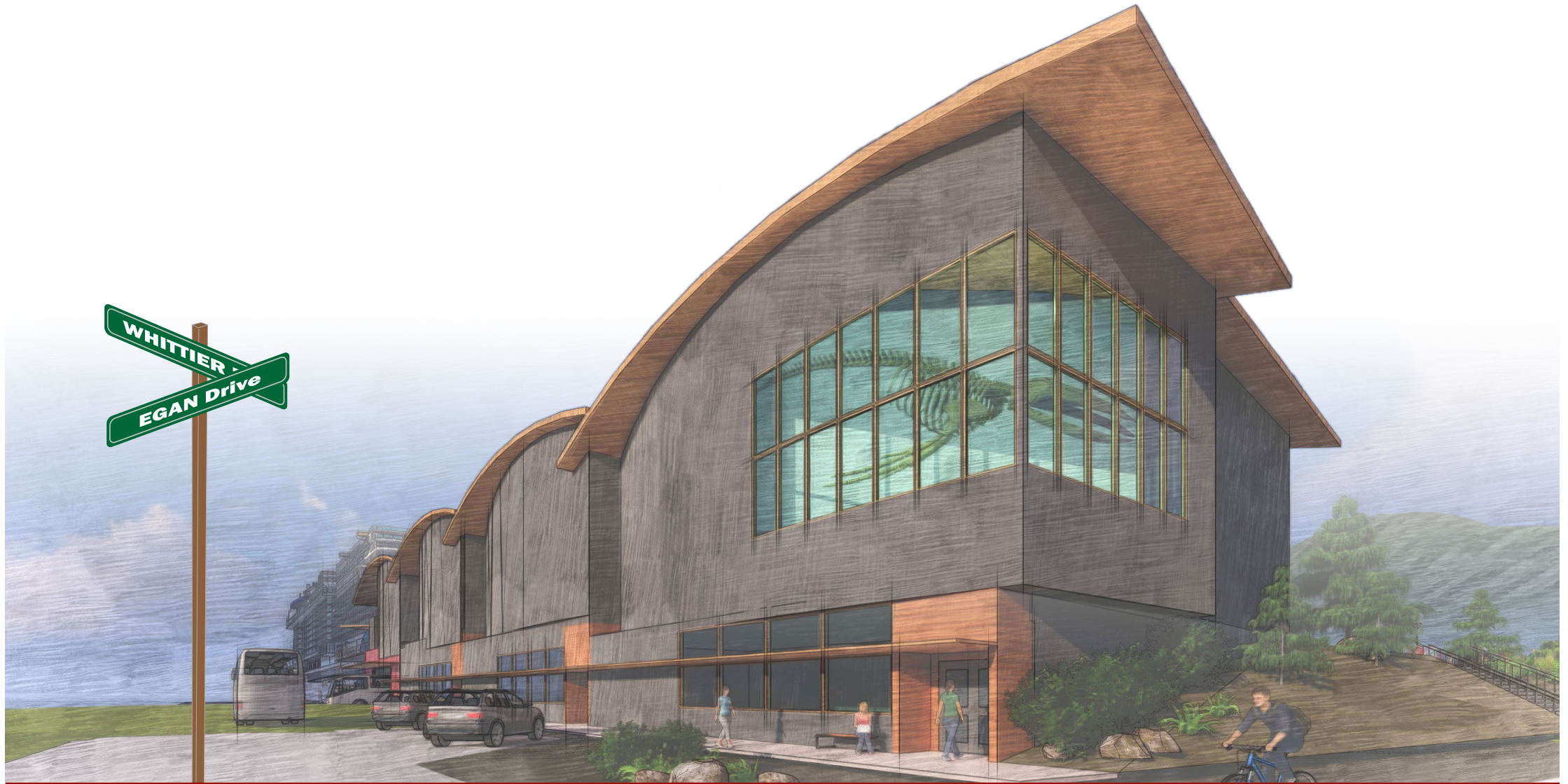
Huna Totem has developed a core leadership team for tourism development, as evidenced by the international award-winning destination at Icy Strait Point, the project under construction at Whittier, and the developments at Klawock and here at Aak’w Landing. The Aak’w Landing project is the culmination of years of effort and outreach to develop a cornerstone asset for all of Juneau. It is time to bring that vision to fruition.

Please note our strong commitment to this process, and intention to partner with HTC to make this project become a going concern. We are excited to work together with CBJ and HTC to maximize the impact this project makes on the community, and the future of tourism in Southeast Alaska. Goldbelt fully supports approval of this project.

Sincerely,

McHugh Pierre  
President and CEO







**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 lot, and 20 feet wide on the west side of the

Huna Totem Corporation  
File No: USE2023 0003  
July 20, 2023  
Page 2 of 3

- 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.
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  - 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.

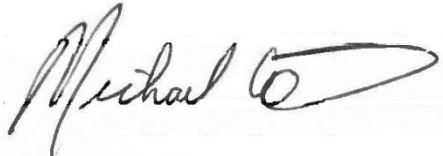
This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant’s responsibility to obtain the required building permits.

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.

Huna Totem Corporation  
File No: USE2023 0003  
July 20, 2023  
Page 3 of 3

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

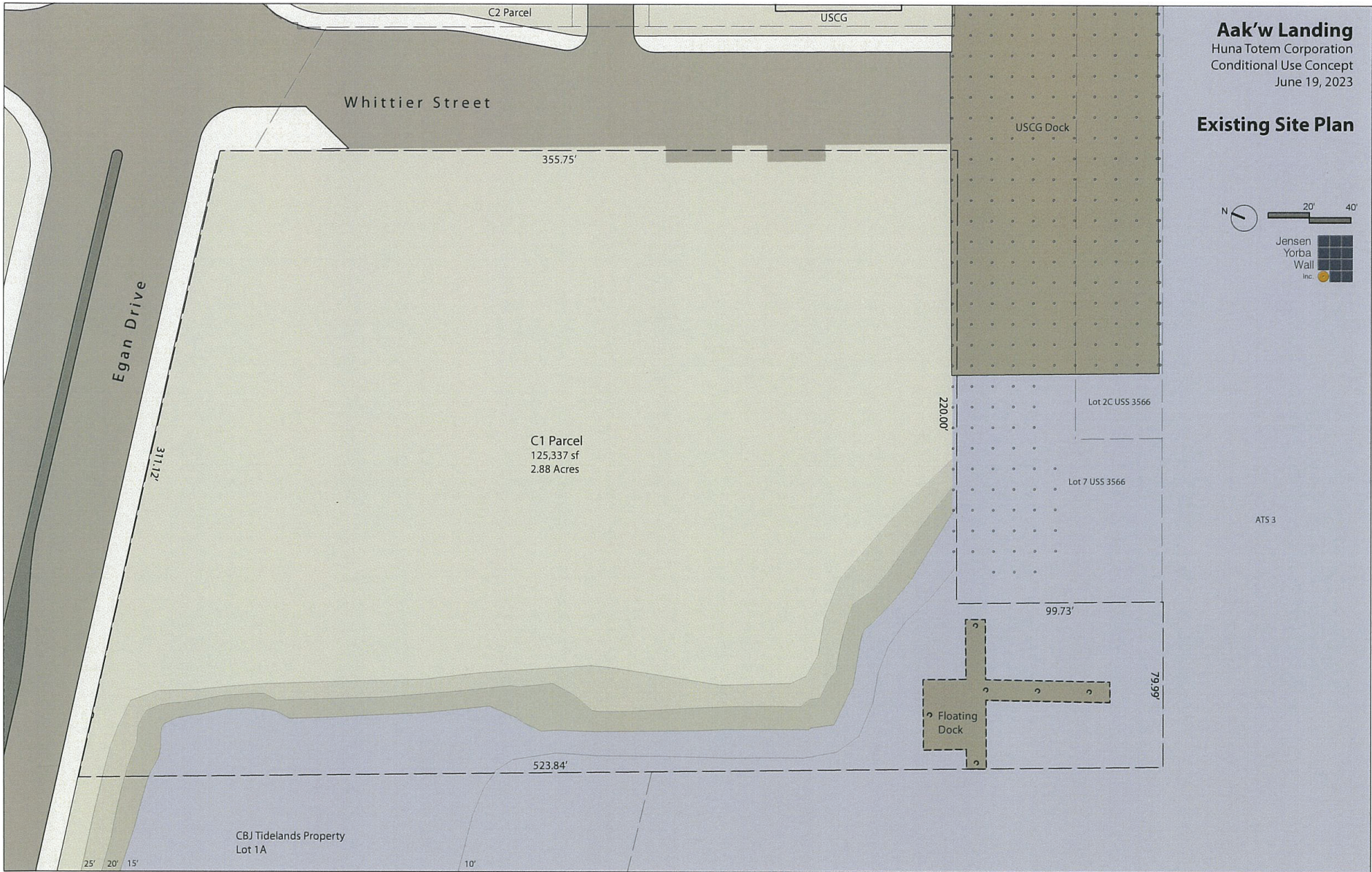
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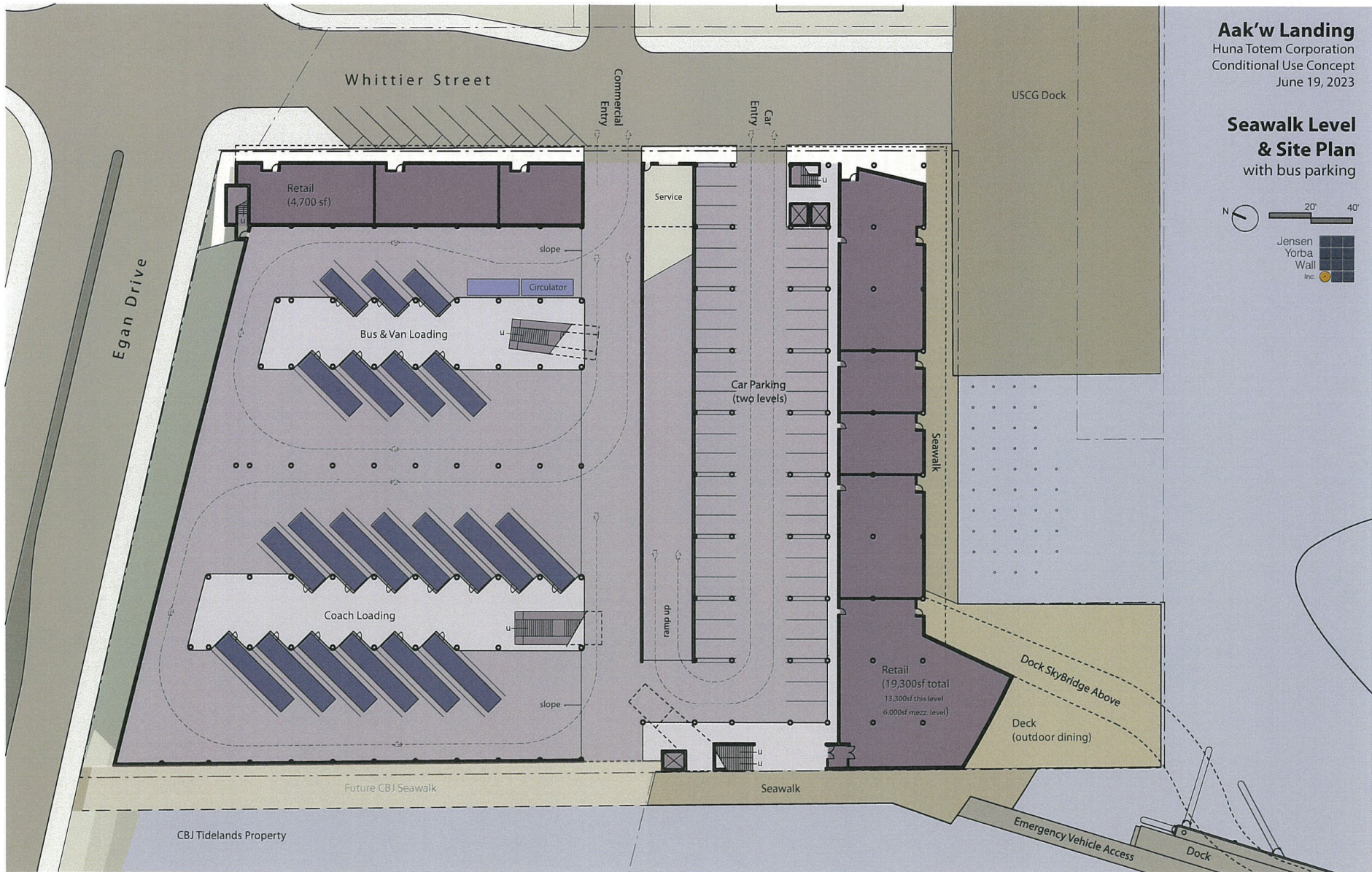
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*Alsa Lund*  
Filed With City Clerk

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July 20, 2032  
Date

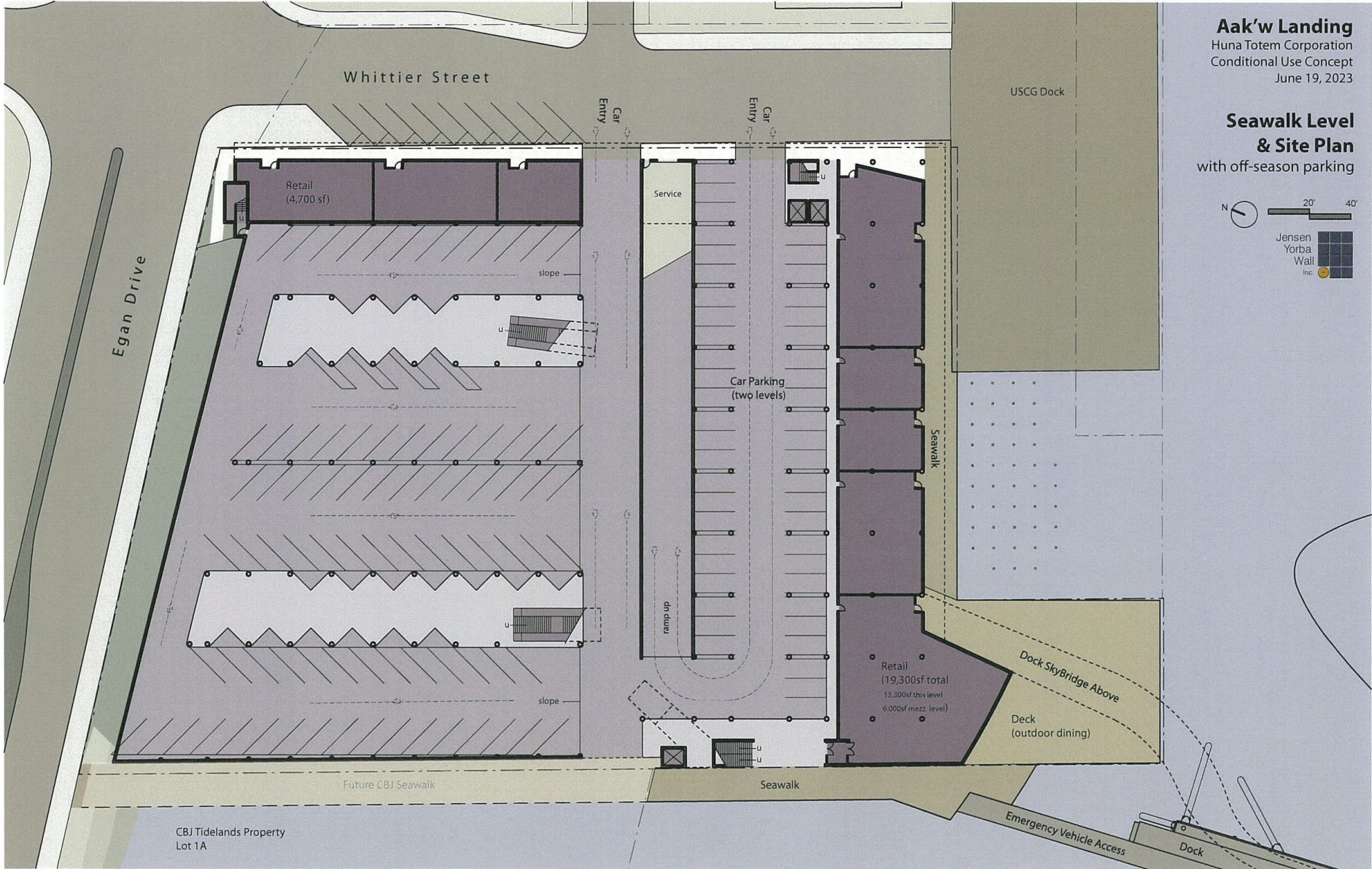
cc: Plan Review

**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.

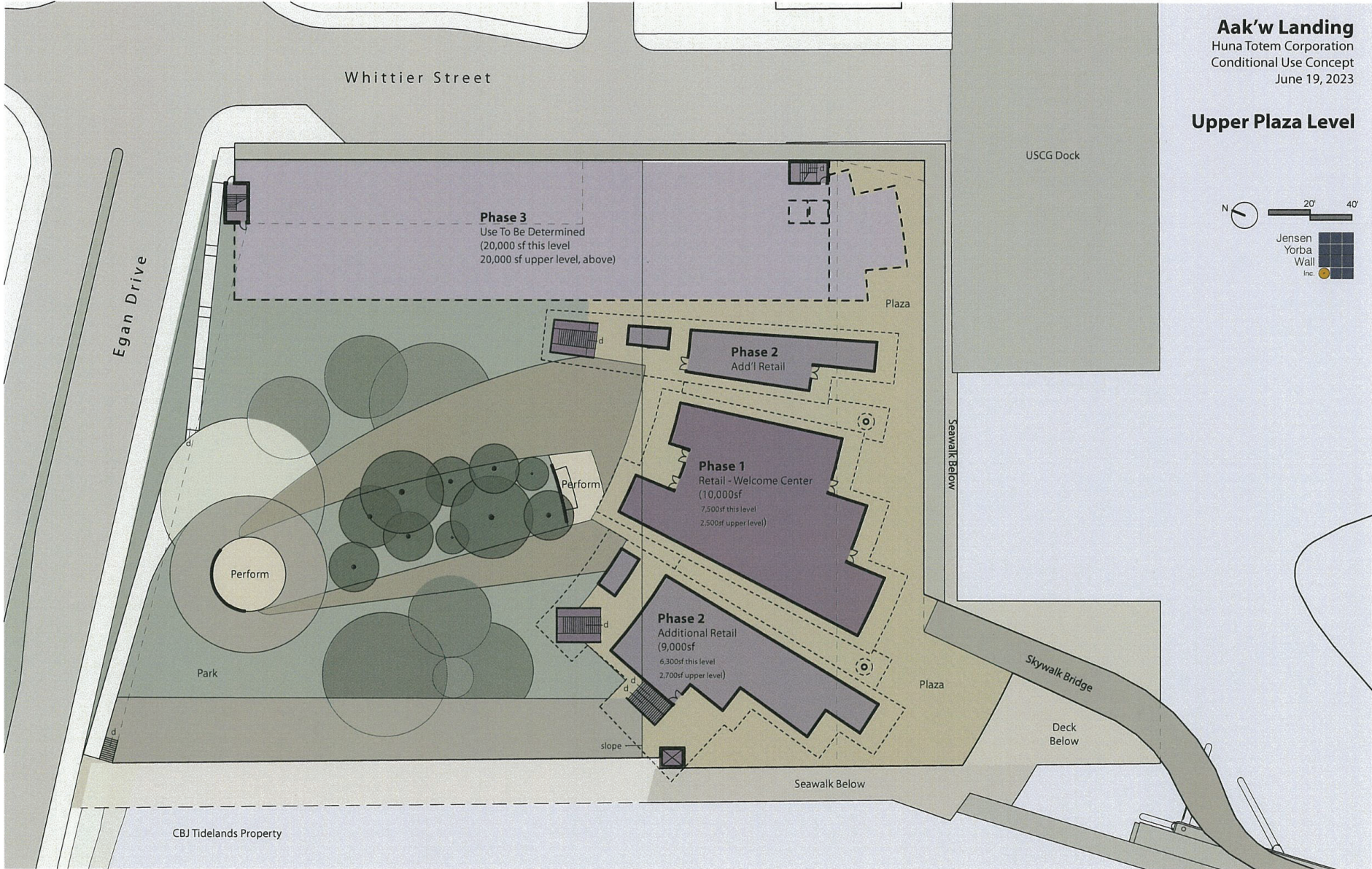




Attachment A3 - Application Packet - Site plans and elevations  
Attachment D- Plans



Attachment A3 - Application Packet - Site plans and elevations  
Attachment D- Plans

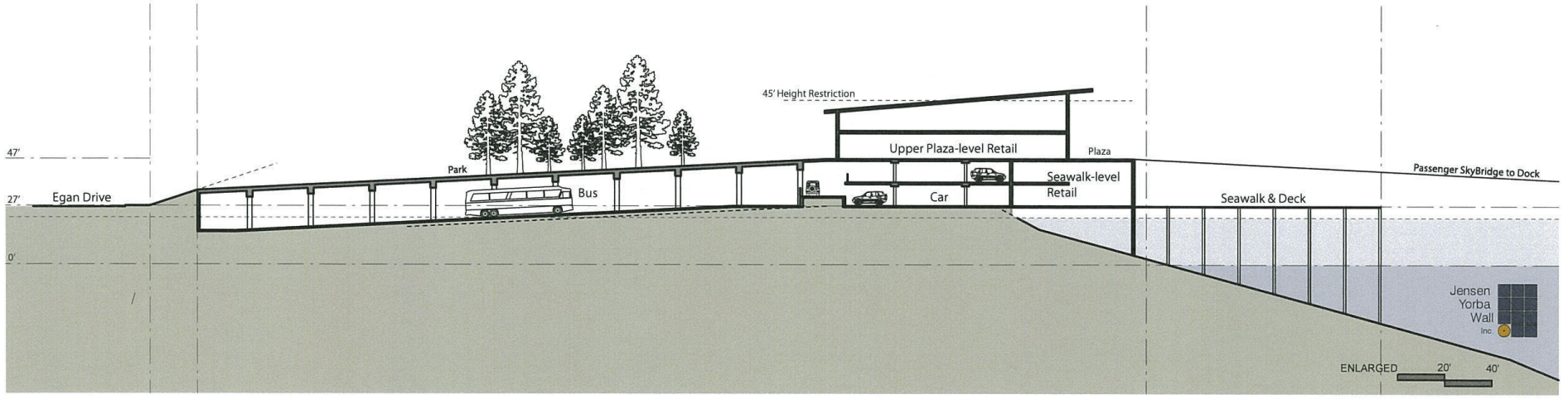
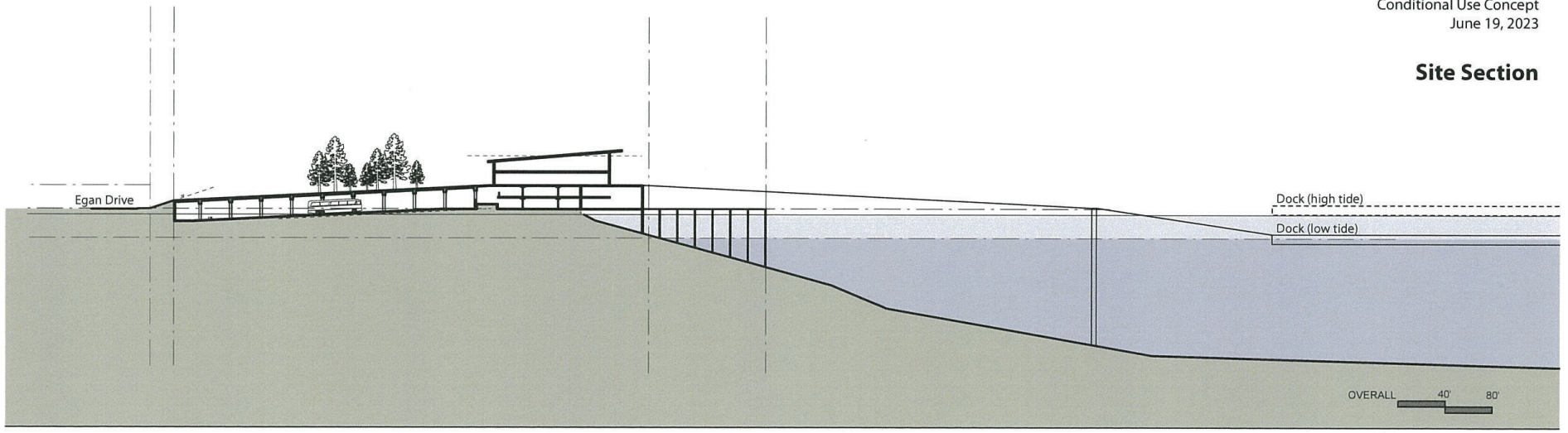


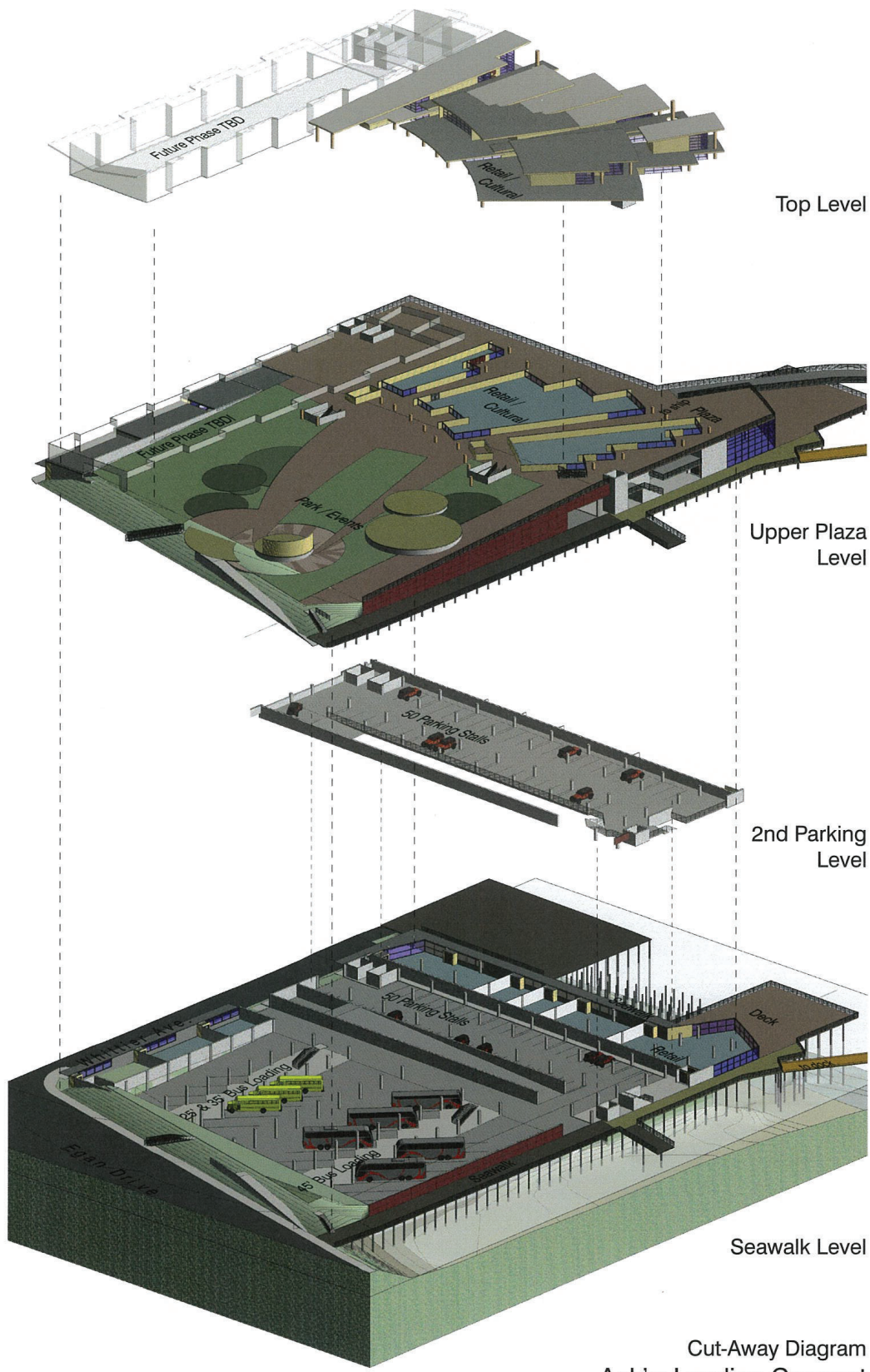
Attachment A3 - Application Packet - Site plans and elevations  
Attachment D- Plans

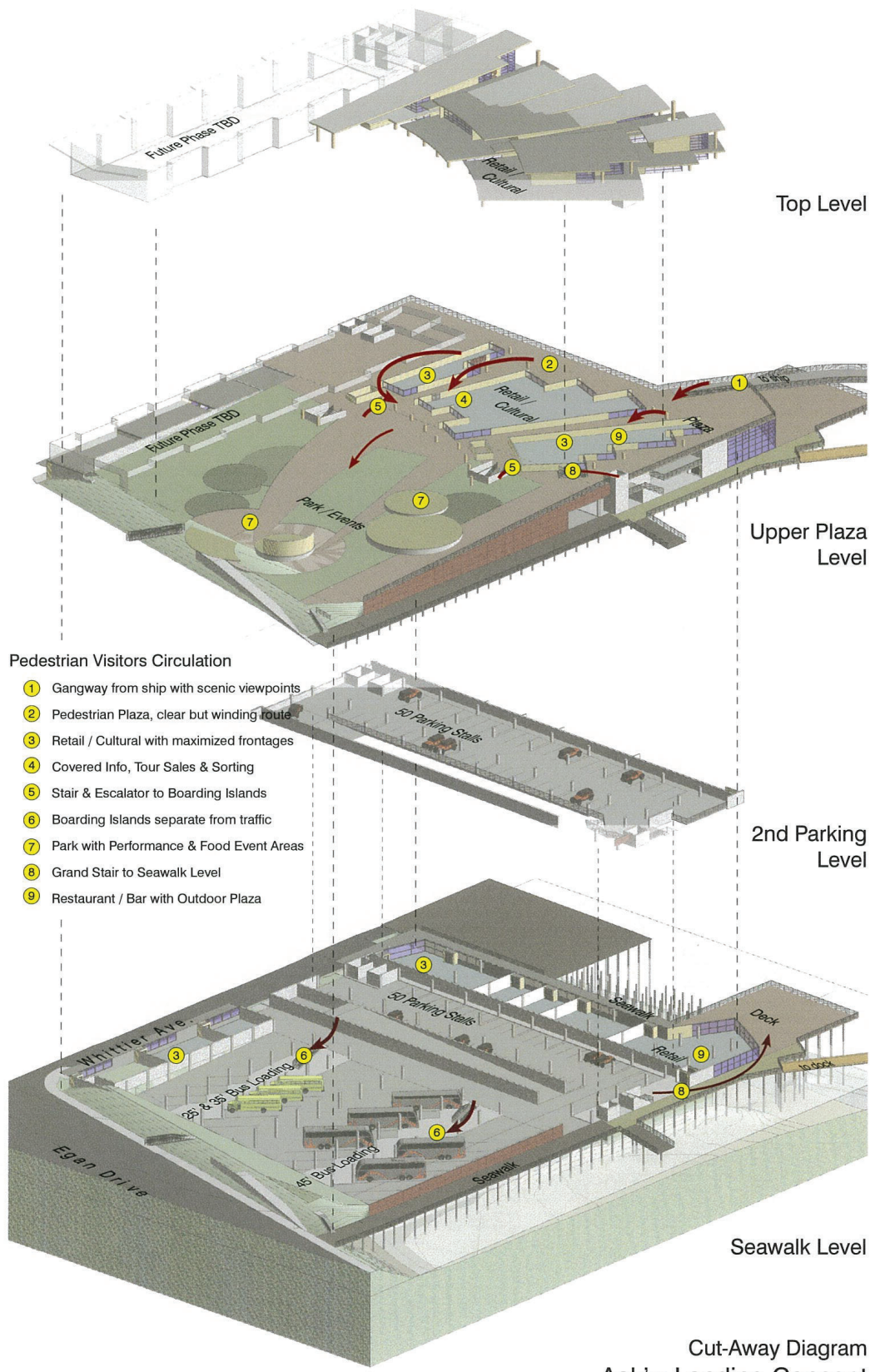


**Aak'w Landing**  
Huna Totem Corporation  
Conditional Use Concept  
June 19, 2023

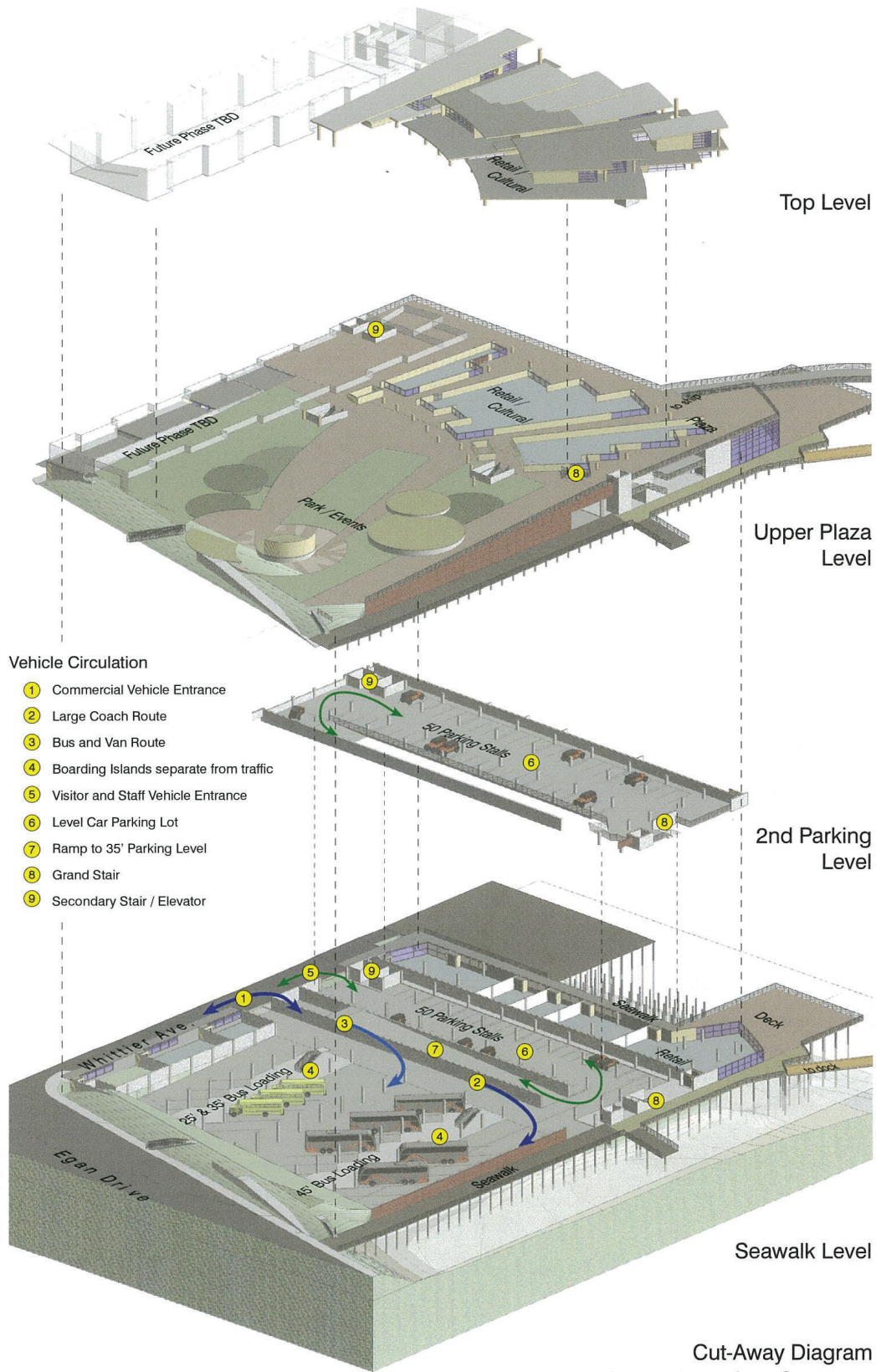
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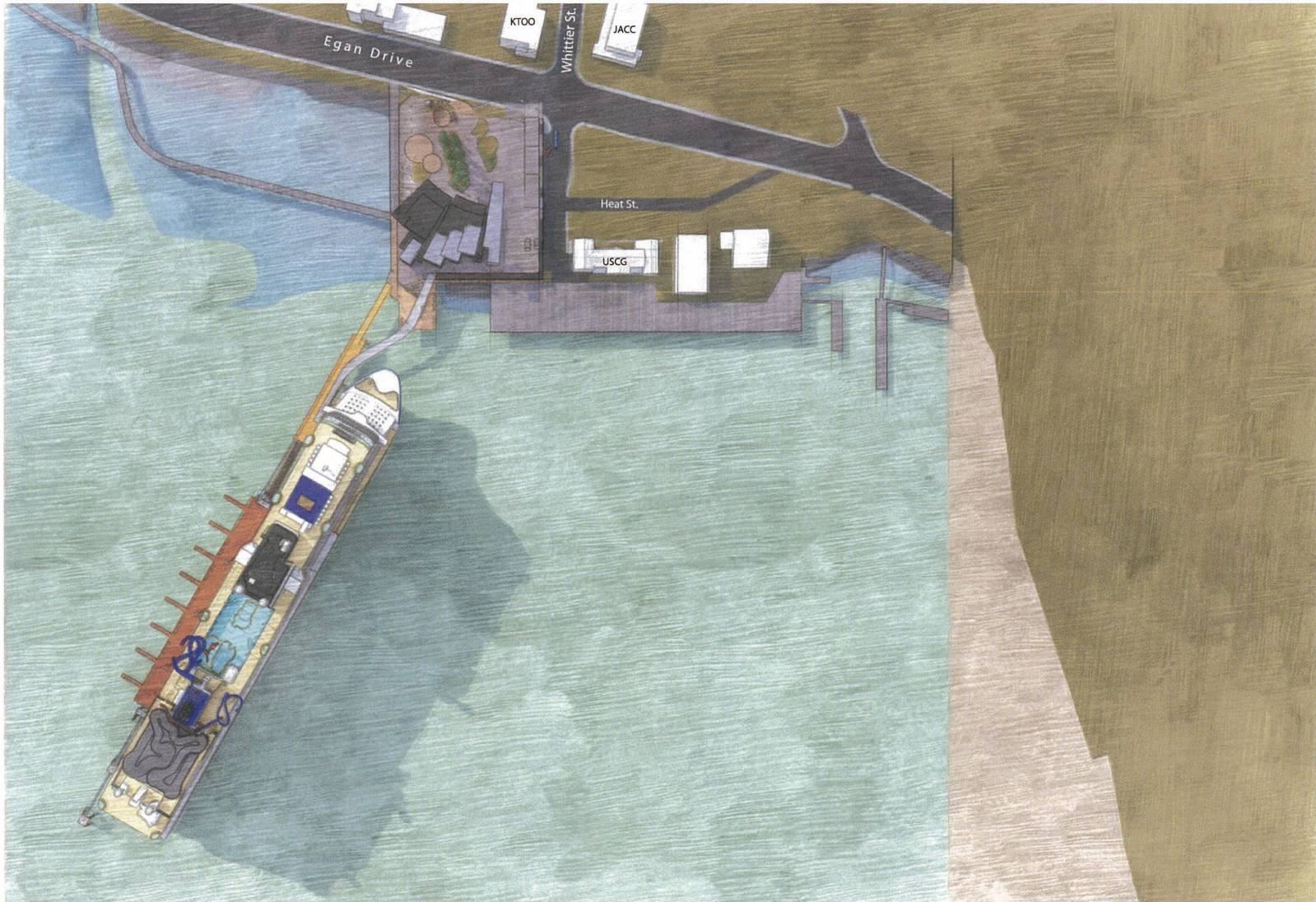




Cut-Away Diagram  
Aak'w Landing Concept



Cut-Away Diagram  
Aak'w Landing Concept

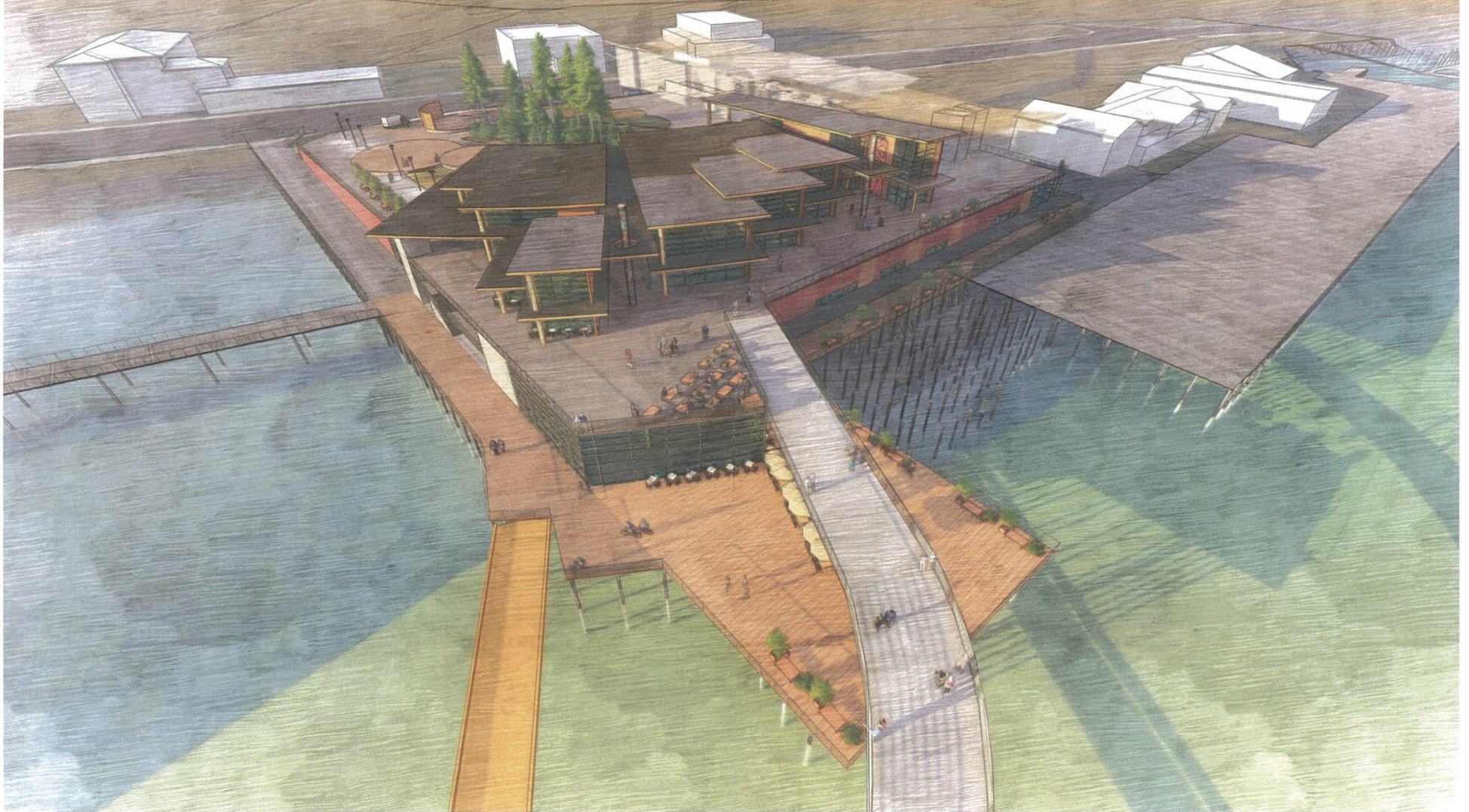


**Aak'w Landing**

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**

Pedestrian Skybridge to right  
Service Gangway below to left



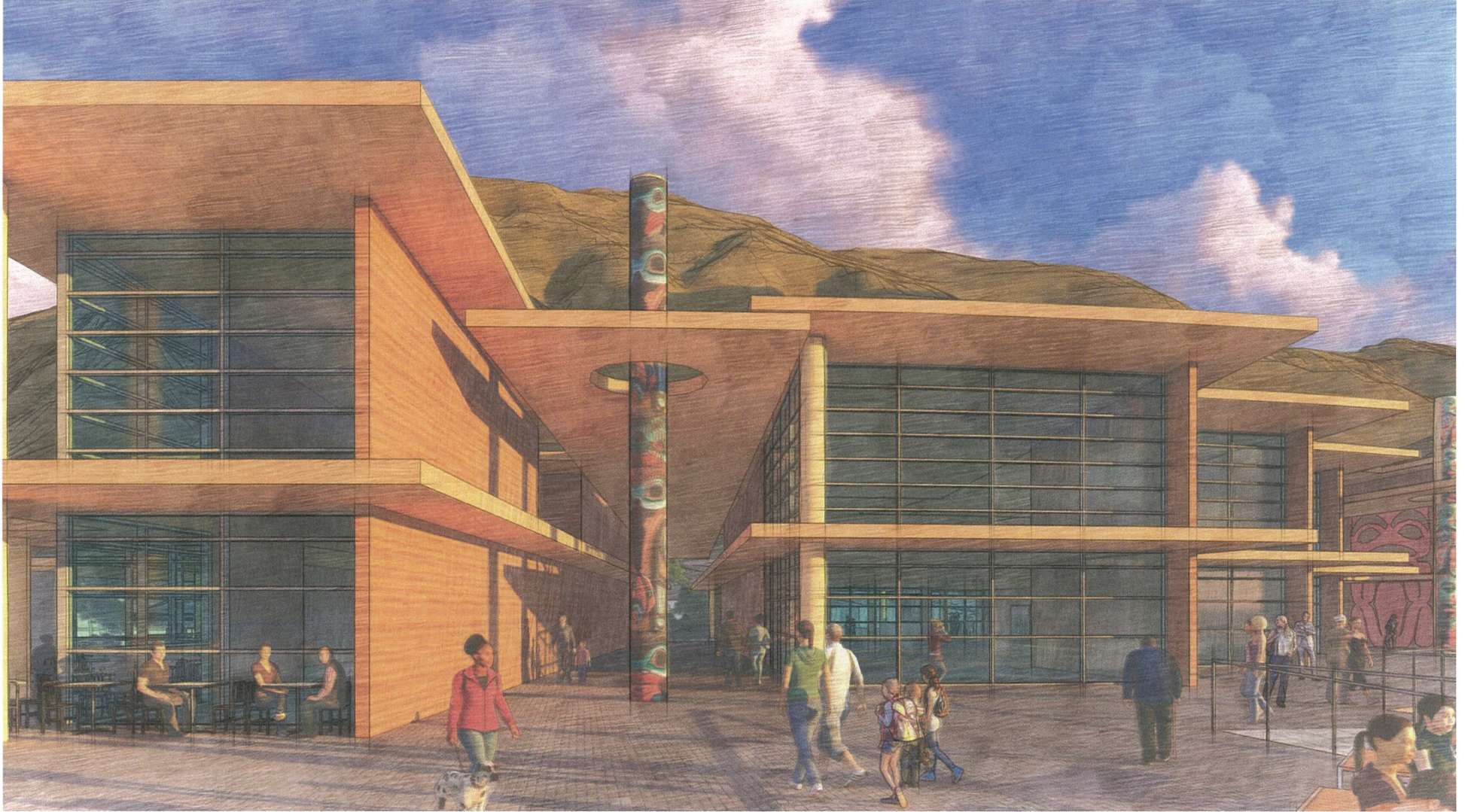
**Aak'w Landing**

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



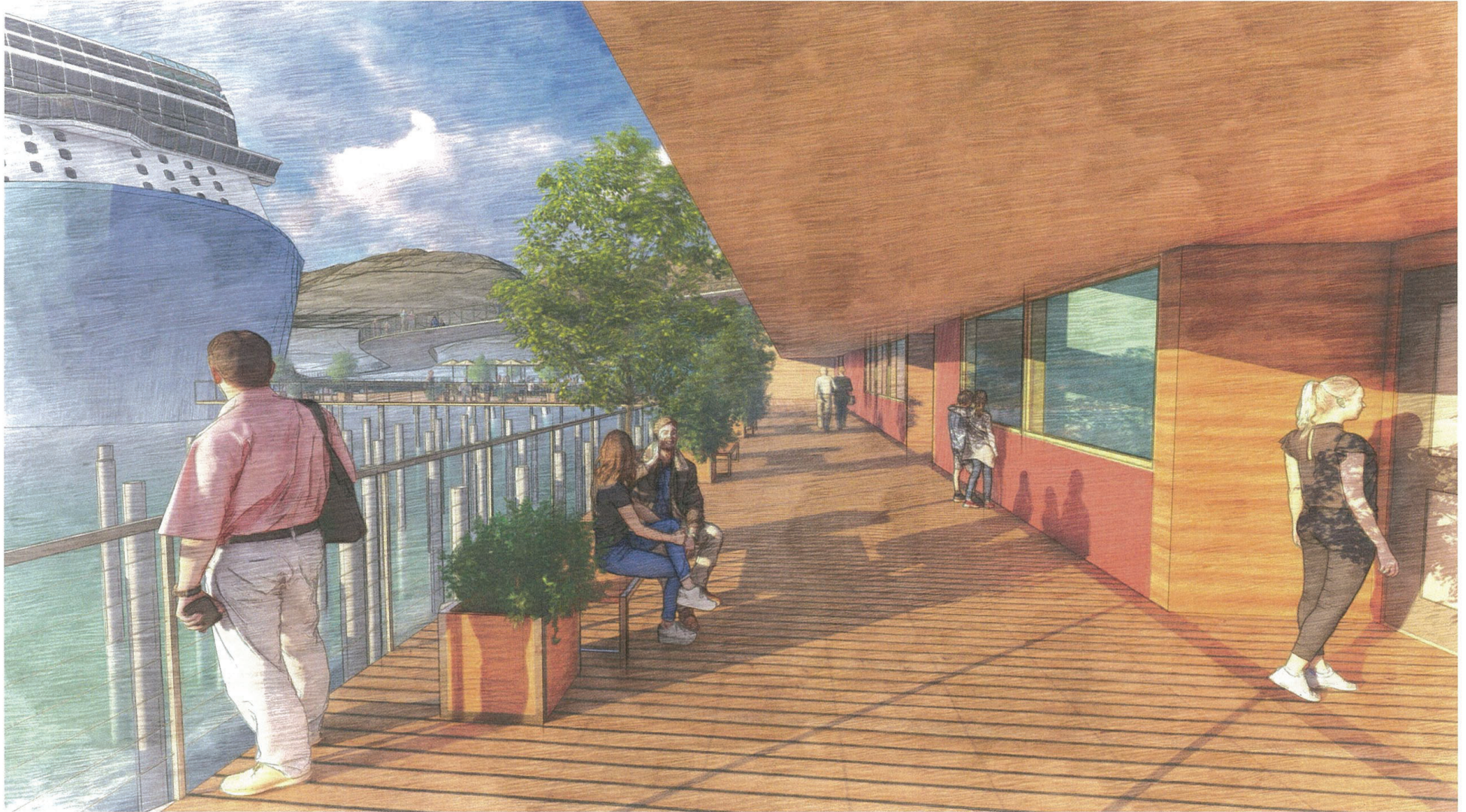
**Aak'w Landing**

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**



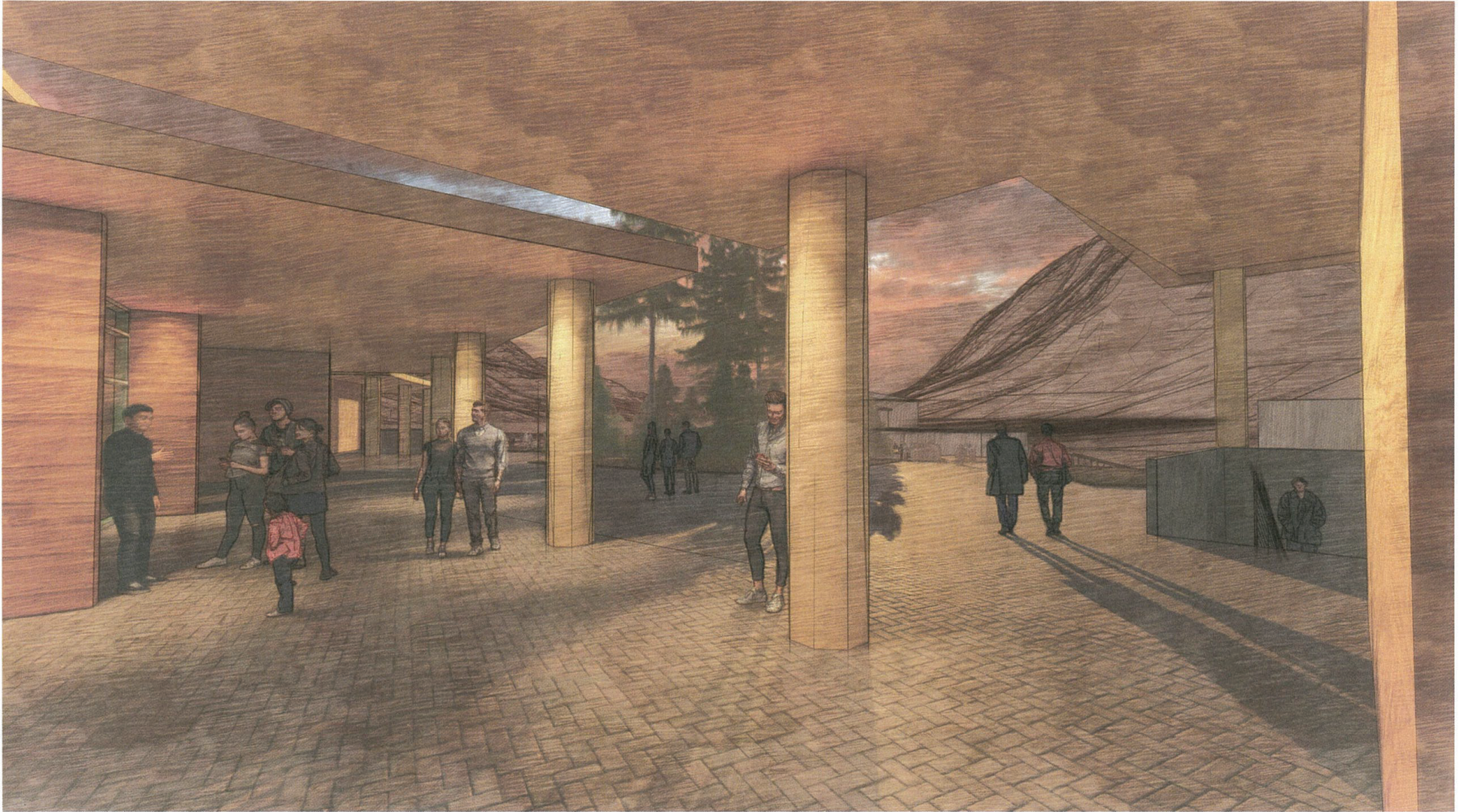
**Aak'w Landing**

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**



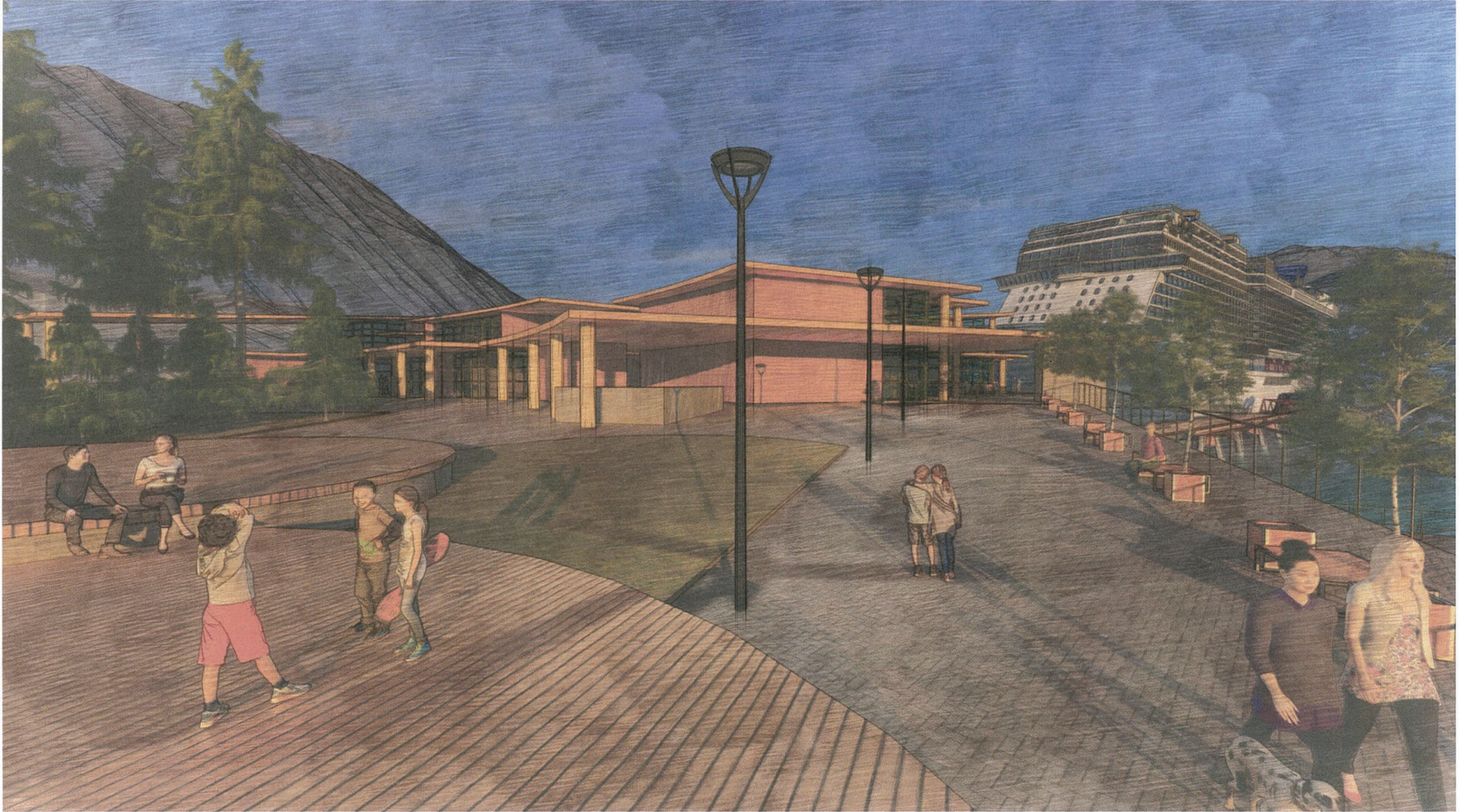
**Aak'w Landing**

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 from West**  
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**

Future Phase Development Option - Cultural / Museum



# 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 / 10<sup>th</sup> 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 10 <sup>th</sup> 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 10 <sup>th</sup> Street	Major Collector	20 mph	2	Yes	Yes
Whittier Street	Major Collector	None Posted	2	Partial <sup>1</sup>	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

<sup>1</sup>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.<sup>1</sup> Figure 2 shows the seasonally adjusted existing AM and PM peak hour turning movement volumes at the study intersections.

<sup>1</sup> Data from <https://alaskatraficdata.drakewell.com>

MEMORANDUM

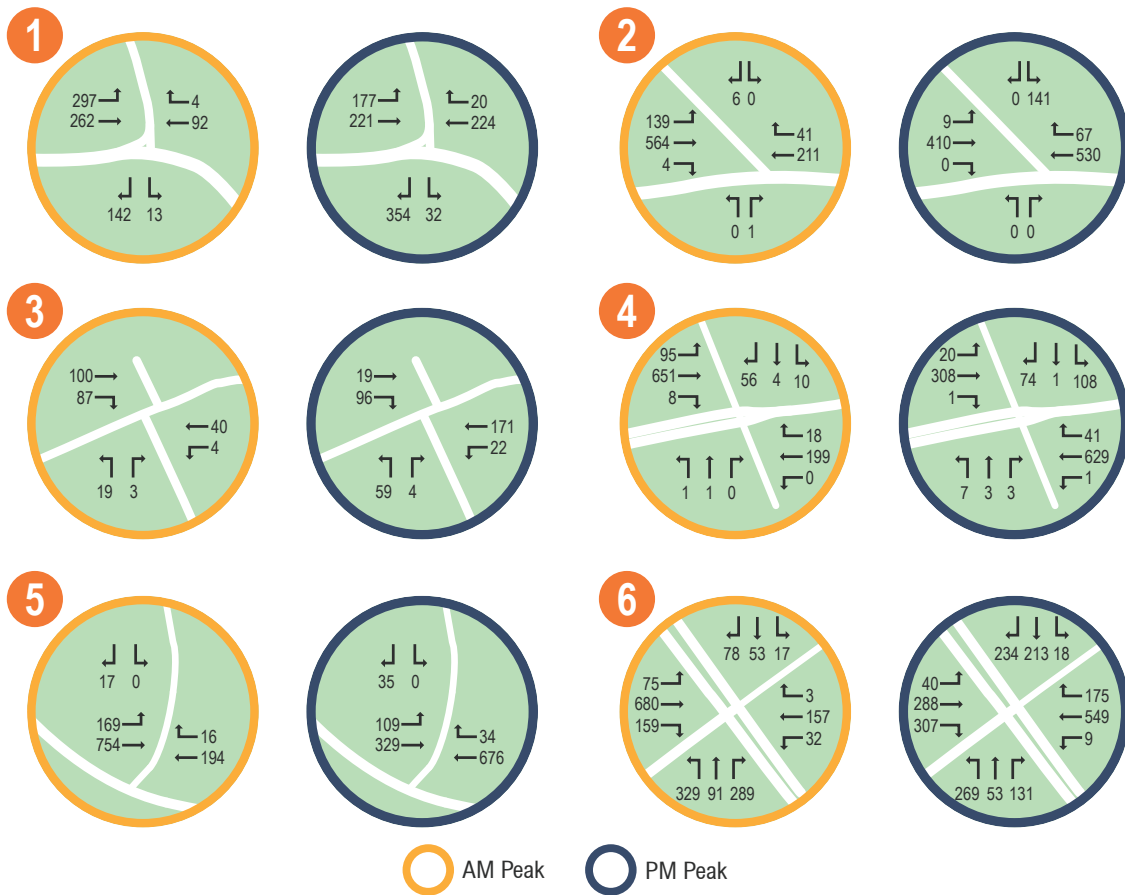


Figure 2: Existing AM and PM Peak Hour Traffic Volumes

### 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 6<sup>th</sup> edition (HCM)<sup>2</sup> methodology to calculate intersection level of service (LOS). The Alaska Administrative Code (AAC)<sup>3</sup> 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 6<sup>th</sup> 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 10 <sup>th</sup> Street	C	25	—	B	17	—
Egan Drive & Glacier Avenue	A/A	9	SBR	A/B	12	SBR
Egan Drive & Whittier Street	A	7	—	<b>E</b>	<b>56</b>	<b>—</b>
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	—

<sup>2</sup> HCM 6<sup>th</sup> Edition: Highway Capacity Manual, Transportation Research Board, 2016.

<sup>3</sup> 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.<sup>4</sup> 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 <sup>a</sup>		Crash Severity			Total Crashes
	Intersection	Statewide Average	Fatal	Injury	PDO	
Egan Drive & W 10 <sup>th</sup> 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

<sup>a</sup> 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 10 <sup>th</sup> 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.<sup>5</sup> Table 7 shows the expected delay and LOS at study

<sup>4</sup> Alaska Highway Safety Improvement Program Handbook, Alaska DOT&PF, January 2017.

<sup>5</sup> 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 10 <sup>th</sup> Street	C	26	—	C	22	—
Egan Drive & Glacier Avenue	A/B	10	SBR	A/B	14	SBR
Egan Drive & Whittier Street	B	17	—	<b>F</b>	<b>84</b>	<b>—</b>
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	—

MEMORANDUM

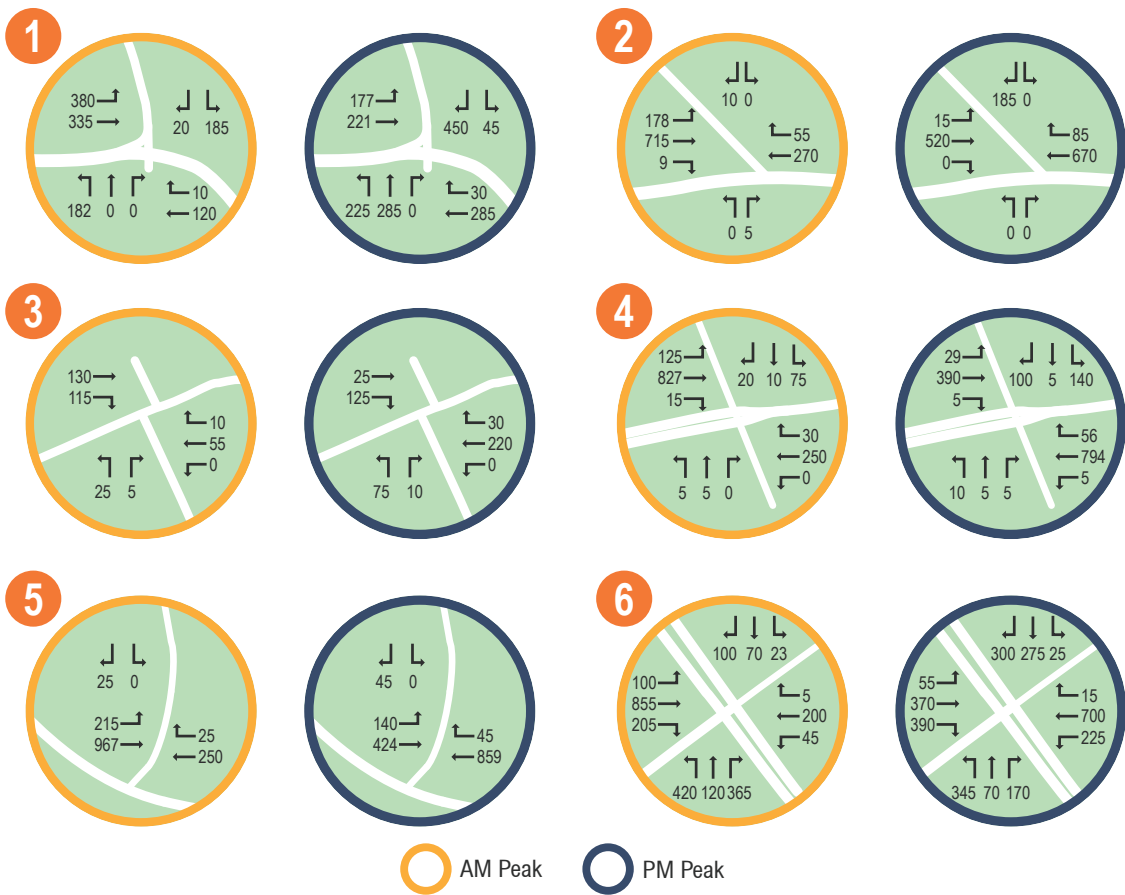


Figure 3: Future 2035 No-Build Traffic Volumes

**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), 11<sup>th</sup> Edition*<sup>6</sup> and data provided by Jensen Yorba Wall (Client) related to expected cruise ship behavior.<sup>7</sup> Table 8 shows the size and type of unit expected at the development by land use code and development phase.<sup>8</sup> 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*.<sup>9</sup> 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

<sup>6</sup> *ITE Trip Generation Manual*, 11<sup>th</sup> Edition, Institute of Transportation Engineers, September 2021.

<sup>7</sup> 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.

<sup>8</sup> Estimated from concept drawing provided by Jensen Yorba Wall, Concept Drawings Email January 6, 2023

<sup>9</sup> *ITE Trip Generation Handbook*, 3<sup>rd</sup> 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<sup>10</sup> and Client provided data<sup>11</sup> 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
<b>Total External Vehicle Trips</b>	<b>190</b>	<b>194</b>	<b>384</b>	<b>345</b>	<b>295</b>	<b>640</b>

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.<sup>12</sup> 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.

<sup>10</sup> NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board, 2011.

<sup>11</sup> 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.

<sup>12</sup> Email from DOT&PF staff on May 5, 2023.

MEMORANDUM

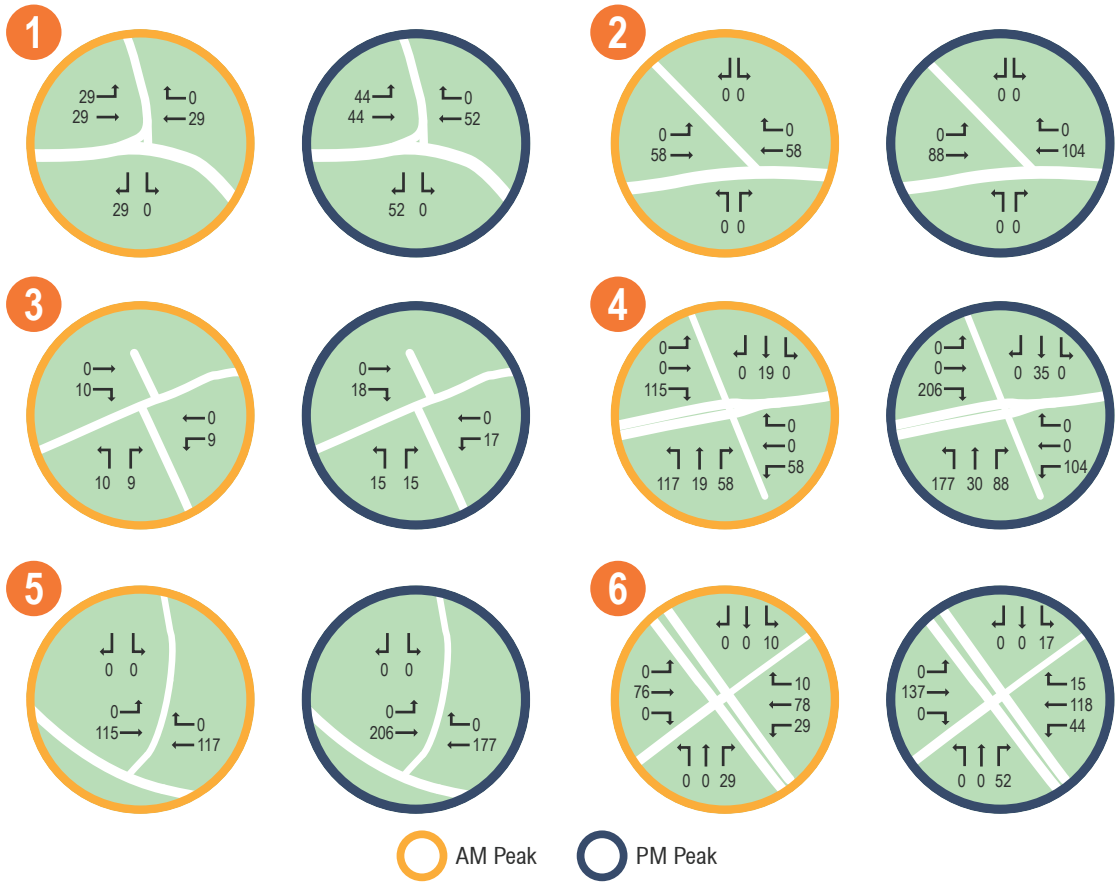


Figure 4: Added Development Traffic Volumes

## 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 / 10<sup>th</sup> 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 10 <sup>th</sup> 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 10<sup>th</sup> 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 10<sup>th</sup> Street increases delay at the intersection during the AM peak hour.

MEMORANDUM

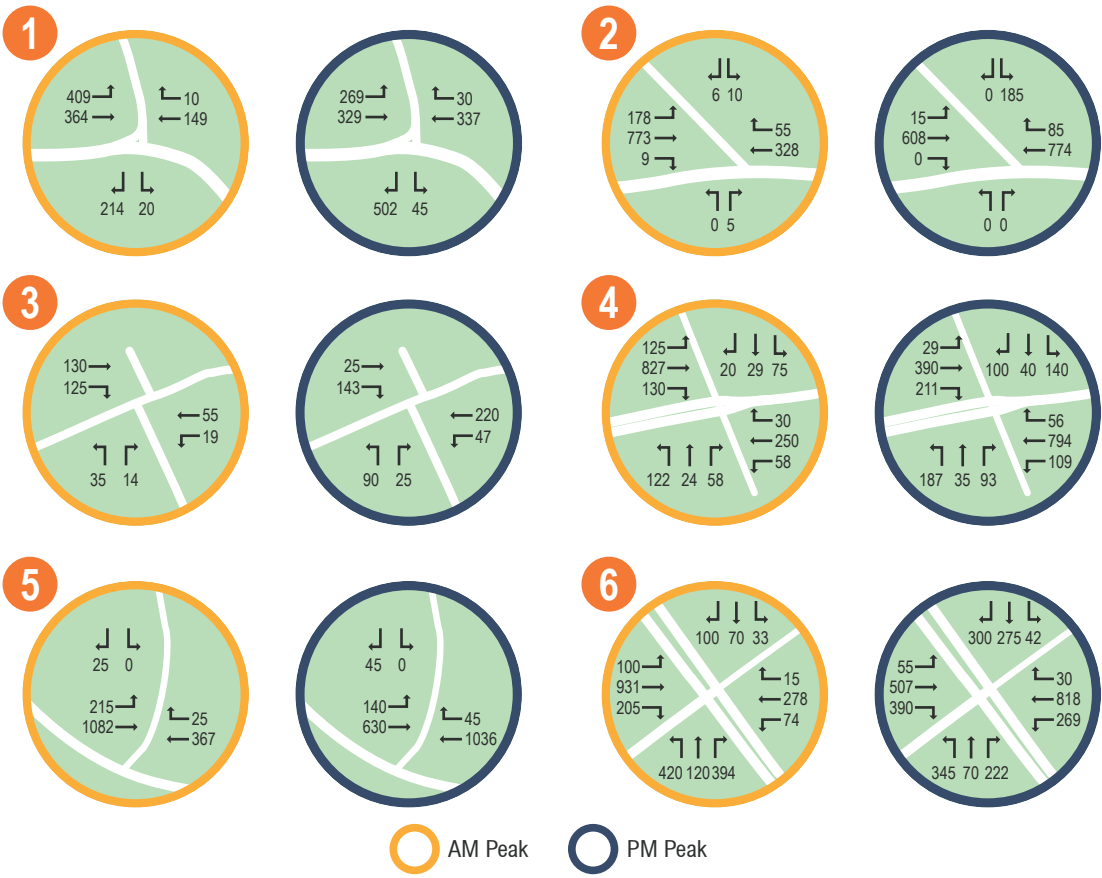


Figure 5: Future 2035 Build Volumes



**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 / 10<sup>th</sup> 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 10 <sup>th</sup> 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 10<sup>th</sup> Street Intersection**
  - Update and optimize maximum green times at the Egan Drive / 10<sup>th</sup> 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 / 10<sup>th</sup> Street and Egan Drive / Whittier Street intersections to allow 120 second maximum cycle length.

# Appendix

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**Site Information**

**HCM Analysis – Existing**

**HCM Analysis –No-Build**

**HCM Analysis – Build**

# Site Information

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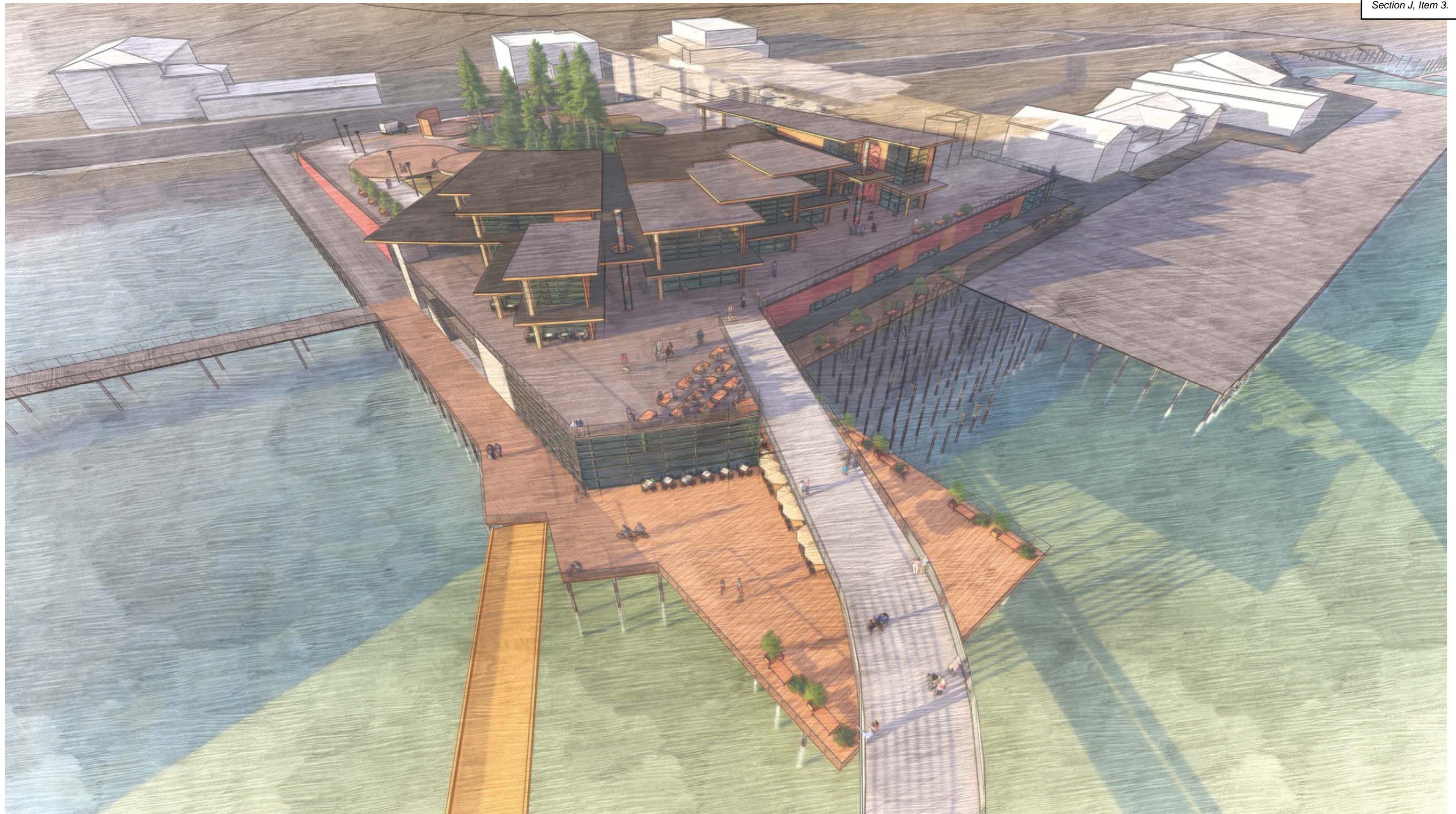
Attachment A5 - Application Packet - Traffic Impact Analysis – Final Draft



**Aak'w Landing**  
Huna Totem Corporation

**Overhead View**

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



**Aak'w Landing**  
Huna Totem Corporation

**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

### View from Southwest

Pedestrian 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



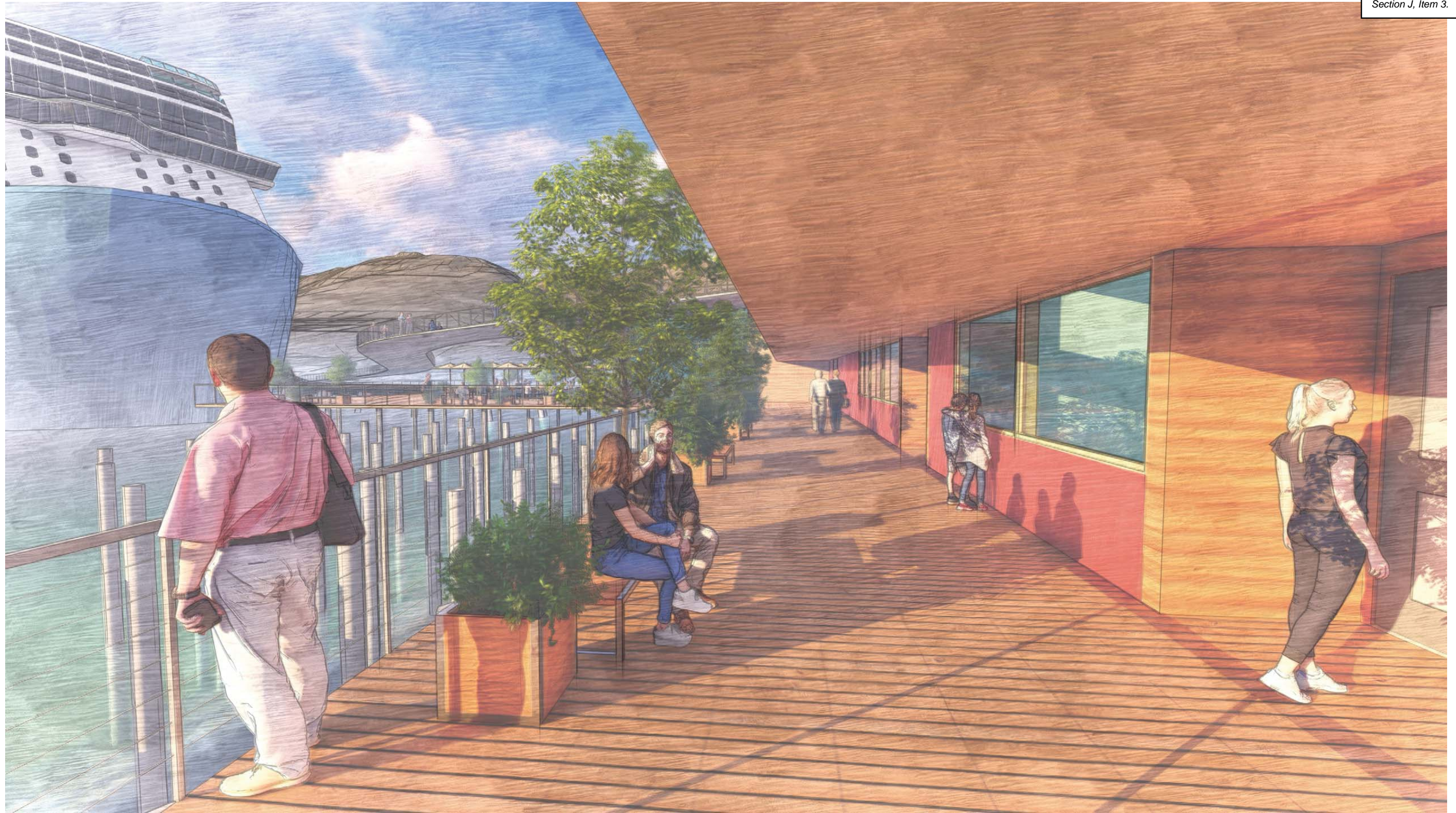
**Aak'w Landing**

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

**South Seawalk**

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



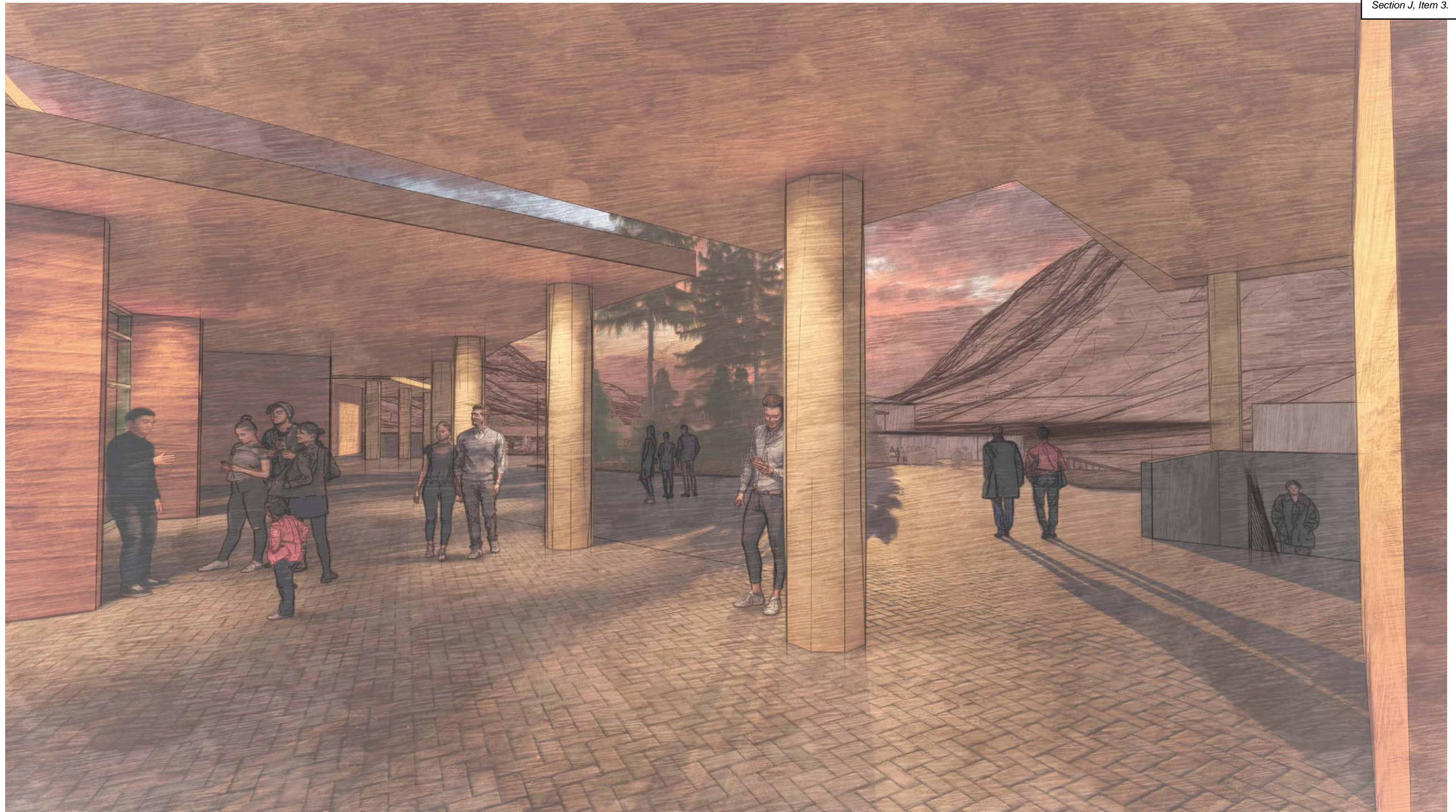
### Aak'w Landing

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

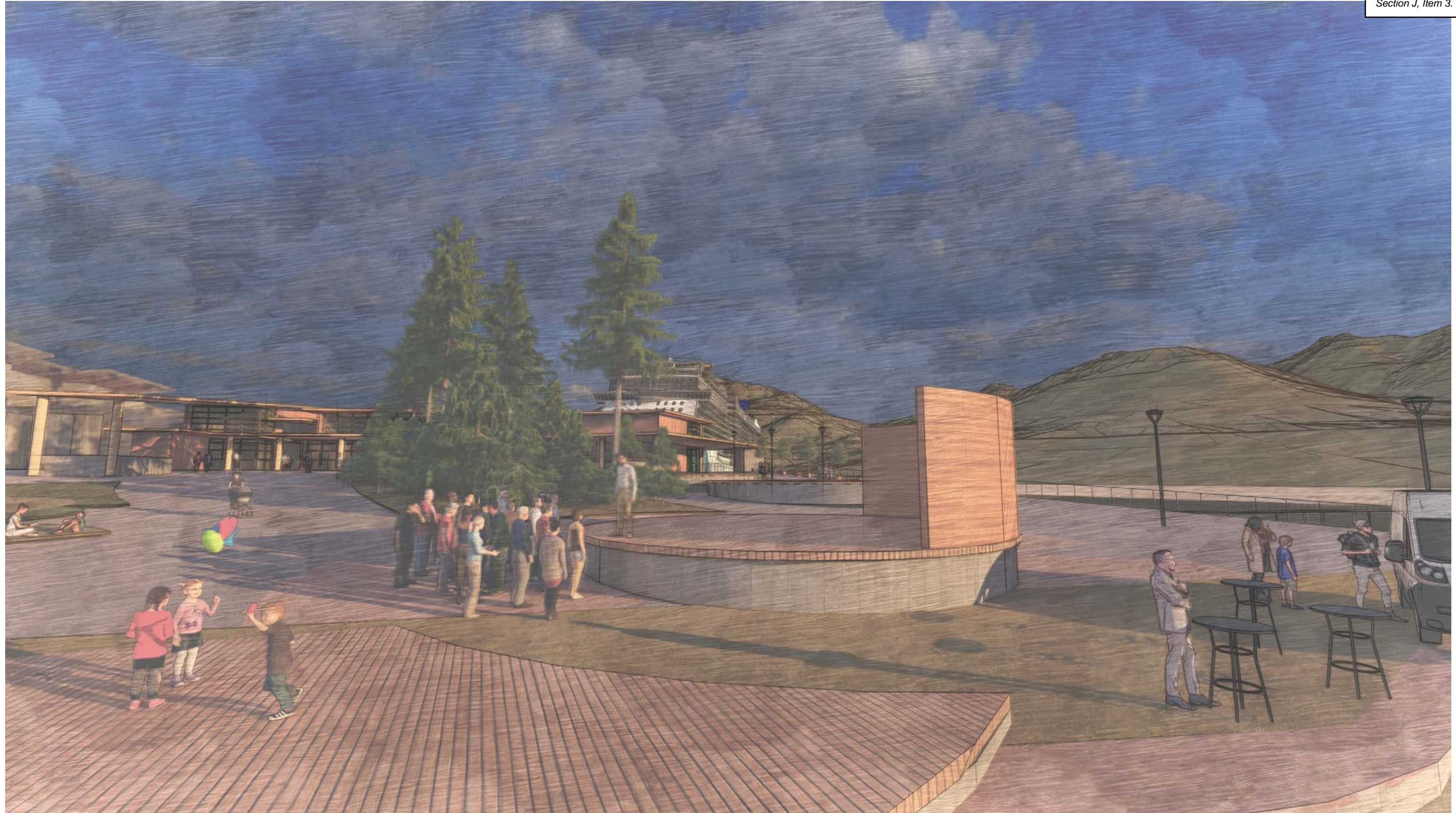
Stairs / Escalators to Tour Arrival/Departure ahead



**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



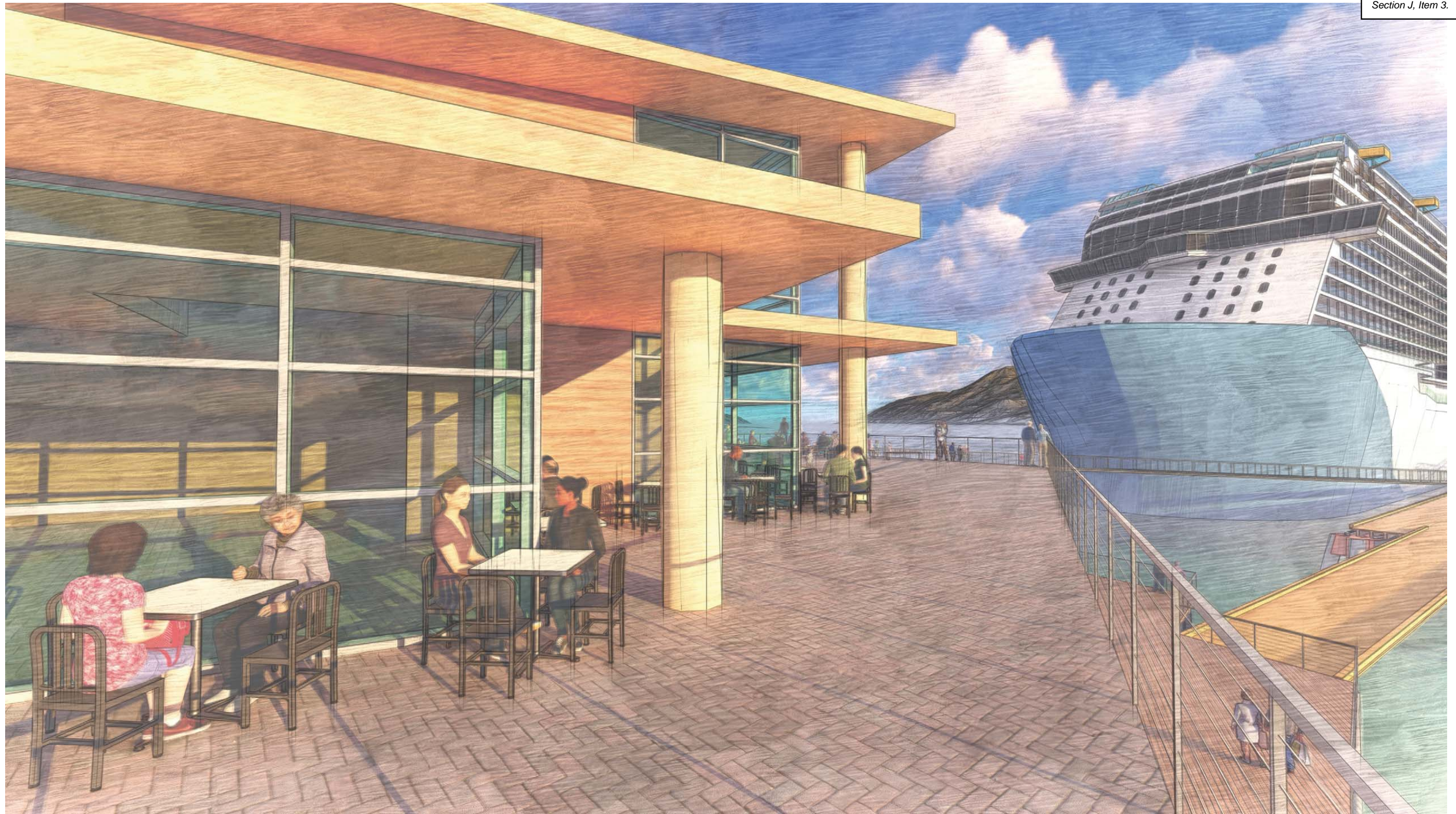
**Aak'w Landing**  
Huna Totem Corporation

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

**Park**

Welcome Center beyond to left

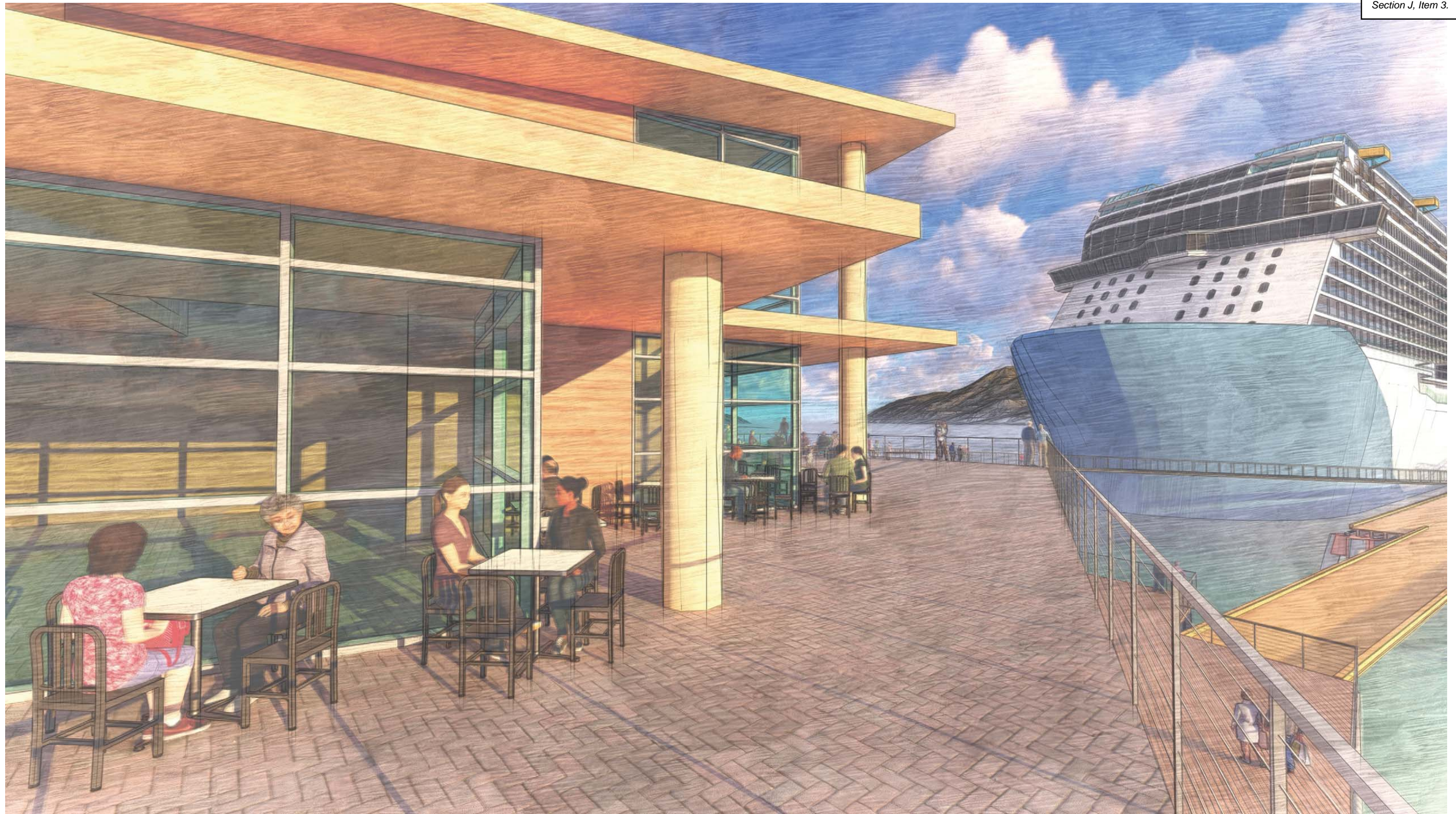




**Aak'w Landing**  
Huna Totem Corporation

**Upper Plaza from West**  
Phase 2 Retail / Dining to left

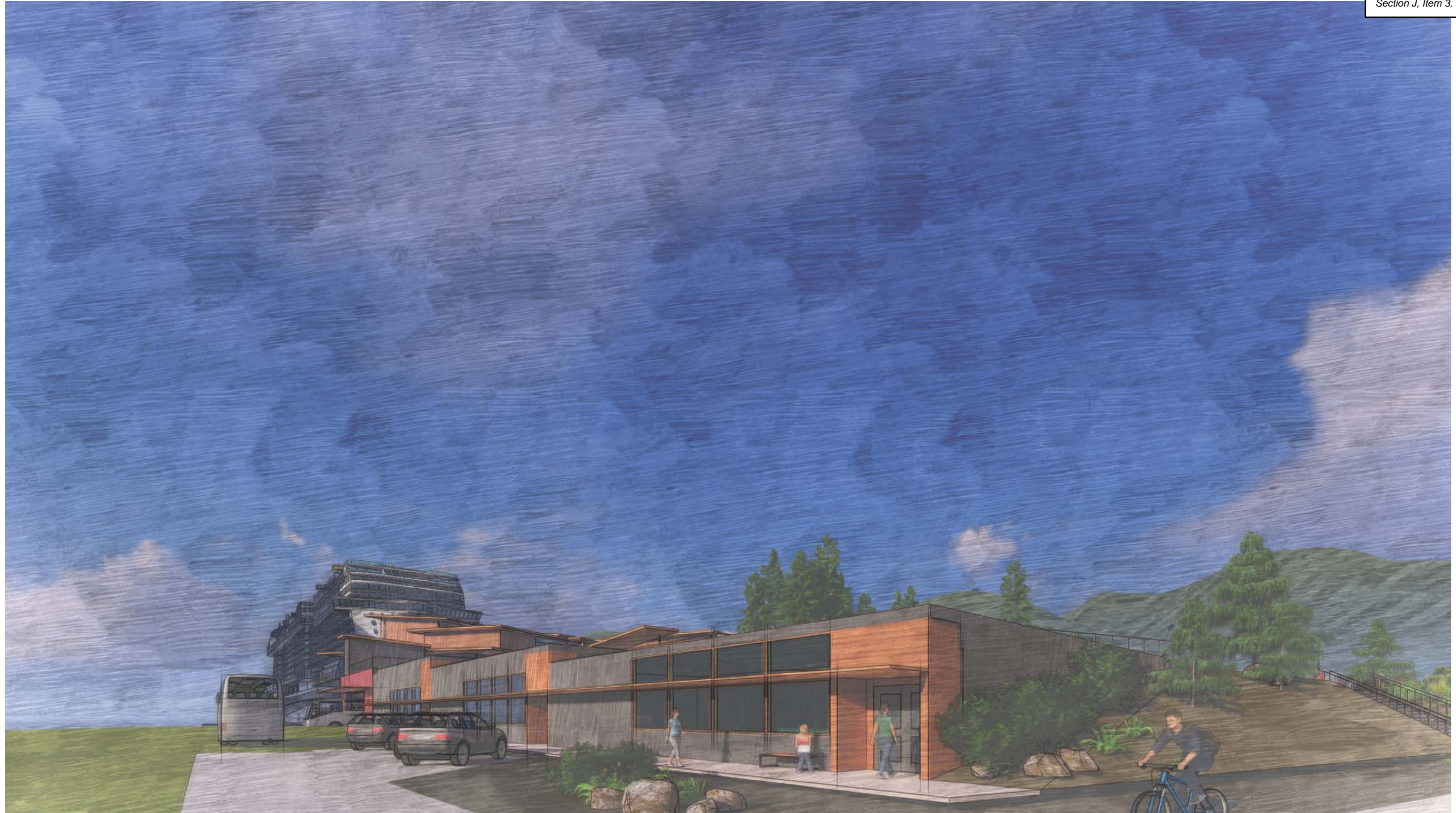
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



**Aak'w Landing**  
Huna Totem Corporation

**Upper Plaza from West**  
Phase 2 Retail / Dining to left

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



**Aak'w Landing**  
Huna Totem Corporation

**Corner of Egan and Whittier**  
Whittier-Level Retail

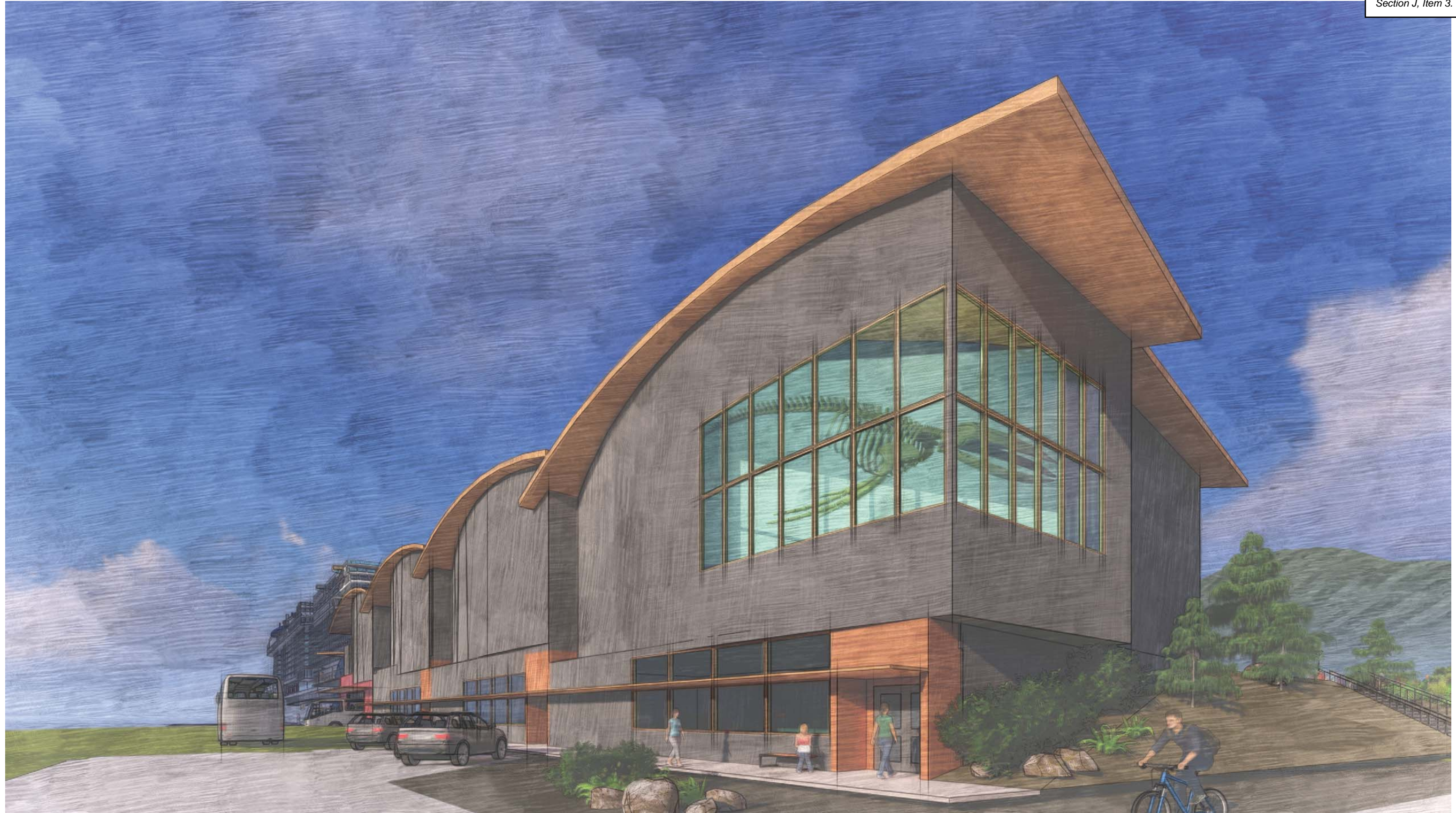
Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023



**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

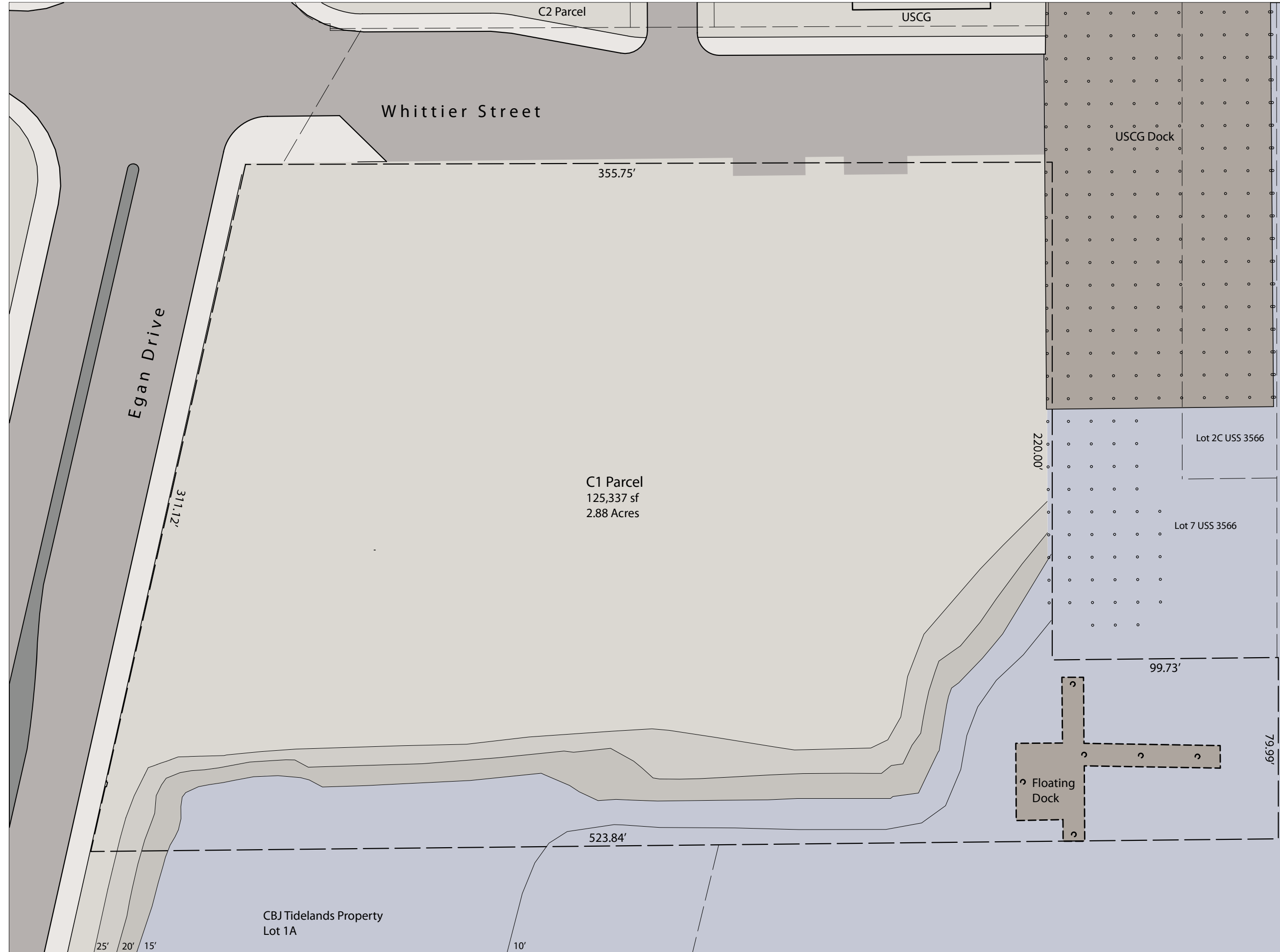
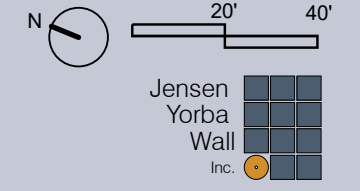
**Corner of Egan and Whittier**  
Future Phase Development Option - Assembly / Conference

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

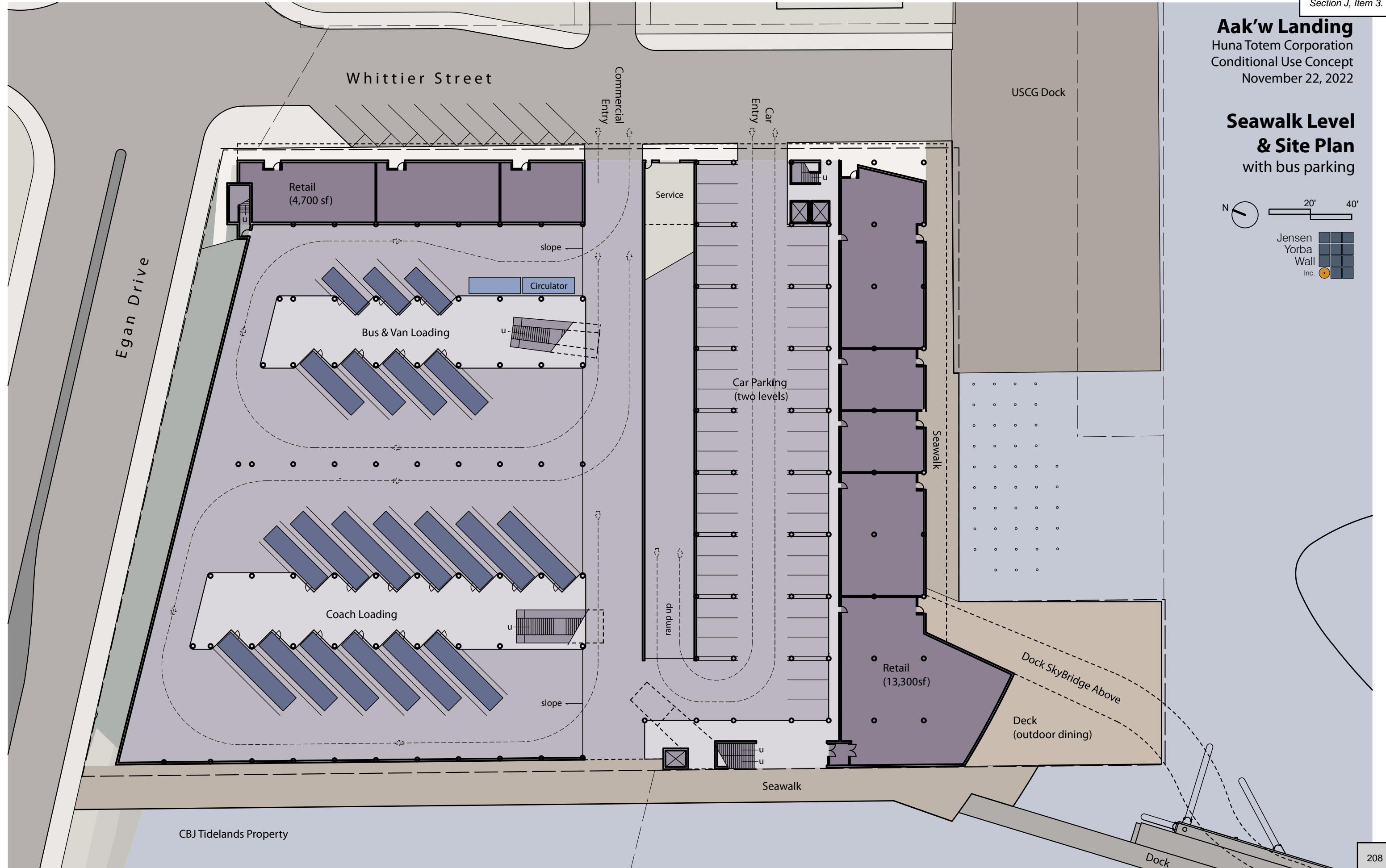
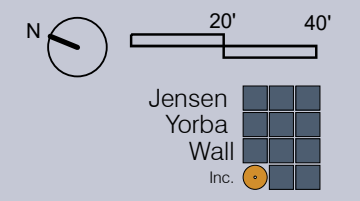


ATS 3

# Aak'w Landing

Huna Totem Corporation  
Conditional Use Concept  
November 22, 2022

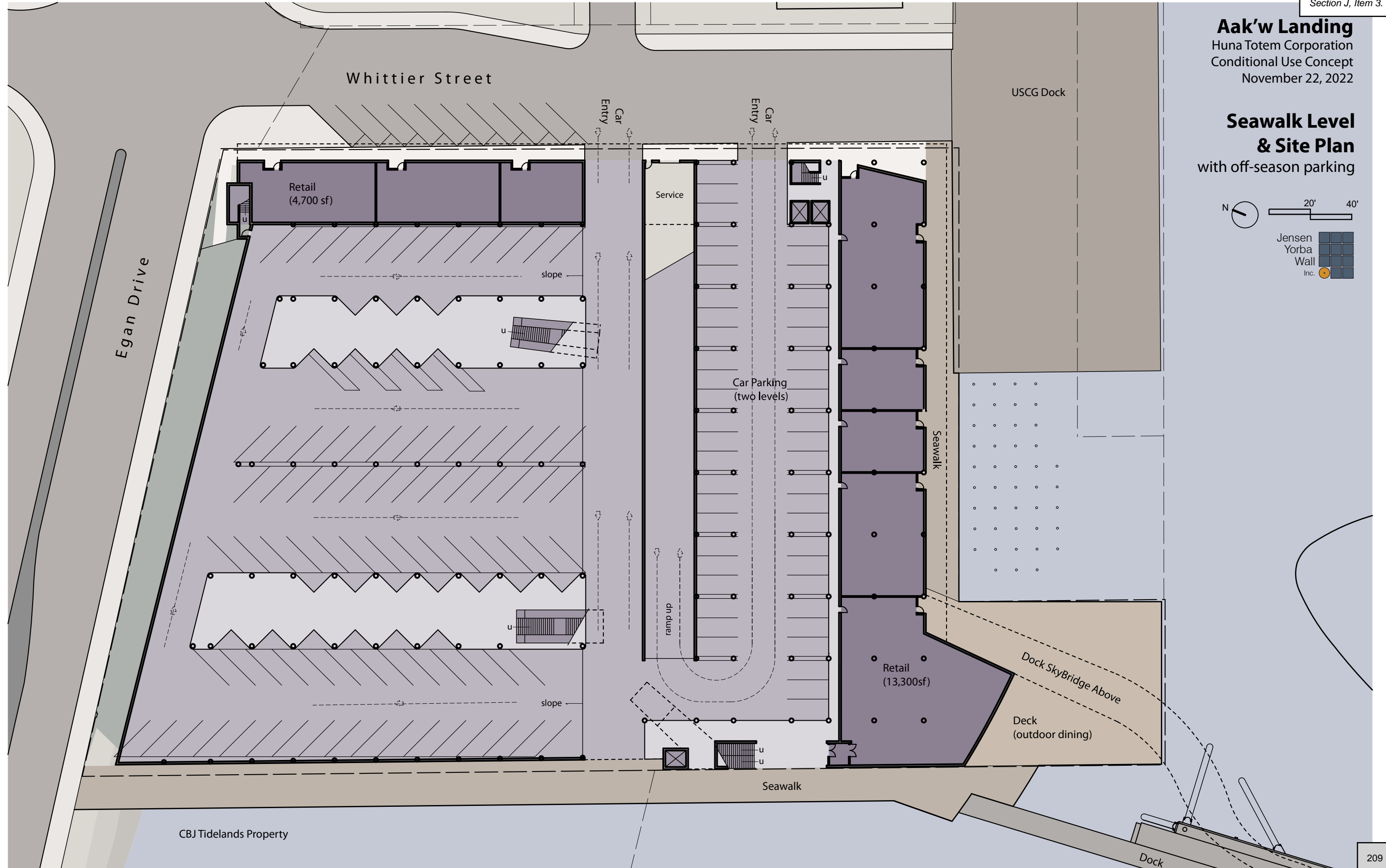
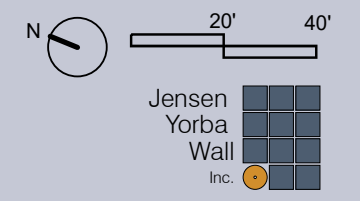
## Seawalk Level & Site Plan with bus parking





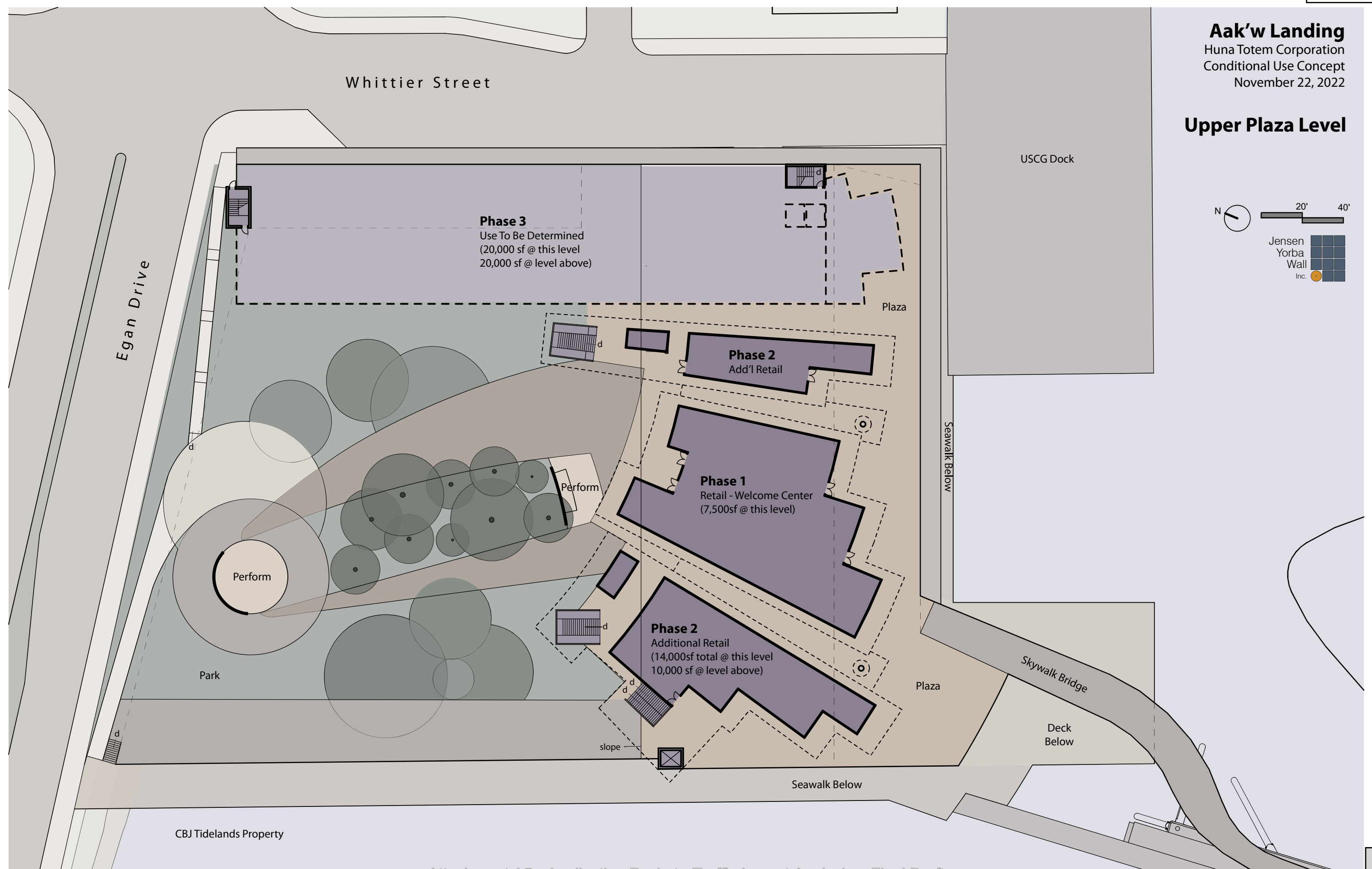
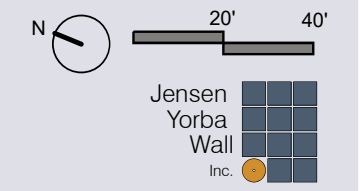
**Aak'w Landing**  
Huna Totem Corporation  
Conditional Use Concept  
November 22, 2022

**Seawalk Level  
& Site Plan**  
with off-season parking



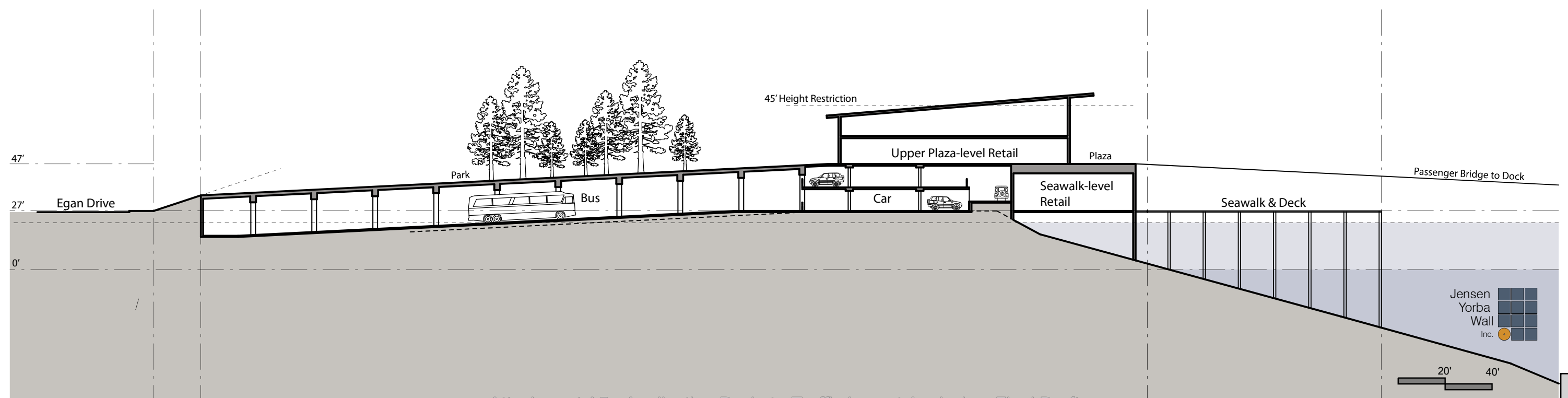
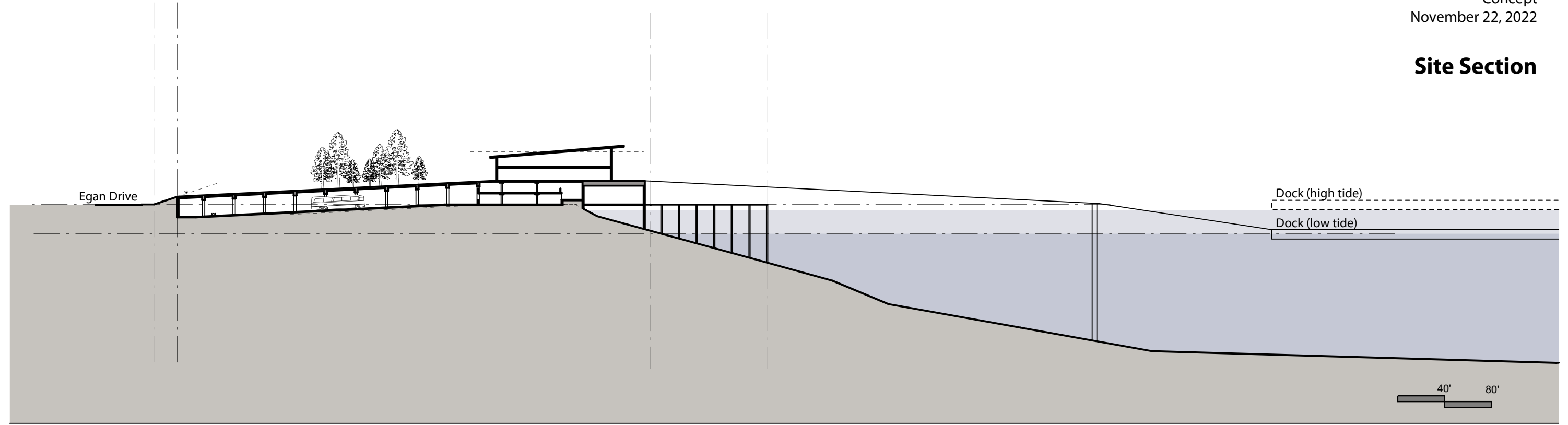
**Aak'w Landing**  
Huna Totem Corporation  
Conditional Use Concept  
November 22, 2022

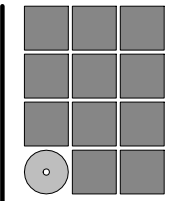
**Upper Plaza Level**



**Aak'w Landing**  
Huna Totem Corporation Conditional Use  
Concept  
November 22, 2022

**Site Section**





**Jensen  
Yorba  
Wall Inc.**

522 West 10th Street  
Juneau, Alaska 99801  
907.586.1070  
AECC137  
jensenyorbawall.com

Huna Totem Corporation  
**Aak'w Landing**

Conceptual Design

REVISIONS

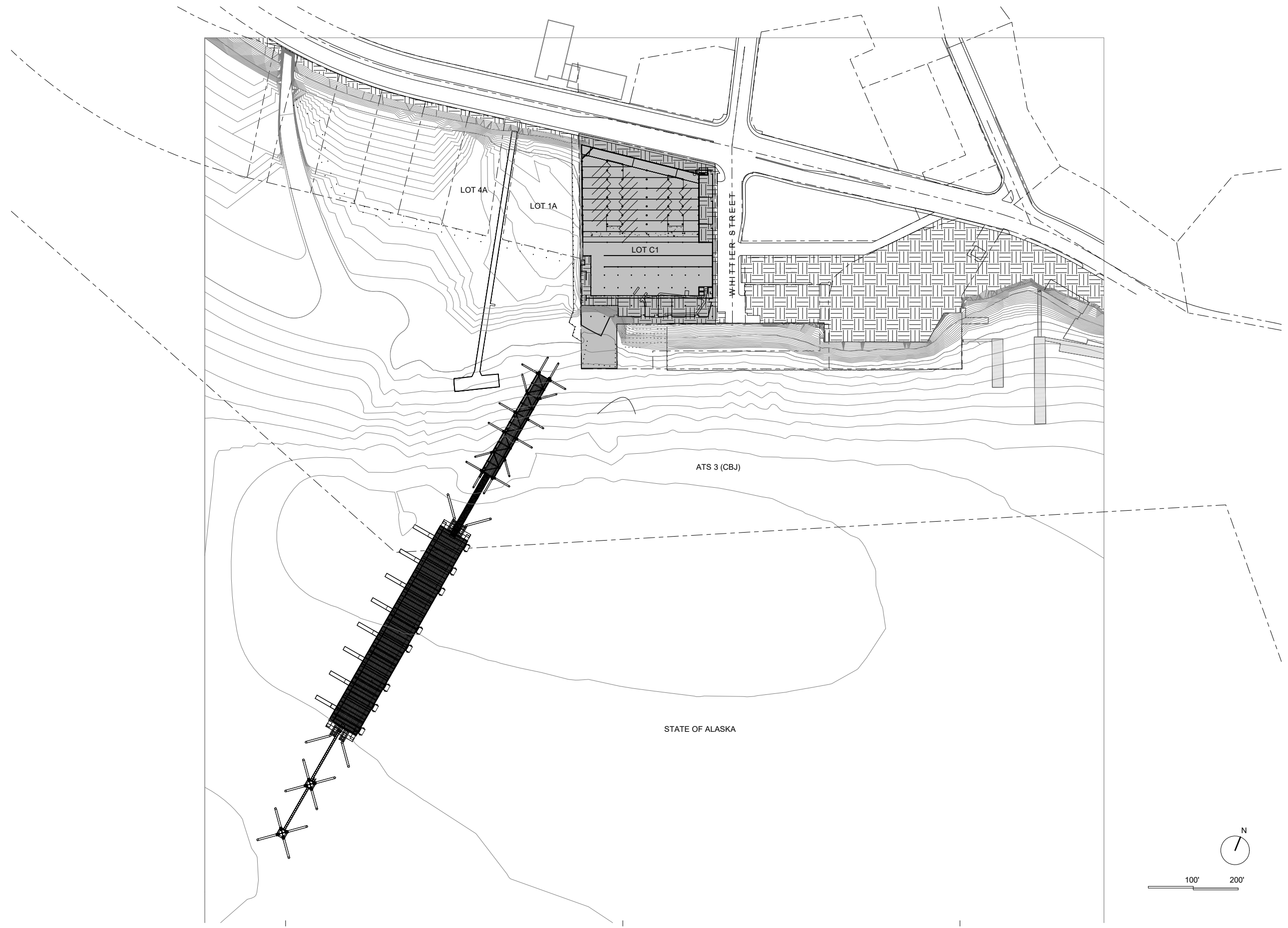
- ▲
- ▲
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SHEET TITLE

Property Location

DATE: 1.3.2023  
FILE: 21022

**A000**



1/30/2023 12:28:18 PM G:\Project\21022\CAD\7 Revised Concept\21022 Aak'w Landing - R22.rvt



**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.

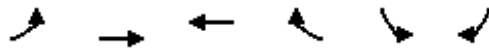
- 10,000 sf Welcome Center
- 11,000 sf Restaurants and Coffee Shops
- 22,000 sf Retail
- 20,000 sf future Retail
- 20,000 sf Museum / Cultural Center space

# **HCM Analysis – Existing**

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Attachment A5 - Application Packet - Traffic Impact Analysis – Final Draft

1: Egan Drive & Main Street



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
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			4.2			
HCM 6th LOS			A			
<b>Notes</b>						
* 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

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1246	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1246	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

**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

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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

5: Egan Drive & Glacier Avenue

**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

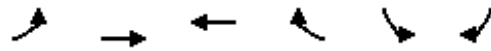
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Future Volume (veh/h)	75	680	159	17	53	78	32	157	3	75	680	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									
<b>Notes</b>												
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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

# PM Peak Analysis

1: Egan Drive & Main Street



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

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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	863	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	863	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

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	Minor2	Minor3
Conflicting Flow All	0	0	160	0	388
Stage 1	-	-	-	-	94
Stage 2	-	-	-	-	294
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1432	-	619
Stage 1	-	-	-	-	935
Stage 2	-	-	-	-	761
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1429	-	603
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

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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				56.3								
HCM 6th LOS				E								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

5: Egan Drive & Glacier Avenue

**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
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	-	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

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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									
<b>Notes</b>												
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

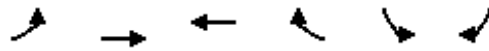
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

# **HCM Analysis – No-Build**

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Attachment A5 - Application Packet - Traffic Impact Analysis – Final Draft

1: Egan Drive & Main Street



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

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

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

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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				8.1								
HCM 6th LOS				A								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

5: Egan Drive & Glacier Avenue

**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
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	-	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

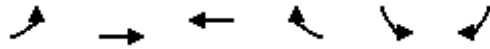
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Future Volume (veh/h)	420	120	370	25	70	100	45	200	5	100	865	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			28.3									
HCM 6th LOS			C									
<b>Notes</b>												
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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

# PM Peak Analysis

1: Egan Drive & Main Street



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(l)	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.



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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	729	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	729	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

**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

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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				83.9								
HCM 6th LOS				F								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

5: Egan Drive & Glacier Avenue

**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

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				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.7								
HCM 6th LOS				C								
<b>Notes</b>												
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

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

# **HCM Analysis – Build**

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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(l)	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

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

#### 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

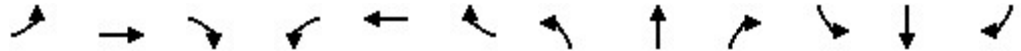
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	351	0	393
Stage 1	-	-	-	-	266
Stage 2	-	-	-	-	127
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1219	-	615
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	904
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1217	-	600
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

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

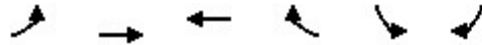
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



# 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(l)	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

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

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	Minor2	Minor3
Conflicting Flow All	0	0	232	0	563
Stage 1	-	-	-	-	134
Stage 2	-	-	-	-	429
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1348	-	491
Stage 1	-	-	-	-	897
Stage 2	-	-	-	-	661
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1345	-	462
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(l)	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

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.



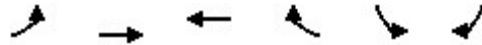
# **HCM Analysis – Build with Mitigation**

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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(l)	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

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

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

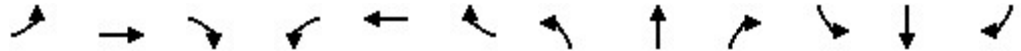
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	351	0	393
Stage 1	-	-	-	-	266
Stage 2	-	-	-	-	127
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1219	-	615
Stage 1	-	-	-	-	783
Stage 2	-	-	-	-	904
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1217	-	600
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

**Intersection**

Int Delay, s/veh	1.3					
<b>Movement</b>	<b>EBL</b>	<b>EBT</b>	<b>WBT</b>	<b>WBR</b>	<b>SBL</b>	<b>SBR</b>
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

<b>Major/Minor</b>	<b>Major1</b>	<b>Major2</b>	<b>Minor2</b>
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	-	-	- - -

<b>Approach</b>	<b>EB</b>	<b>WB</b>	<b>SB</b>
HCM Control Delay, s	1.6	0	10
HCM LOS			B

<b>Minor Lane/Major Mvmt</b>	<b>EBL</b>	<b>EBT</b>	<b>WBT</b>	<b>WBR</b>	<b>SBLn1</b>
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

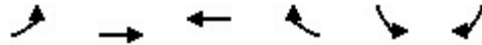
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



# 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(l)	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

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

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	Minor2	Minor3
Conflicting Flow All	0	0	232	0	563
Stage 1	-	-	-	-	134
Stage 2	-	-	-	-	429
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1348	-	491
Stage 1	-	-	-	-	897
Stage 2	-	-	-	-	661
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1345	-	462
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

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 10 <sup>th</sup> 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 be 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	

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

Attachment A6 - Initial Comments Addressed

Attachment G- Response to initial TIA comments



**Irene Gallion**

---

**From:** Alexandra Pierce  
**Sent:** Thursday, July 27, 2023 2:59 PM  
**To:** Irene Gallion  
**Subject:** RE: USE23-10: Huna Totem uplands development

Thanks Irene,

I have reviewed and I have no additional comments, but request the Commission refer to my comments on the original application.

Alix

---

**From:** Irene Gallion <Irene.Gallion@juneau.gov>  
**Sent:** Tuesday, July 25, 2023 4:10 PM  
**To:** Jeffrey Hedges <Jeffrey.Hedges@juneau.gov>; Bridget LaPenter <Bridget.LaPenter@juneau.gov>; Dan Bleidorn <Dan.Bleidorn@juneau.gov>; Dan Jager <Dan.Jager@juneau.gov>; Carl Uchytel <Carl.Uchytel@juneau.gov>; Alexandra Pierce <Alexandra.Pierce@juneau.gov>  
**Cc:** Irene Gallion <Irene.Gallion@juneau.gov>  
**Subject:** USE23-10: Huna Totem uplands development

Hello team,

You may recall having seen this project before: Dock and uplands development of the subport. The Commission approved the dock, but wanted further information on uplands development. So, the applicant has re-applied for uplands development.

The differences between this application and the last one are:

- The dock is not included (it has been approved)
- The project will not be phased.
- 40,000 square feet of a culture and science center have been settled on for use of the facility’s east structure. This is one of three options considered under the previous application. Housing and retail had also been considered.

The re-hearing of the uplands section of this project is on August 8. If you have any additional comments on the project, let me know by **Friday, July 28, 2023**. My apologies for the quick turn.

Thank you,

**Irene Gallion | Senior Planner**  
Community Development Department | City & Borough of Juneau, AK  
Location: 230 S. Franklin Street | 4<sup>th</sup> 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:** Friday, July 28, 2023 2:47 PM  
**To:** Irene Gallion  
**Subject:** RE: USE23-10: Subport Uplands

Good Afternoon Irene,

Thank you for the opportunity to review. The US Coast Guard has no further comments beyond those we already submitted and you addressed. Have a great weekend!

v/r,

CDR Tracey Torba  
CEU Juneau CO  
(M): 907-723-0316  
[Chat on MS Teams](#)

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**From:** Irene Gallion <Irene.Gallion@juneau.gov>  
**Sent:** Wednesday, July 26, 2023 8:16 AM  
**To:** Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <Tracey.L.Torba@uscg.mil>  
**Subject:** [URL Verdict: Neutral][Non-DoD Source] FW: USE23-10: Subport Uplands  
**Importance:** High

My apologies, here are the attachments.

---

**From:** Irene Gallion  
**Sent:** Wednesday, July 26, 2023 8:15 AM  
**To:** Torba, Tracey L CDR USCG CEU JUNEAU-ASSET L (USA) <[Tracey.L.Torba@uscg.mil](mailto:Tracey.L.Torba@uscg.mil)>  
**Cc:** Irene Gallion <[Irene.Gallion@juneau.gov](mailto:Irene.Gallion@juneau.gov)>  
**Subject:** USE23-10: Subport Uplands  
**Importance:** High

Hello CDR Torba,

You may recall having seen this project before: Dock and uplands development of the subport. The Commission approved the dock, but wanted further information on uplands development. So, the applicant has re-applied for uplands development.

The differences between this application and the last one are:

- The dock is not included (it has been approved)
- The project will not be phased.
- 40,000 square feet of a culture and science center have been settled on for use of the facility’s east structure (basically across Whittier Street from where the Coast Guard currently parks). This is one of three options considered under the previous application. Housing and retail had also been considered.

The re-hearing of the uplands section of this project is on August 8. If you have any additional comments on the project, let me know by **Friday, July 28, 2023**. My apologies for the quick turn.

Thank you,

**Irene Gallion | Senior Planner**

Community Development Department | City & Borough of Juneau, AK  
Location: 230 S. Franklin Street | 4<sup>th</sup> Floor Marine View Building  
Office: 907.586.0753 x4130



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**Irene Gallion**

---

**From:** Irene Gallion  
**Sent:** Thursday, February 2, 2023 2:56 PM  
**To:** Charlie Ford; General Engineering; Dan Bleidorn; Carl Uchytel  
**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 16<sup>th</sup>, 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 | 4<sup>th</sup> 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 Uchytel <Carl.Uchytel@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 Uchytel <Carl.Uchytel@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](mailto:Dan.Bleidorn@juneau.gov)>; Carl Uchytel <[Carl.Uchytel@juneau.gov](mailto:Carl.Uchytel@juneau.gov)>

Cc: Jeffrey Hedges <[Jeffrey.Hedges@juneau.gov](mailto:Jeffrey.Hedges@juneau.gov)>; John Bohan <[John.Bohan@juneau.gov](mailto:John.Bohan@juneau.gov)>; Matthew Creswell

<[Matthew.Creswell@juneau.gov](mailto:Matthew.Creswell@juneau.gov)>; Irene Gallion <[Irene.Gallion@juneau.gov](mailto: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 support 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 16<sup>th</sup>, 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 | 4<sup>th</sup> Floor Marine View Building

Office: 907.586.0753 X2



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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.





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**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

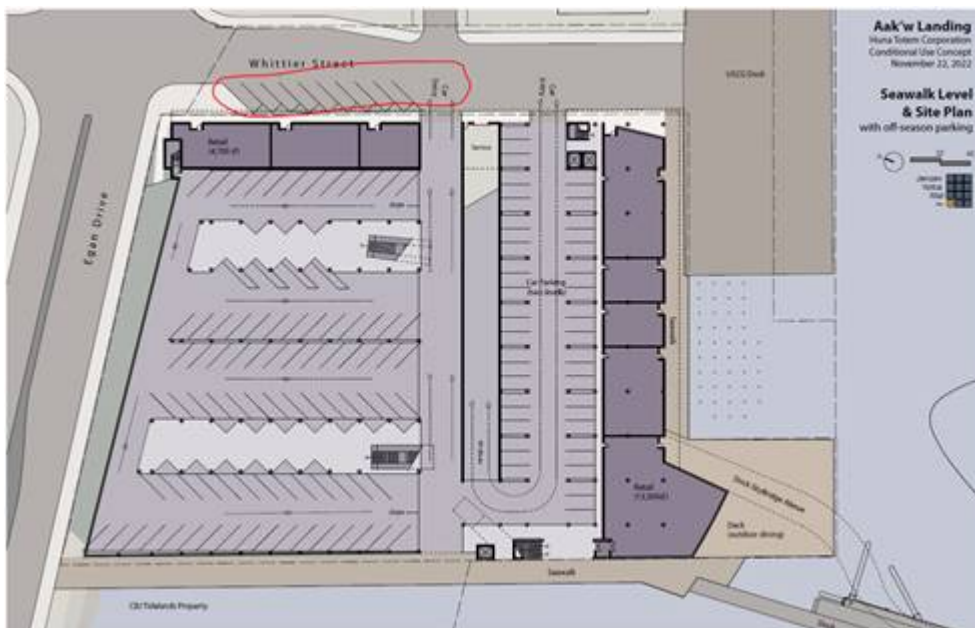
Good Day LCDR Stiles:

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 | 4<sup>th</sup> Floor Marine View Building  
Office: 907.586.0753 X2



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**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, 4<sup>th</sup> Floor Marine View Building  
**Office: 907.586.0715 ext. 4120**

*\*Note: my email has changed to [ilsa.lund@juneau.GOV](mailto:ilsa.lund@juneau.GOV) on 12/5/22\**



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**From:** Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <[Dave.D.Stiles@uscg.mil](mailto:Dave.D.Stiles@uscg.mil)>  
**Sent:** Friday, February 3, 2023 10:59 AM  
**To:** PC\_Comments <[PC\\_Comments@juneau.org](mailto: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)



(907) 586-0715  
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www.juneau.org/community-development  
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**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**

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**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 | 4<sup>th</sup> Floor Marine View Building  
Office: 907.586.0753 x4130



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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**

**GRANTOR:**  
**FRANKLIN DOCK**  
**ENTERPRISES, LLC**

By: Kimberly A. Kiefer

By: Reed Stoops

Name: Kimberly A. Kiefer

Name: Reed Stoops

Its: City and Borough Manager

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 Riley  
Notary Public in and for the State of Alaska  
My Commission Expires: June 12, 2016

**GRANTEE ACKNOWLEDGMENT**

STATE OF ALASKA )  
) : ss.  
First Judicial District )

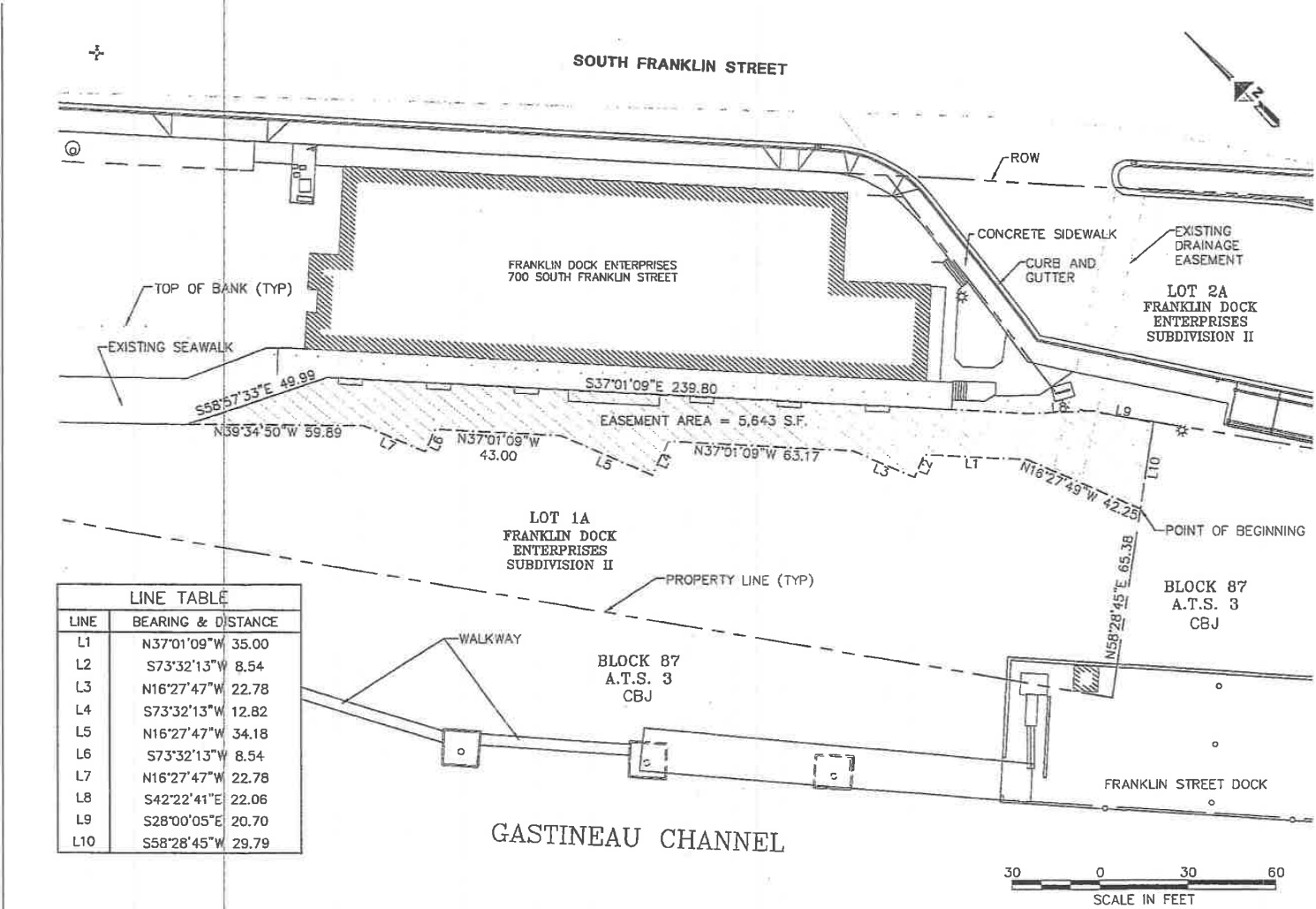
This is to certify that on the \_\_\_\_\_ day of \_\_\_\_\_, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Kimberly Kiefer to me known to be the Manager of the City and Borough of Juneau, Alaska, a municipal corporation 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**  
 6388 Commercial Boulevard  
 JUNEAU, AK 99801  
 PHN (907) 780-0323

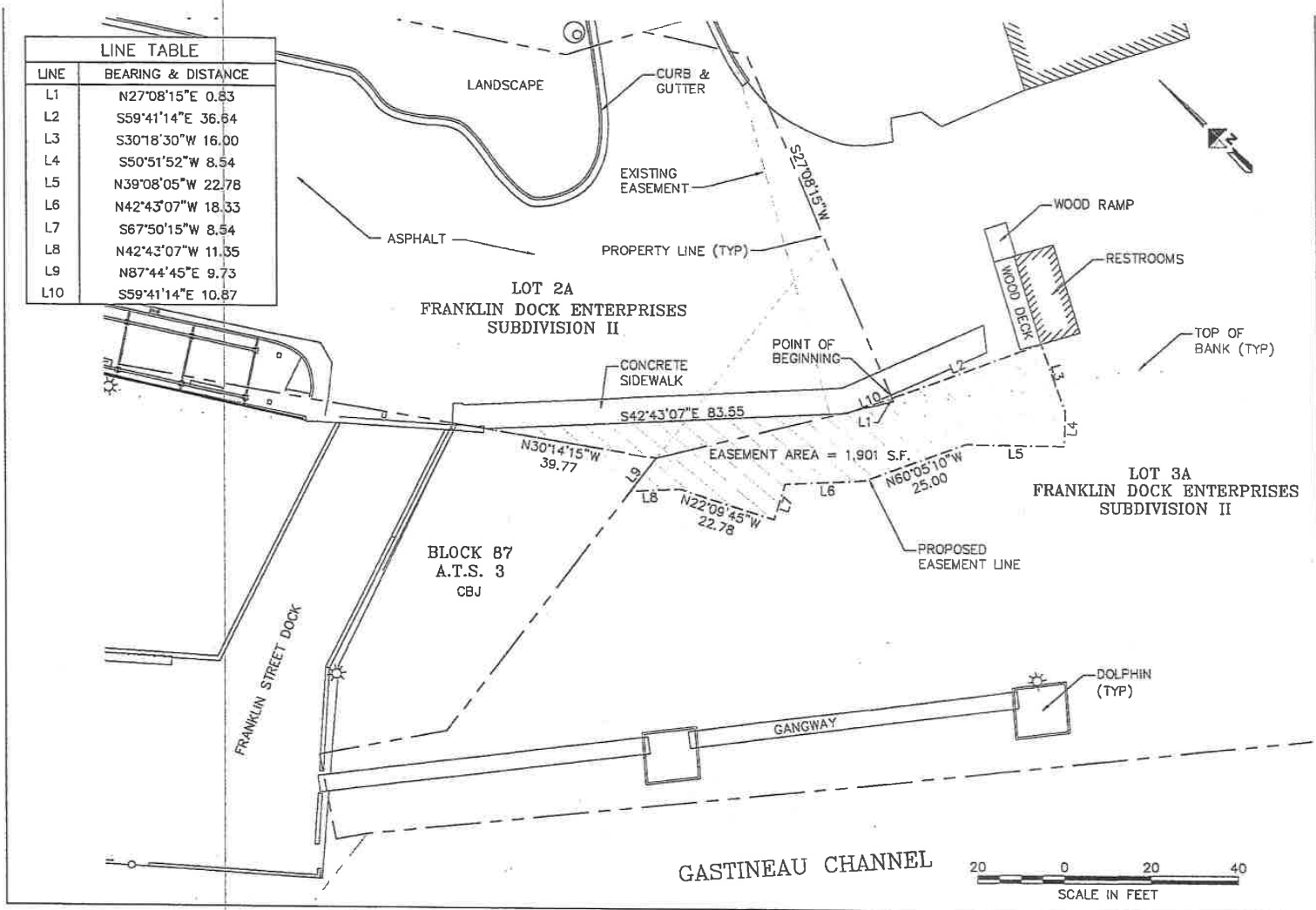
**CITY & BOROUGH OF JUNEAU**  
 306 S. SEWARD STREET  
 JUNEAU, ALASKA 99801

**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. J79502

**SHEET**  
1 OF 1



**CLIENT**  
**DOWL HKM**  
 4245 Commercial Boulevard  
 JUNEAU, AK 99801  
 FAX: (907) 760-3823

**CITY & BOROUGH OF JUNEAU**  
 100 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

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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

GRANTOR:  
FRANKLIN DOCK  
ENTERPRISES, LLC

By: *Kimberly A. Kiefer*

By: *Reed Stoops*

Name: Kimberly A. Kiefer

Name: *Reed Stoops*

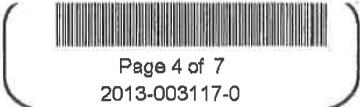
Its: City and Borough Manager

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*, 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 Riley  
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

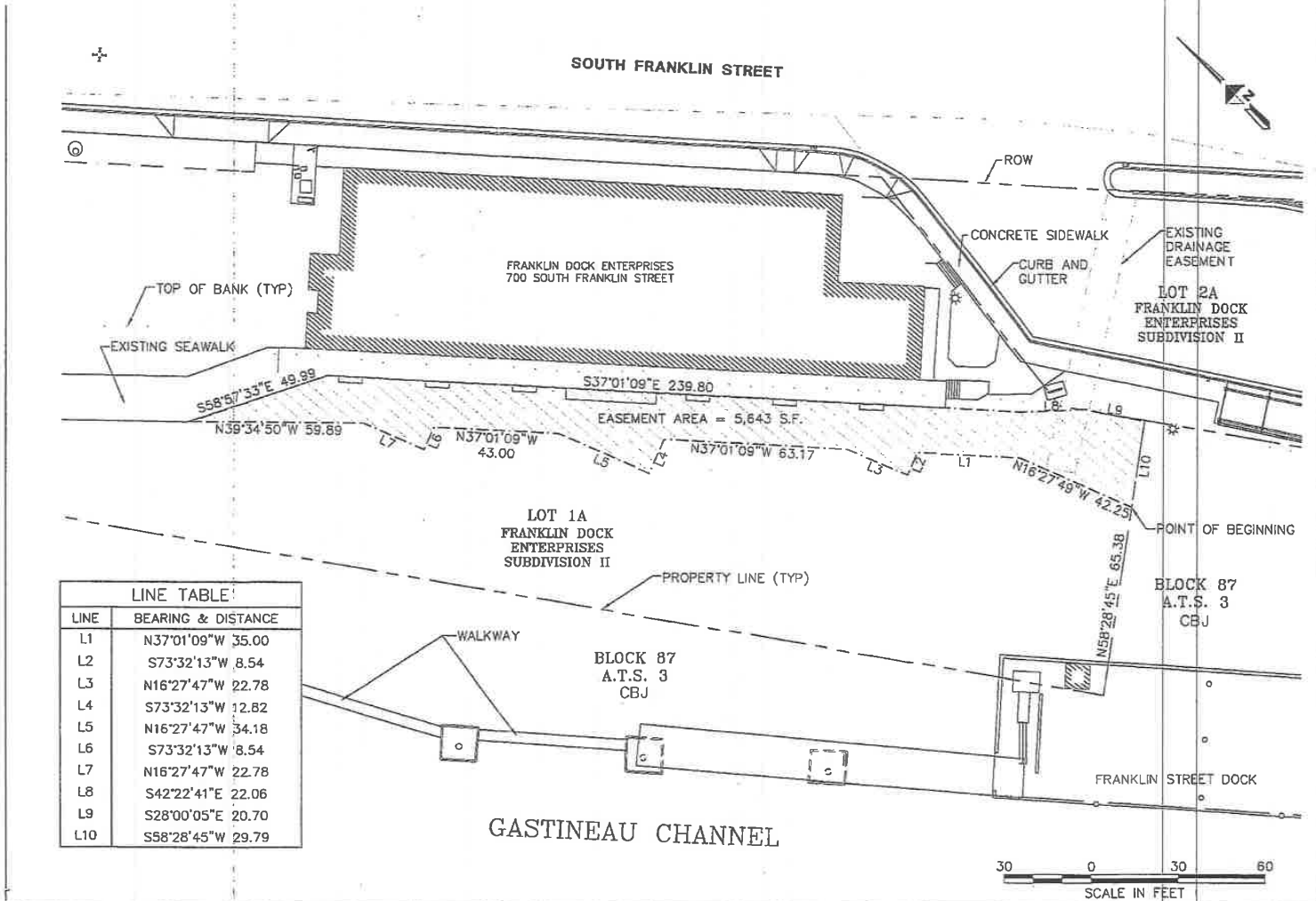


*When recorded, Return to:*

**CITY AND BOROUGH OF JUNEAU  
ENGINEERING DEPARTMENT  
185 SOUTH SEWARD ST.  
JUNEAU, AK 99801**

  
Page 5 of 7  
2013-003117-0

Page 6 of 7  
2013-003117-0



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

30 0 30 60  
SCALE IN FEET

CLIENT  
**DOWL HKM**  
2222 Commercial Boulevard  
- 2ND FLOOR -  
JUNEAU, ALASKA 99801  
TEL: 907-780-3125

**CITY & BOROUGH OF JUNEAU**  
183 S. BEAVER STREET  
JUNEAU, ALASKA 99801

EXHIBIT 'A'  
**SEAWALK EASEMENT ACROSS LOT 1A AND LOT 2A FRANKLIN DOCK ENTERPRISES SUBDIVISION II**

Revision	
By	Date

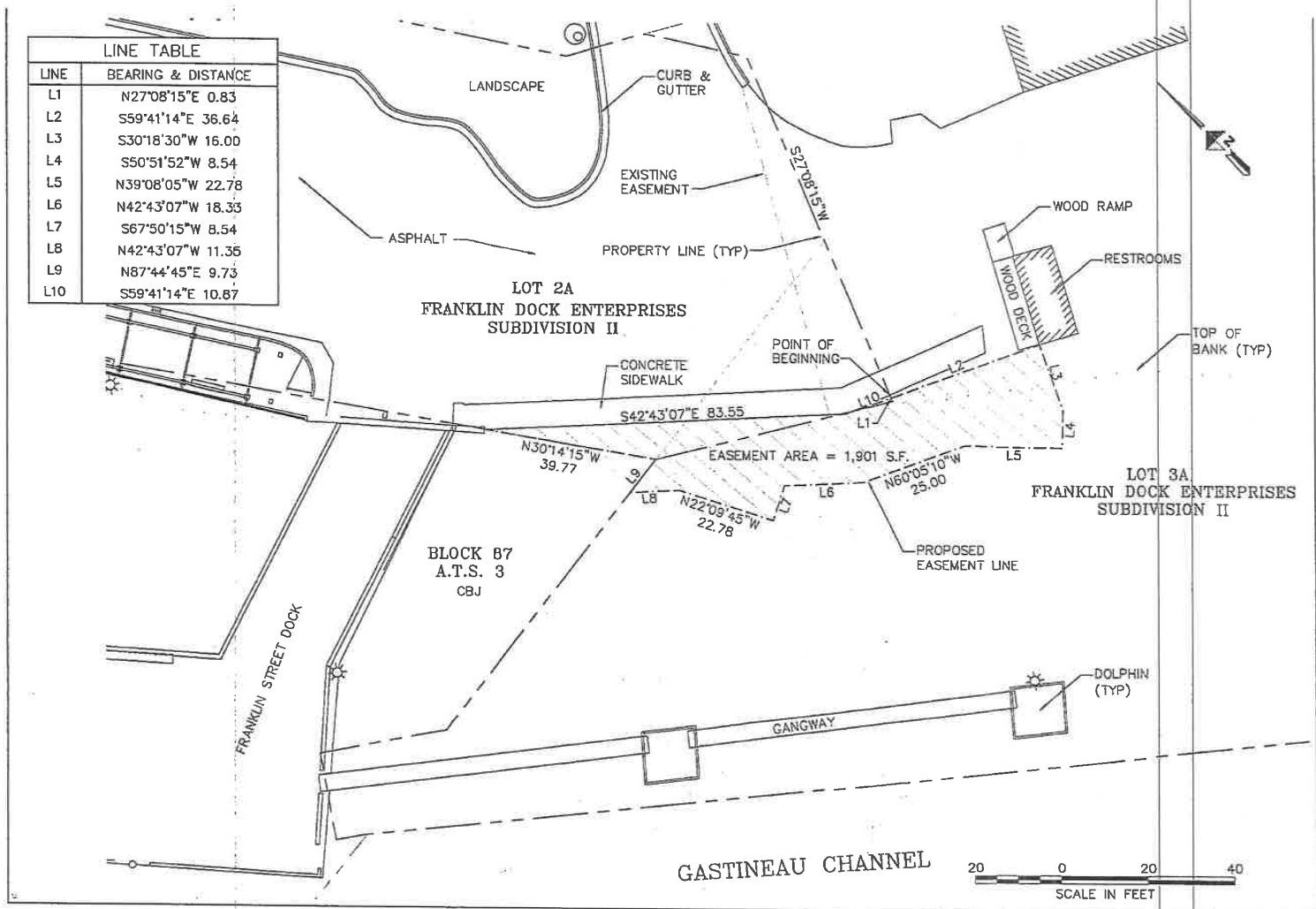
Drawn by: STAFF  
Checked by: BR  
Date: JUNE 2012

Proj. No. J70502

**SHEET 1 OF 1**

Page 7 of 7  
2013-003117-0

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



**CLIENT**  
**DOWL HKM**  
 6300 JENNIFER AVE. SUITE 200  
 JORDAN, ALABAMA 36863  
 PH: 205/776-0323

**EXHIBIT 'A'**  
**SEAWALK EASEMENT**  
**ACROSS LOT 2A AND LOT 3A**  
**FRANKLIN DOCK ENTERPRISES**  
**SUBDIVISION II**

**CITY & BOROUGH**  
**OF JUNEAU**  
 100 S. LEWIS STREET  
 JORDAN, ALABAMA 36861

Revision	By	Date

Drawn by: STAFF  
 Checked by: BP  
 Date: JUNE 2012

Proj. No. J70502

**SHEET**  
**1 OF 1**

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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.

  
Page 3 of 7  
2013-003117-0

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

**GRANTOR:**  
FRANKLIN DOCK  
ENTERPRISES, LLC

By: *Kimberly A. Kiefer*

By: *Reed Stoops*

Name: Kimberly A. Kiefer

Name: *Reed Stoops*

Its: City and Borough Manager

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*, 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 Ridley  
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

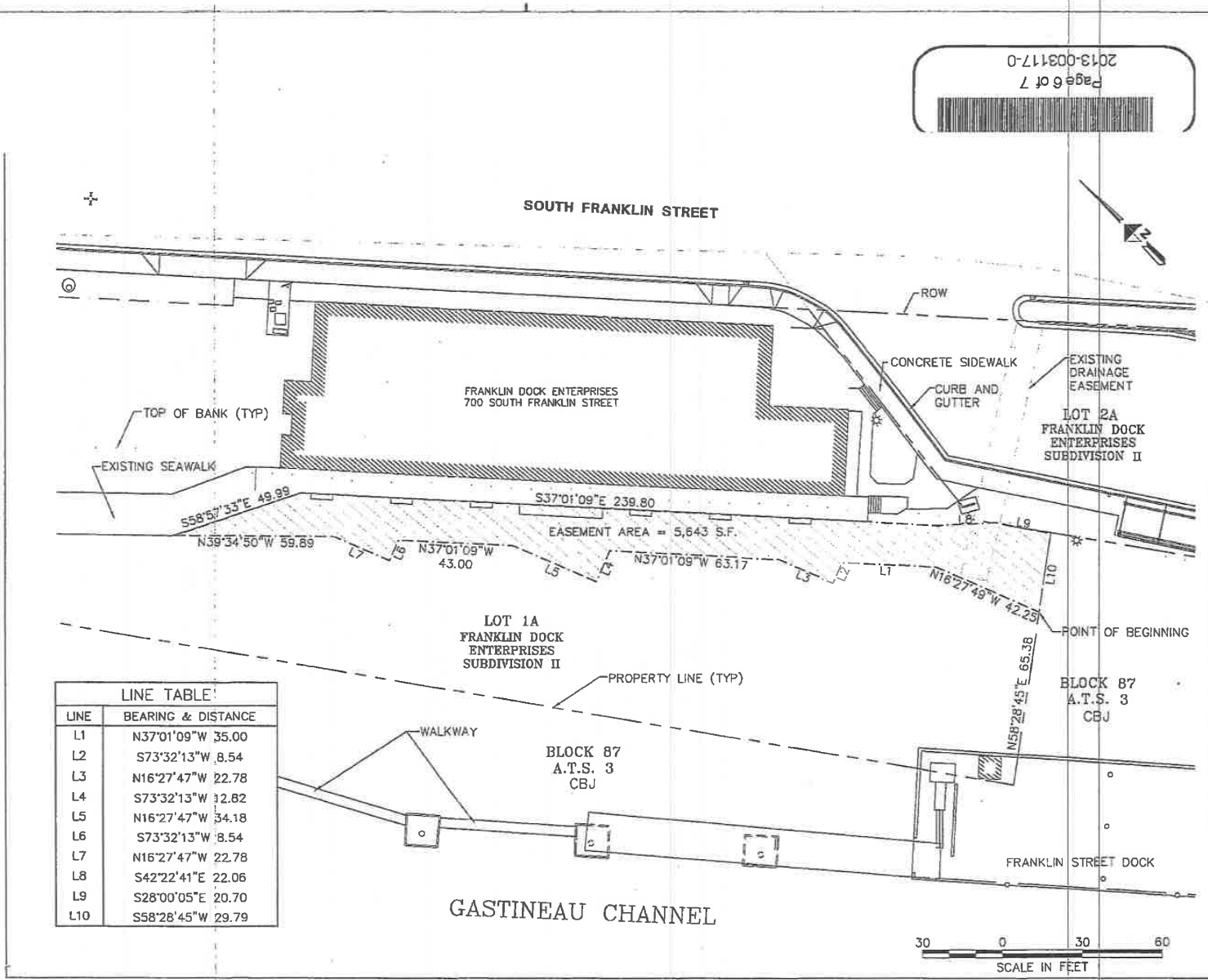


*When recorded, Return to:*

**CITY AND BOROUGH OF JUNEAU  
ENGINEERING DEPARTMENT  
185 SOUTH SEWARD ST.  
JUNEAU, AK 99801**

  
Page 5 of 7  
2013-003117-0

Page 6 of 7  
2013-003117-0



**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

CLIENT  
**DOWL HKM**  
 8388 CRENSHAW BOULEVARD  
 SUITE 100  
 CHICAGO, ILLINOIS 60619

CITY & BOROUGH  
**OF JUNEAU**  
 508 S. BEAUMONT STREET  
 JUNEAU, ALASKA 99801

EXHIBIT 'A'  
**SEAWALK EASEMENT  
 ACROSS LOT 1A AND LOT 2A  
 FRANKLIN DOCK ENTERPRISES  
 SUBDIVISION II**

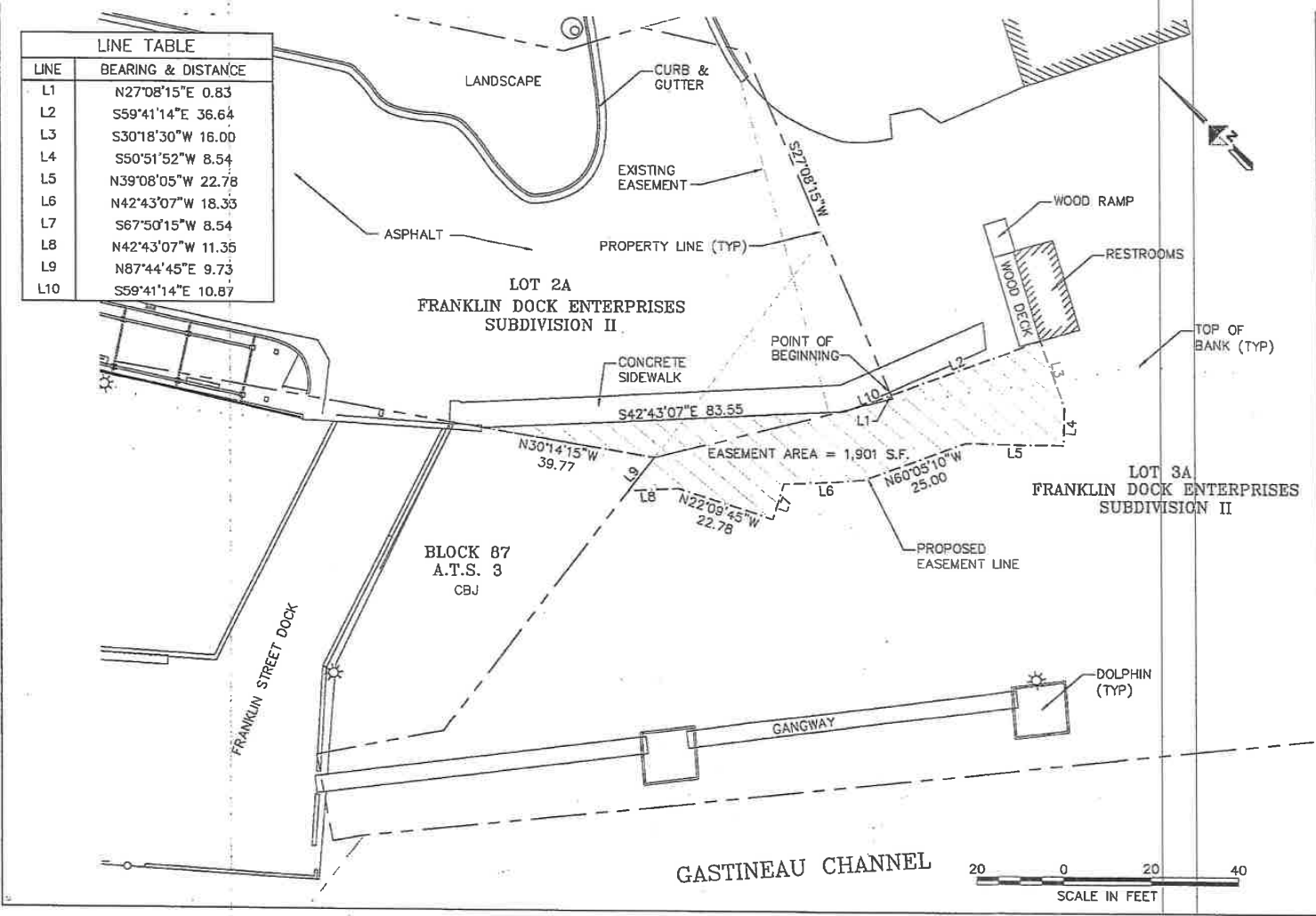
Revision  
 By Date  
 Drawn by STAFF  
 Checked by SP  
 Date: JUNE 2012

Proj. No. J70502

**SHEET  
 1 OF 1**

Page 7 of 7  
2013-003117-0

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



**DOWL HKM**  
6838 Commercial Boulevard  
JURASSI, AK 99501  
PHN (907) 782-3253

**CITY & BOROUGH OF JUNEAU**  
106 S. JUNEAU 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**

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

**GRANTOR:**  
FRANKLIN DOCK  
ENTERPRISES, LLC

By: *Kimberly A. Kiefer*

By: *Reed Stoops*

Name: Kimberly A. Kiefer

Name: *Reed Stoops*

Its: City and Borough Manager

Its: *MANAGING MEMBER*

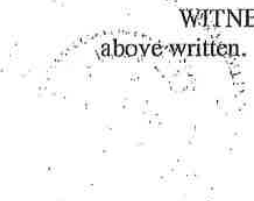
**GRANTOR ACKNOWLEDGMENT**

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 Riley  
Notary Public in and for the State of Alaska  
My Commission Expires: June 12, 2016

**GRANTEE ACKNOWLEDGMENT**

STATE OF ALASKA )  
) : ss.  
First Judicial District )

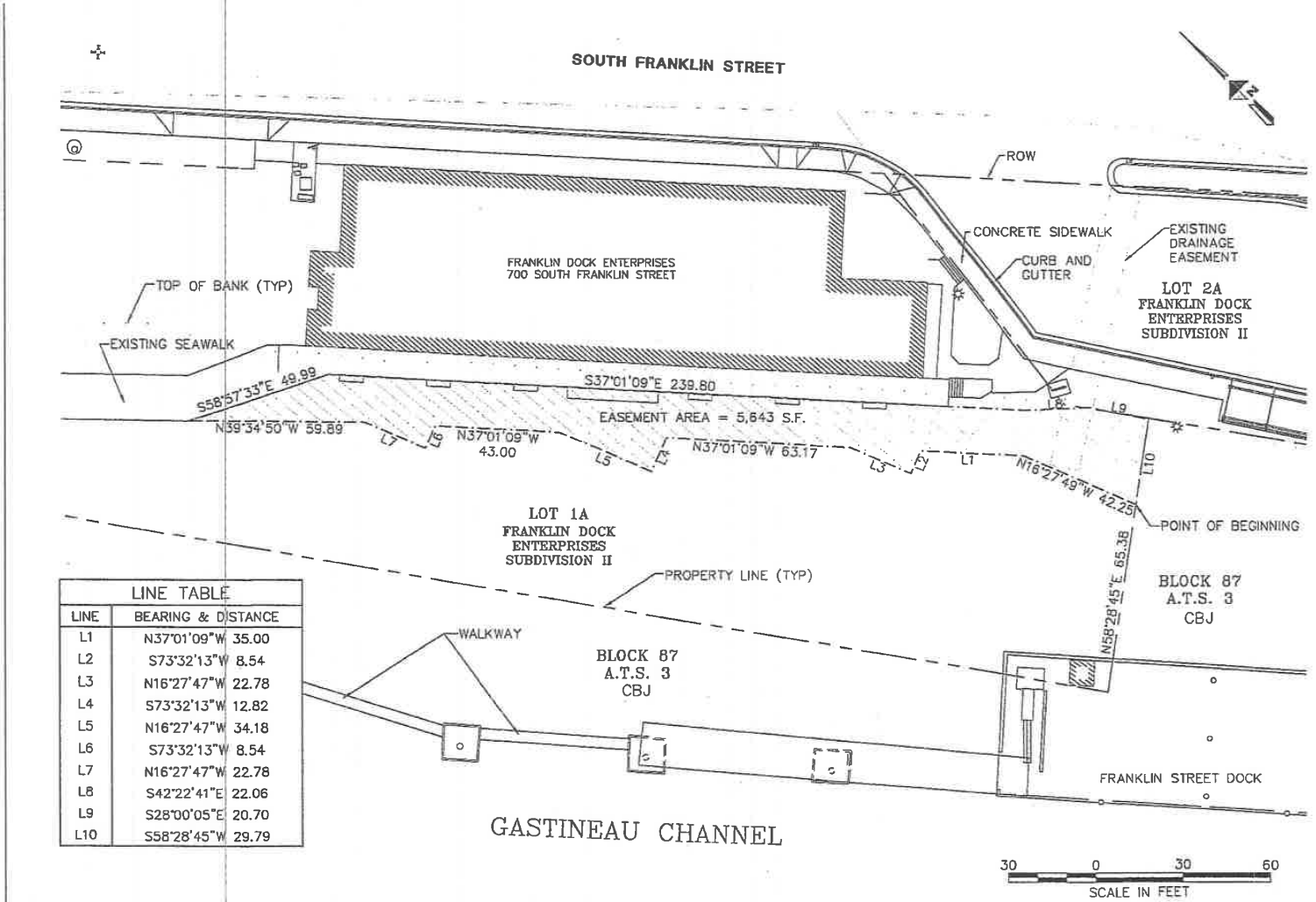
This is to certify that on the \_\_\_\_ day of \_\_\_\_\_, 2013, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Kimberly Kiefer to me known to be the Manager of the City and Borough of Juneau, Alaska, a municipal corporation which 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
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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

**CLIENT**  
**DOWL HKM**  
 6505 JENNIFER AVE. #200  
 GREENSBORO, NC 27409  
 TEL: 336.763.0333  
 FAX: 336.763.0330

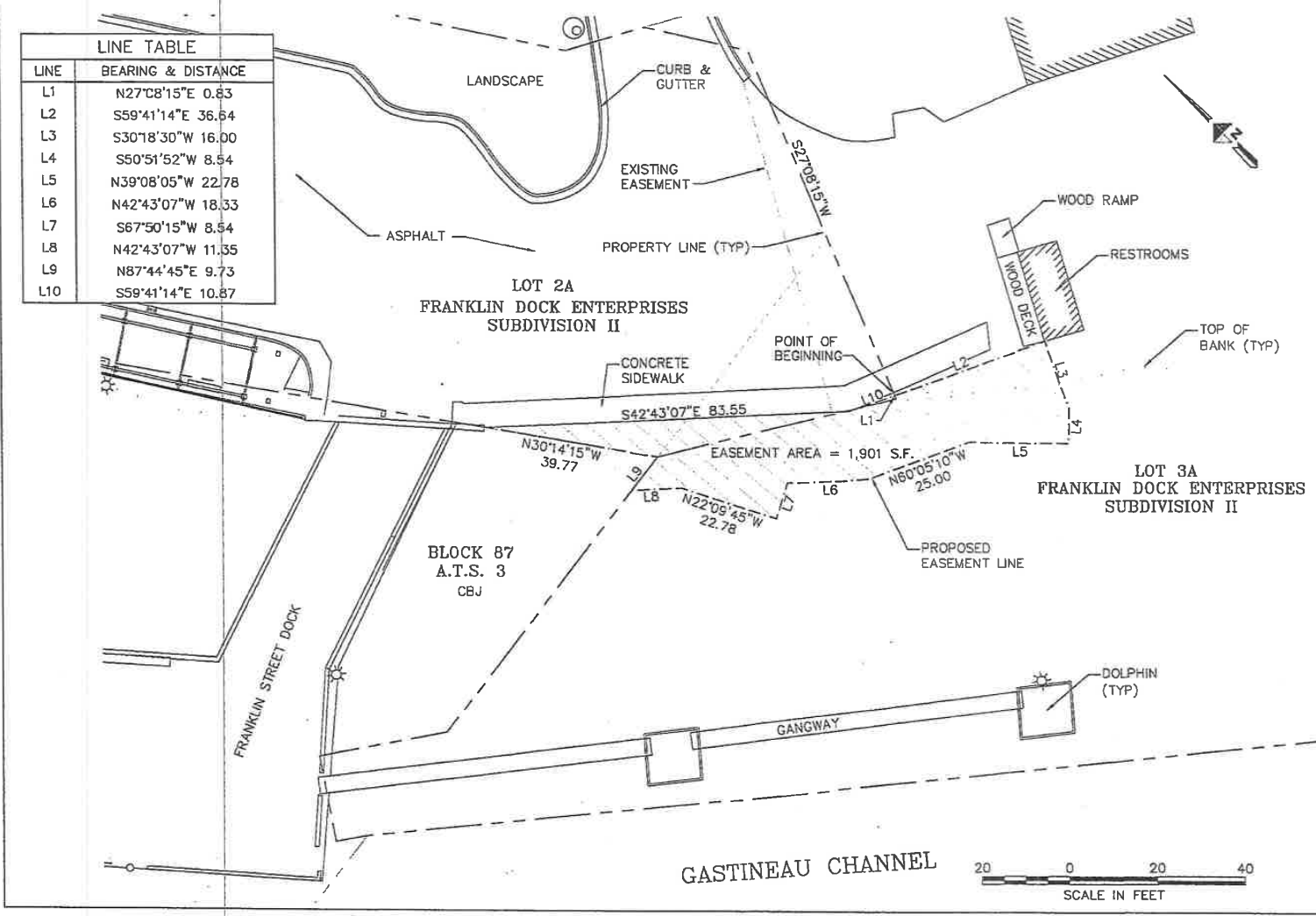
**CITY & BOROUGH OF JUNEAU**  
 300 N. SEWARD STREET  
 JUNEAU, ALASKA 99801

**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
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L8	N42°43'07"W 11.35
L9	N87°44'45"E 9.73
L10	S59°41'14"E 10.87

**DOWL HKM**  
2515 S. W. 10th Street, Suite 100  
 Fort Lauderdale, FL 33304  
 Phone: 954.343.3333

---

**CITY & BOROUGH OF JUNEAU**  
100 S. BROAD STREET  
 JUNEAU, ALASKA 99801

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**EXHIBIT 'A'**  
**SEAWALK EASEMENT ACROSS LOT 2A AND LOT 3A FRANKLIN DOCK ENTERPRISES SUBDIVISION II**

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Revision	
By	Date

Drawn by: STAFF  
 Checked by: SP  
 Date: JUNE 2012

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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](mailto: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 Coast 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 Coast 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 7<sup>th</sup>** to be considered by the Commission at their July 11<sup>th</sup> 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 | 4<sup>th</sup> 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>*

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[Logout](#)
English (US)


## 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	0DEB30BA51F77D5B98D159CE92347A4D 4E4345854BE68BDF0A285F910EDDE12	
 01b1 Summary Revised.pdf	4.1 MB	C66DF760ACA84E9A2AD10A0A61FA8108 CCE08915BF2FBCA60A31DA91753D0712	
 01c1 Site Plan Revised.pdf	7.6 MB	62AC581B90FC02A9F453FAE865F041EA F154E34703160620469EC6492583B376	
 01d1 Renderings Revised.pdf	20.6 MB	D1105B0B820A889DD5771812957B4D8A E680C774A3A7E9E12E931946EC910052	
 ABN_USE23-03_FINAL.pdf	232.9 KB	70986E5B89C18EC9E9163CC9C8034CD3 15D3CF4B7BE7AC0388B262D1C00FE1FA	


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](mailto:jay.t.menze@uscg.mil) <jay.t.menze@uscg.mil>

**Comments:**

Link will expire in 14 days.

**i** 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=F53gnezxHXKPoHs>  
 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 | 4<sup>th</sup> 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 space 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 waived 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](mailto:Irene.Gallion@juneau.gov)>  
**Sent:** Tuesday, May 30, 2023 10:02 AM  
**To:** Sprenger, Paul A CIV USCG D17 (USA) <[Paul.Sprenger@uscg.mil](mailto:Paul.Sprenger@uscg.mil)>; [randall.p.vigil@USACE.army.gov](mailto:randall.p.vigil@USACE.army.gov); [matthew.t.brody@usace.army.mil](mailto:matthew.t.brody@usace.army.mil)  
**Cc:** Irene Gallion <[Irene.Gallion@juneau.gov](mailto:Irene.Gallion@juneau.gov)>; Stiles, Dave D. LCDR USCG SEC JUNEAU (USA) <[Dave.D.Stiles@uscg.mil](mailto: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 | 4<sup>th</sup> Floor Marine View Building  
Office: 907.586.0753 x4130



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**Irene Gallion**

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**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

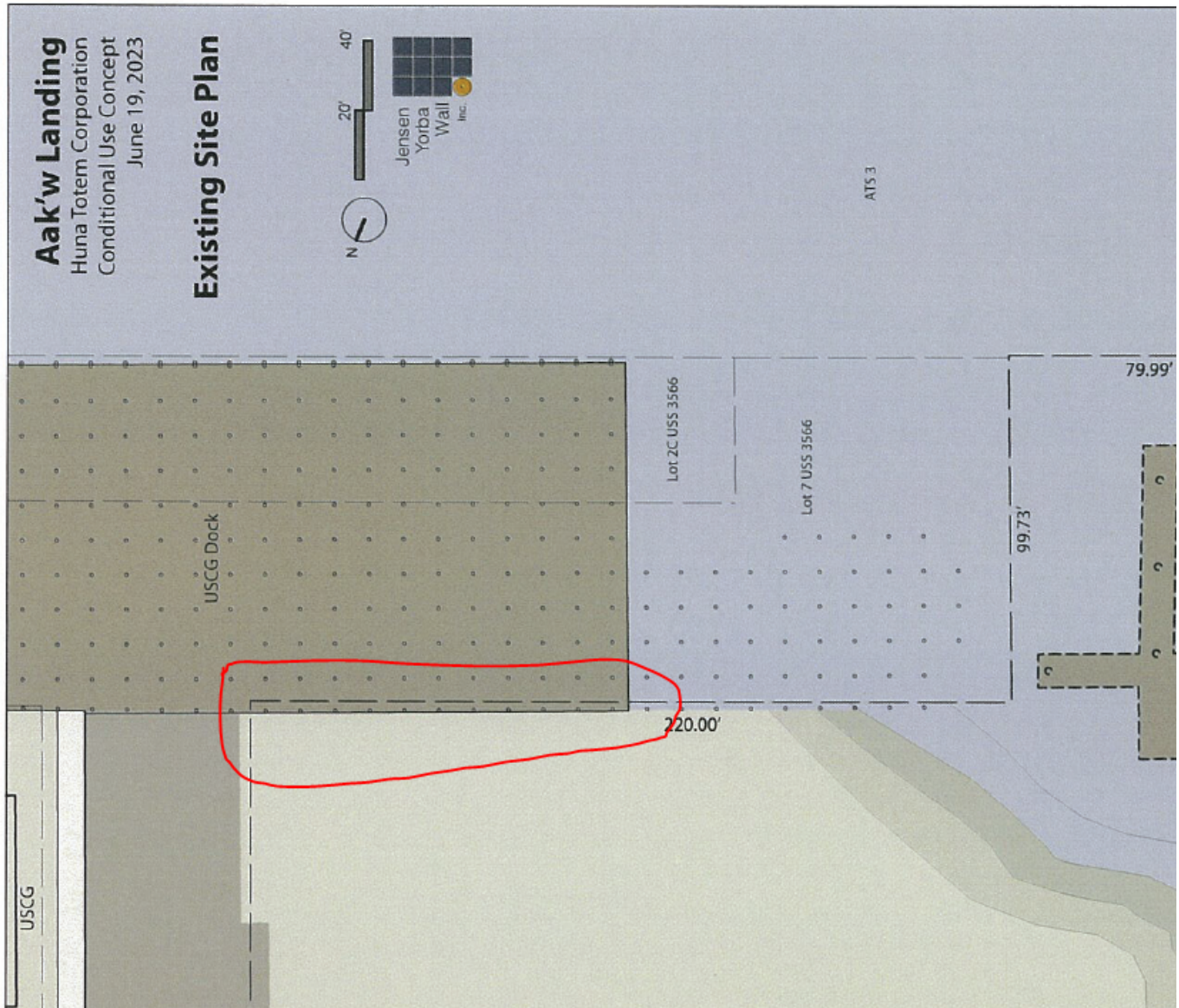
Hi Fred and Corey,

*Hoping to get the staff report wrapped up today for Admin, hoping to get a quick response on these issues if able. Thanks!*

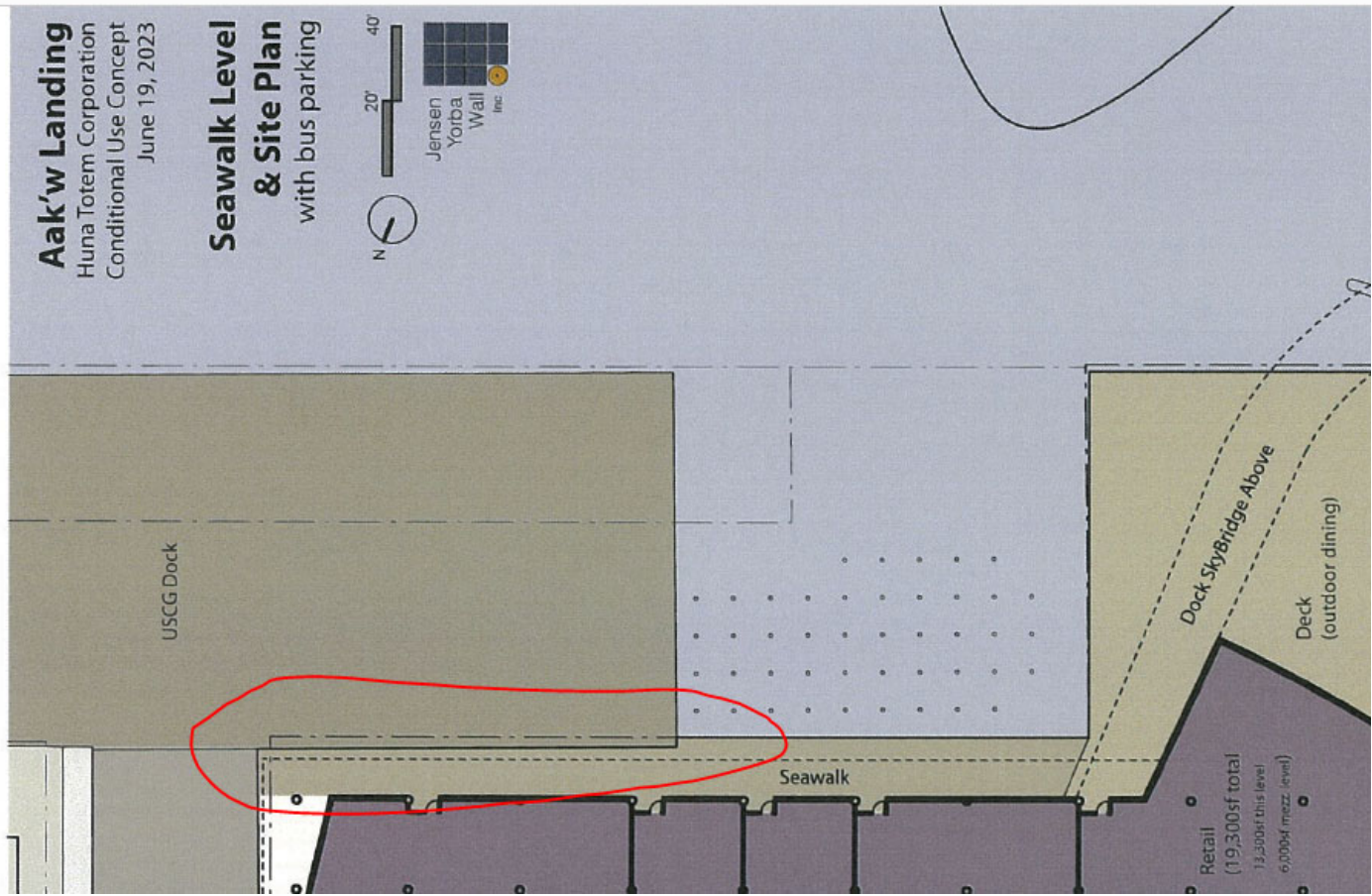
I received this comment from the Coast Guard:

- 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 | 4<sup>th</sup> Floor Marine View Building  
 Office: 907.586.0753 x4130



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**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](mailto: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 26<sup>th</sup>?

Thank you, have a good weekend!

IMG

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**From:** Drown, Arthur EE (DOT) <[arthur.drown@alaska.gov](mailto:arthur.drown@alaska.gov)>  
**Sent:** Tuesday, May 30, 2023 7:59 AM  
**To:** Irene Gallion <[Irene.Gallion@juneau.gov](mailto:Irene.Gallion@juneau.gov)>; Scott Ciambor <[Scott.Ciambor@juneau.gov](mailto:Scott.Ciambor@juneau.gov)>  
**Cc:** Schuler, Michael K (DOT) <[michael.schuler@alaska.gov](mailto: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](mailto:Irene.Gallion@juneau.gov)>  
**Sent:** Friday, May 26, 2023 4:18 PM  
**To:** Drown, Arthur EE (DOT) <[arthur.drown@alaska.gov](mailto:arthur.drown@alaska.gov)>; Scott Ciambor <[Scott.Ciambor@juneau.gov](mailto:Scott.Ciambor@juneau.gov)>  
**Cc:** Schuler, Michael K (DOT) <[michael.schuler@alaska.gov](mailto: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 be 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](mailto:arthur.drown@alaska.gov)>  
**Sent:** Monday, May 22, 2023 3:50 PM  
**To:** Scott Ciambor <[Scott.Ciambor@juneau.gov](mailto:Scott.Ciambor@juneau.gov)>  
**Cc:** Schuler, Michael K (DOT) <[michael.schuler@alaska.gov](mailto:michael.schuler@alaska.gov)>; Irene Gallion <[Irene.Gallion@juneau.gov](mailto: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](mailto:Scott.Ciambor@juneau.gov)>  
**Sent:** Monday, May 22, 2023 3:49 PM  
**To:** Drown, Arthur EE (DOT) <[arthur.drown@alaska.gov](mailto:arthur.drown@alaska.gov)>  
**Cc:** Schuler, Michael K (DOT) <[michael.schuler@alaska.gov](mailto:michael.schuler@alaska.gov)>; Irene Gallion <[Irene.Gallion@juneau.gov](mailto: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, 4<sup>th</sup> Floor Marine View Building  
**Office: 907.586.0753 ext. 4127**





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**From:** Drown, Arthur EE (DOT) <[arthur.drown@alaska.gov](mailto:arthur.drown@alaska.gov)>  
**Sent:** Monday, May 22, 2023 3:36 PM  
**To:** Scott Ciambor <[Scott.Ciambor@juneau.gov](mailto:Scott.Ciambor@juneau.gov)>  
**Cc:** Schuler, Michael K (DOT) <[michael.schuler@alaska.gov](mailto:michael.schuler@alaska.gov)>; Irene Gallion <[Irene.Gallion@juneau.gov](mailto: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](mailto:Scott.Ciambor@juneau.gov)>  
**Sent:** Monday, May 22, 2023 2:02 PM  
**To:** Drown, Arthur EE (DOT) <[arthur.drown@alaska.gov](mailto:arthur.drown@alaska.gov)>  
**Cc:** Schuler, Michael K (DOT) <[michael.schuler@alaska.gov](mailto:michael.schuler@alaska.gov)>; Irene Gallion <[Irene.Gallion@juneau.gov](mailto: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  
Location: 230 S. Franklin Street, 4<sup>th</sup> Floor Marine View Building  
**Office: 907.586.0753 ext. 4127**



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(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 Uchytel/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.

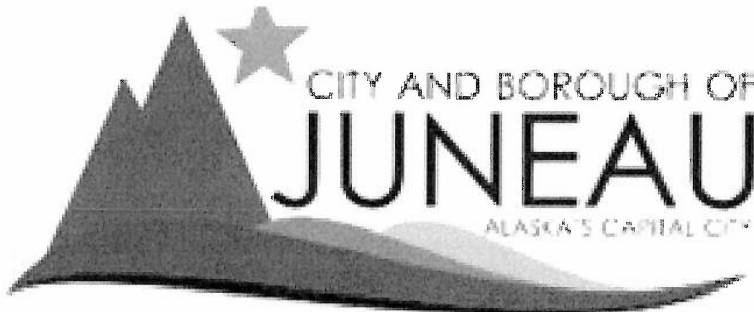
**SPECIFIC QUESTIONS FROM PLANNER:**

**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.



## 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/>

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City and Borough of Juneau  
Municipal Clerk's Office  
155 South Seward Street  
Juneau, AK 99801 (Fax: 907-586-4529)

AGENCY CONTACT: Lily Hagerup  
DATE OF A.O.: 6/23/2023  
PHONE: (907) 586-0715

**TO PUBLISHER**  
Juneau Empire  
(Fax: 907-586-9097 or 907-586-3121)  
Attention: Justin Price

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**Wednesday, June 28, 2023**  
THE MATERIAL BETWEEN THE DOUBLE LINES MUST BE PRINTED IN ITS ENTIRETY ON THE DATES SHOWN.  
SPECIAL INSTRUCTIONS:  
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Let me know if you have received this as well, as proof of advertisement.

Thank you,  
-Lily Hagerup

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City and Borough of Juneau  
Municipal Clerk's Office  
155 South Seward Street  
Juneau, AK 99801 (Fax: 907-586-4529)

Juneau Empire  
(Fax: 907-586-9097 or 907-586-3121)  
Attention: Justin Price

AGENCY CONTACT

Lily Hagerup

DATE OF A.O.

6/30/2023

PHONE

(907) 586-0715

DATES ADVERTISEMENT REQUIRED:

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Let me know if you have received this as well, as proof of advertisement.

Thank you,  
-Lily Hagerup

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<b>SEND INVOICE TO</b>				PAGE 1 OF PAGES	TOTAL OF ALL PAGES \$									
<b>IMPORTANT!</b> <b>NOTICE TO PUBLISHER</b> INVOICE MUST BE IN TRIPPLICATE AND MUST REFERENCE THE ADVERTISING ORDER NUMBER. CERTIFIED AFFIDAVIT OF PUBLICATION (PART 2 OF THIS FORM) WITH COPY OF THE ADVERTISEMENT MUST BE SUBMITTED WITH THE INVOICE.				pt.	Prog.	iv.	Acct.	bj.	Acty.	Project	*	Amount		
VENDOR NO	REQUISITIONED BY	DIVISIONAL APPROVAL <i>[Signature]</i>		FINANCE APPROVAL IF OVER \$500.00										

PUBLISHER

**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)...













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 | 4<sup>th</sup> Floor Marine View Building  
Office: 907.586.0753 x4130

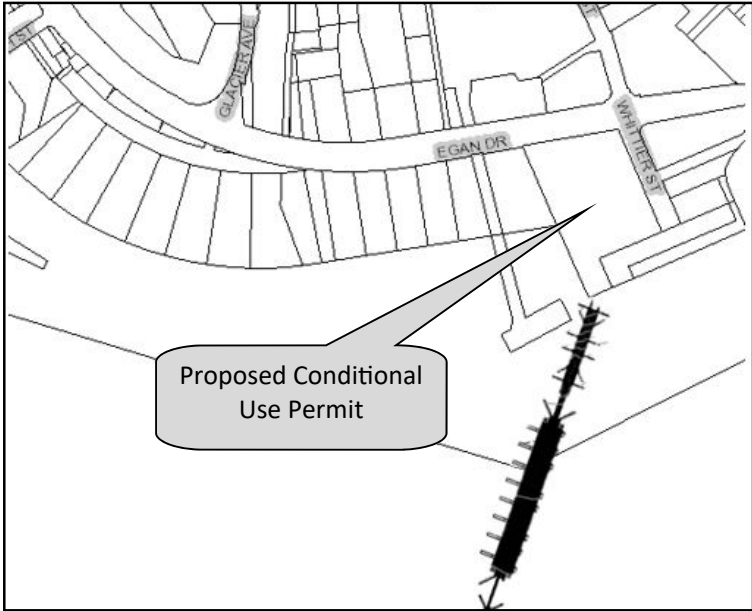


*Fostering excellence in development for this generation and the next.*

*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).



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	June 20 noon, July 7	HEARING DATE & TIME: 7:00 pm, July 11,	July 12, 2023
Comments received during this period will be sent to the Planner, <b>Irene Gallion</b> , to be included as an attachment in the staff report.	Comments received during this period will be sent to Commissioners to read in preparation for the hearing.	This meeting will be held in person and by remote participation. For remote participation: join the Webinar by visiting <a href="https://juneau.zoom.us/j/88134375638">https://juneau.zoom.us/j/88134375638</a> 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.	The results of the hearing will be posted online.

**FOR DETAILS OR QUESTIONS,**

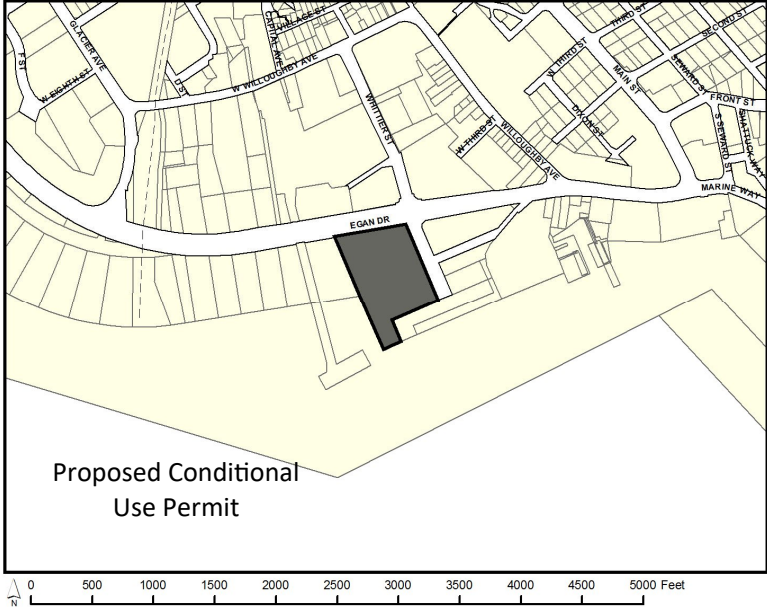
Phone: (907)586-0753 ext. 4130  
Email: [pc\\_comments@juneau.gov](mailto:pc_comments@juneau.gov)  
Mail: **Community Development, 155 S. Seward Street, Juneau AK 99801**

**Case No.: USE2023 0003**  
**Parcel No.: 1C060K010031**  
**CBJ Parcel Viewer:** <http://epv.juneau.org>

Printed June 2, 2023

# Invitation to Comment

On a proposed Conditional Use Permit at the Southwest corner of Egan Drive and Whittier Street (subport).



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. Uplands located at southwest corner of **Egan Drive and Whittier Street**, zoned **Mixed Use 2**.

**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 31st, 2023** at  
<https://juneau-ak.municodemeetings.com/>  
Find hearing results, meeting minutes, and more here, as well.

<b>now noon, August 4, 2023</b>	<b>HEARING DATE &amp; TIME: 7:00 pm, August 8, 2023</b>	<b>Aug. 9, 2023</b>
Comments received during this period will be sent to Commissioners to read in preparation for the hearing.	This meeting will be held in person and by remote participation. For remote participation: join the Webinar by visiting <a href="https://juneau.zoom.us/j/85938116675">https://juneau.zoom.us/j/85938116675</a> and use the Webinar ID: 859 3811 6675 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.	The results of the hearing will be posted online.

**FOR DETAILS OR QUESTIONS,**  
Phone: (907)586-0753 ext. 4130  
Email: [pc\\_comments@juneau.gov](mailto:pc_comments@juneau.gov)  
Mail: Community Development, 155 S. Seward Street, Juneau AK 99801

**Case No.: USE2023 0010**  
**Parcel No.: 1C060K010031**  
**CBJ Parcel Viewer:** <http://epv.juneau.org>



**Irene Gallion**

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**From:** Mickey Richardson <Mickey@hunatotem.com>  
**Sent:** Monday, July 24, 2023 1:49 PM  
**To:** Jill Maclean; Fred Parady  
**Cc:** Garth Schlemlien; Corey Wall; Scott Ciambor; Ruth Banaszak; Irene Gallion  
**Subject:** RE: Draft Resubmittal

The official Public Notice sign has been reposted:



**NOTICE** For more information  
**586-0715**  
[pc\\_comments@juneau.org](mailto:pc_comments@juneau.org)

**MIXED USE DEVELOPMENT**

USE202300010: Conditional Use Permit for mixed use development: Up to 50,000 sq. ft. of retail and related uses, underground bus staging and vehicle parking, and a park. Uplands located at southwest corner of Egan Drive and Whittier Street, zoned Mixed Use 2.

**HEARING DATE: 8/8/2023**

**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, 4<sup>th</sup> Floor Marine View Building  
**Office: 907.586.0715 ext. 4120**

*\*Note: my email has changed to [ilsa.lund@juneau.GOV](mailto:ilsa.lund@juneau.GOV) on 12/5/22\**



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---

**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 the City and Borough of Juneau 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**

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**From:** PC\_Comments  
**Sent:** Monday, July 31, 2023 8:47 AM  
**To:** Irene Gallion; Jill Maclean  
**Subject:** FW: Comment on Case No USE20230010 - Huna Totem

FYI

**Isa Lund | Administrative Assistant**  
Community Development Department | City & Borough of Juneau, AK  
Location: 230 S. Franklin Street, 4<sup>th</sup> Floor Marine View Building  
**Office: 907.586.0715 ext. 4120**



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---

**From:** Kriss Hart <kriss@wmc2775.com>  
**Sent:** Saturday, July 29, 2023 9:24 AM  
**To:** PC\_Comments <PC\_Comments@juneau.gov>  
**Subject:** Comment on Case No USE20230010 - Huna Totem

Commissioners,

I have received the Invitation to Comment mailed to me on the 24<sup>th</sup> of July as the owner of the neighboring support lot, Develop Juneau Now LLC. My lot was purchased to allow planning for a District Heating Plant and is currently rented to CBJ for State parking.

I have reviewed the provided documents and do not find them adequate to evaluate the impacts on my property and request an adequate delay in hearing to review the revised documents.

The application and supporting documents talk of phased development which to me would mean they would come back for approval of phase 2 and 3 later. The Notice says there is no Phasing, and all phases are being reviewed together. There is not enough information to approve phases 2-3. Please request documents match the request and do not contain undefined future phases for clarity.

The documents mention a 5' setback from property line. Is that the allowable for this zoning?

The traffic study does not completely or accurately address the site traffic and needs to include: Maximum loads allowed for passengers, crew, employees, support services and should include all modes of transportation including: walking, buses, hired vehicles, trucks with impacts on any anticipated route. What changes will occur with Whittier Street and Heat Street access and parking? Where do the Seawalk users access the Seawalk? How do disembarking walking passengers access walking routes to town?

Thank you for hearing my concerns, I can be reached by email or cell phone 206 849-4812 please confirm email.

Section J, Item 3.

Kriss Hart  
East Peak LLC (300 Egan DR)

**Irene Gallion**

---

**From:** PC\_Comments  
**Sent:** Monday, July 31, 2023 8:49 AM  
**To:** Irene Gallion; Jill Maclean  
**Subject:** FW: New dock

FYI

**Isa Lund | Administrative Assistant**  
Community Development Department | City & Borough of Juneau, AK  
Location: 230 S. Franklin Street, 4<sup>th</sup> Floor Marine View Building  
**Office: 907.586.0715 ext. 4120**



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**From:** Margo Waring <margowaring@gmail.com>  
**Sent:** Sunday, July 30, 2023 12:17 PM  
**To:** PC\_Comments <PC\_Comments@juneau.gov>; Borough Assembly <BoroughAssembly@juneau.gov>  
**Subject:** New dock

To: CBJ Assembly and Planning Commission:

I write to you in opposition to granting Huna Totem permission to build a new dock structure on the waterfront.

First, let me say that I had supported Norwegian’s interest and plan for the development of the site. But I have changed my mind for several reasons:

- Reneging on promised view shed protection
- The new design shortcomings
- Post covid industry strategy of more and larger ships
- Ineffectiveness of current 5 ship approach to limit numbers of tourists

First let me state that I, and other older residents of Juneau, remember the promise CBJ made that community support for the 16B docks would mean there would never be an obstruction of the “down channel view” that was of importance to Juneauites and lured many into support for that dock alternative. The Huna Totem dock would violate that promise.

Since the end of covid restrictions on travel, Juneau has experienced a burst of tourism travel that has even put pressure on previously adequate resources, such as the city bus system and the Mendenhall Glacier Visitor

Center (MGVC). CBJ adopted a policy of supporting only 5 ships per day, In recognition of the danger of “too much” tourism. But current and planned ships carry many more passengers, so the goal of limitation of population pressure by limiting numbers of ships has failed. Adding a new dock will exacerbate this problem.

NCL had proposed a community centered approach that would have provided community facilities and experiences and supported a local vision by incorporating an Ocean Center that would benefit not just the cruise industry but also local scientific studies. Many supported NCL’s vision for the property for that reason. This vision is abandoned in the current proposal which benefits the cruise industry and would promote increased tourism by providing more dock space, allowing more visitors and more ships—just what the community doesn’t want. It gives encouragement to the industry to increase and promises to put pressure on increasing the numbers of ships and the numbers of visitors—all without meeting the community goals of the NCL project.

I ask that you reject Huna Totem’s proposal and support a future for our community that gives priority to a livable community rather than to a too rapidly growing industry.

Margo Waring  
11380 N. Douglas Hwy  
Juneau, AK 99801



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 14<sup>th</sup> day of March, 2022.

  
\_\_\_\_\_  
Maria Gladyszewski, 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
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

### 3.3 REA B: SUBPORT A

#### 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

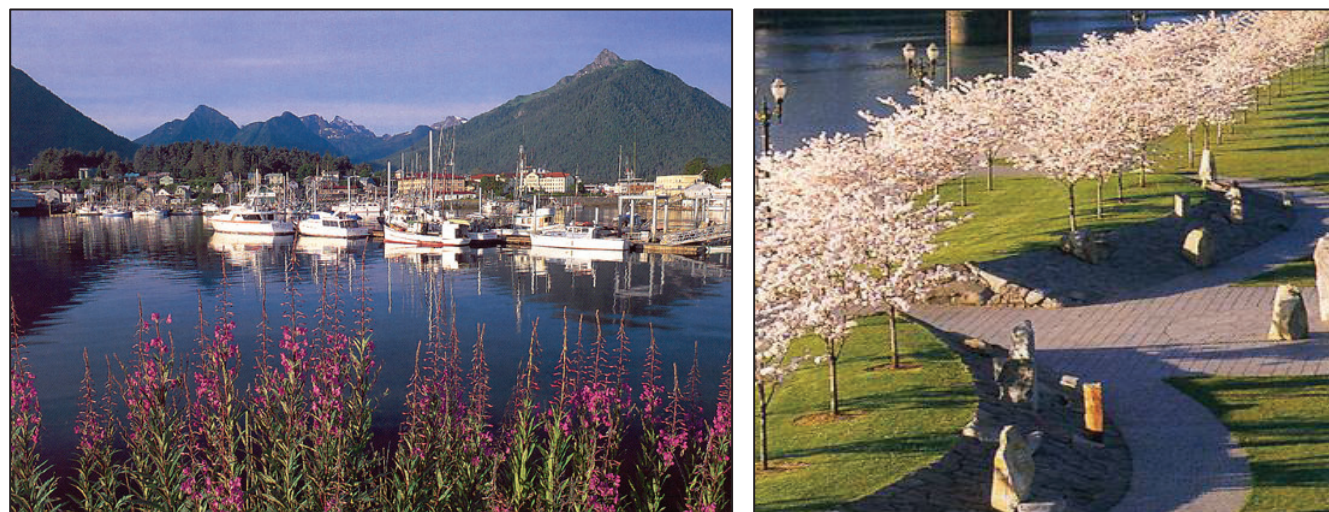


Figure 33: Area B (Overall) 2025 Concept Plan



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:

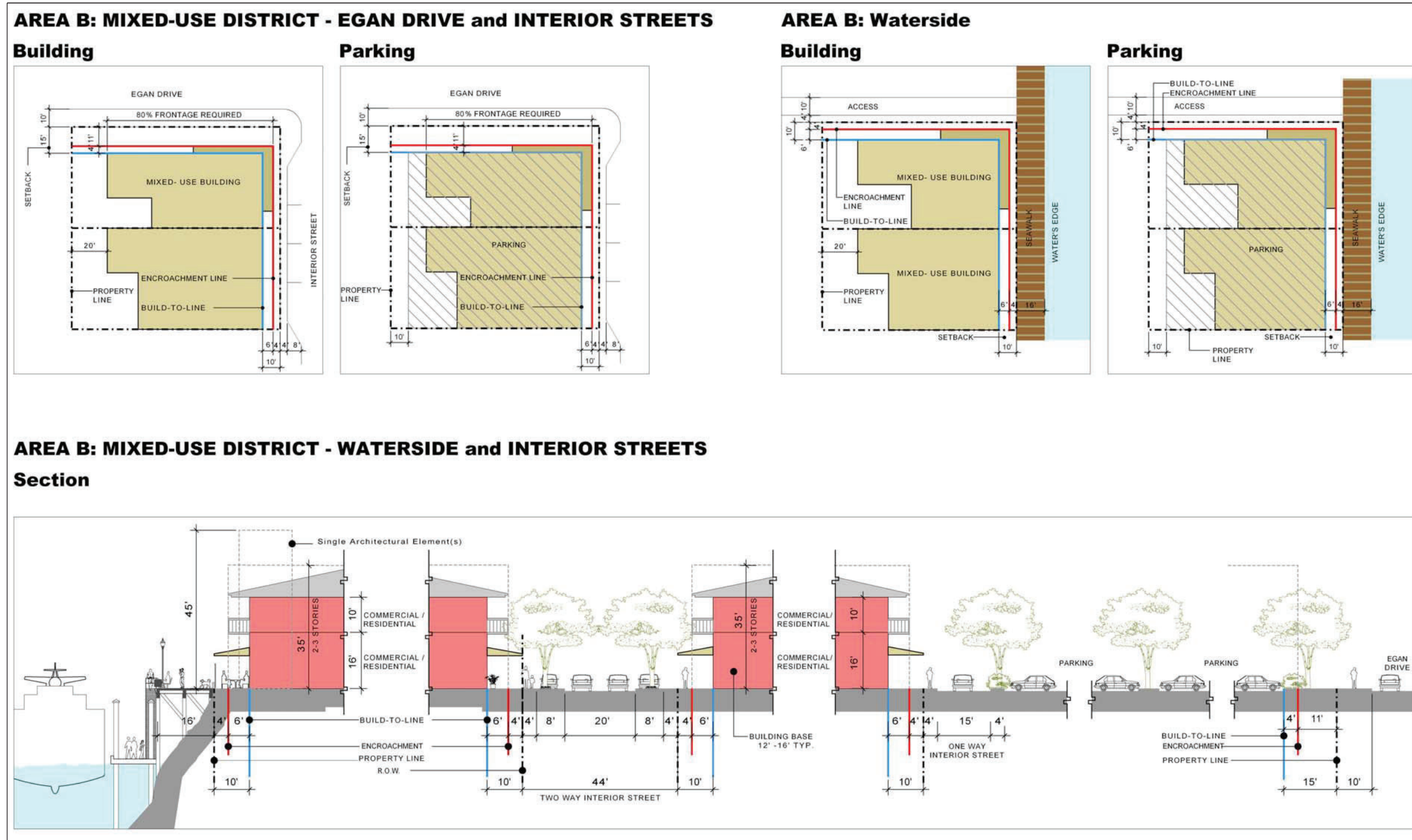
- **Site and Structures – Mixed-Use District.** If possible, incorporate a portion of the Subport’s existing warehouse building and reuse timber components.
- **Site and Structures – Gold Creek Park.** Park should be developed with a series of all weather structures designed in keeping with Juneau’s 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)**

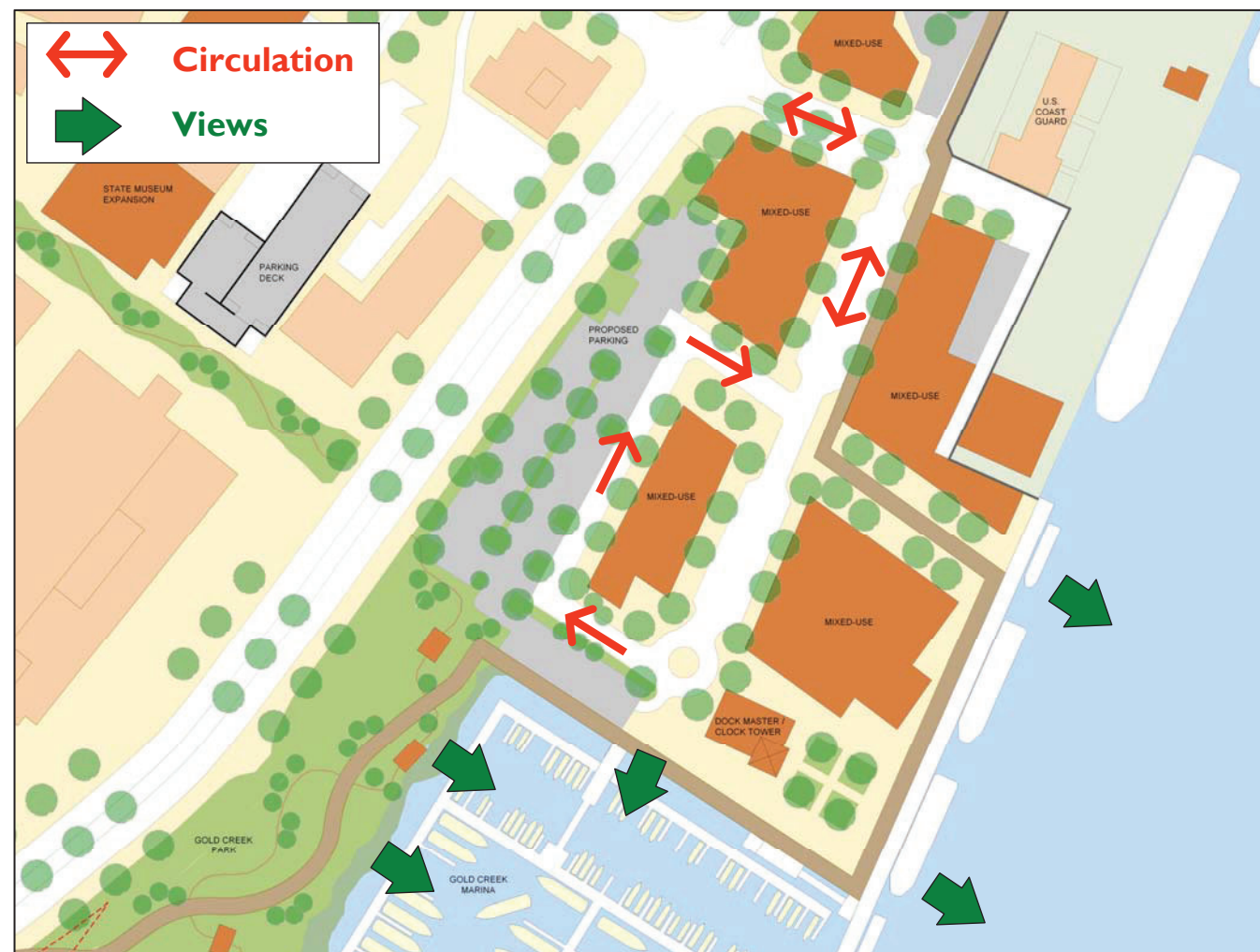


FIGURE 34: SUGGESTED DESIGN GUIDELINES, AREA B



- **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



The 2003 Long Range Waterfront Master Plan for the City and Borough of Juneau (FINAL, November 22, 2004)

### 3.4 REA C: DOWNTOWN

#### A

##### 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.

**Aak'w Landing  
Huna Totem Corporation  
Conditional Use Permit Application  
Planning Commission Hearing  
Tuesday, August 8, 2023  
Assembly Chambers, City Hall, Juneau  
Process and VITF Background**

Let's begin this evening with the end in mind – HTC seeks approval of our conditional use permit (CUP) USE2023-00010. The application is complete, complies with 49.15.330 – the CUP section of the municode, meets important elements of the VITF, and has been subject to extensive community engagement.

The Aak'w Landing project is privately funded, on private land, and is one of the most significant private investments in downtown in decades. It requires no tax abatements or variances from height restrictions, setbacks, or parking requirements. It is a tremendous opportunity for our community to move forward.

We are part of this community. With everyone else, we watched in horror as our neighbors' homes were swept away this weekend. Our headquarters is here in the Valley, over a third of our 1500+ shareholders live here, our kids go to our schools, we pay taxes here, we have over a hundred vendors here that supply our offices and our operations in Hoonah. As a local native corporation, we are here for the long haul.

Our team is proud of our successes. While we like to say we are an overnight success, it has taken us over 20 years to build Icy Strait Point, our international award-winning port.

We note that the first 12 totems on the Kootéeyaa Deiyí, or Totem Pole Trail were recently installed around downtown, the coastal arts campus recently built by SHI, and Central Council's work in the

Willoughby district along with Aak'w Landing work together to create a cultural core in Juneau. We are proud to be part of this work, of creating value from indigenous lands in the heart of our town.

Our project is grounded in long-standing work by the Assembly and CBJ staff on the visitor industry. Specifically, the VITF found that “A shift in docking or anchoring of cruise ships may alter spending patterns of passengers and affect the local economy. In addition, a dock at the Subport could leverage other community goals such as” the Seawalk, Ocean Center, economic and/or housing development, and reducing vehicle congestion on S. Franklin Street.

**Our project strongly supports Seawalk, the culture/science center instead of the Ocean Center, economic development, and reducing vehicle congestion on S. Franklin.**

An additional VITF recommendation was to “support a Subport dock if the following conditions are met, recognizing that some of these conditions are beyond NCL or any other developer’s control:

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.
5. **High quality uplands** development for community and visitors;
6. **Year-round development** orientation;
7. **CBJ manages dock to some extent** through a public private partnership or management agreement;
8. **Dock is electrified.**

**We meet every single one of these except item 7. CBJ is working on this issue with CLA.**

My purpose is to note that our community has had a lot of discussion over a long period of time. Now is the time to get moving.

We had another meeting engaging the public just last night at Peratrovich Hall, with 65 people in attendance. We welcome the ongoing dialogue and range of perspectives but want to keep in mind the positives of what we are building.

Concerns for overall visitation are being addressed as recommended in the VITF, with the five-ship limit and other mechanisms such as Eaglecrest to spread visitors out. Our project does NOT increase the number of ships and helps ease existing congestion concerns. Furthermore, given the five-ship limit, the new dock will not add any adverse environmental effects.

Finally, we listened closely to the Commission at our meeting on July 11<sup>th</sup>. A primary concern was the absence of negative comment, despite our posting the required signage and abutters notices. We continue to be fully engaged with the public as shown in last night's meeting.

While we recognize the need for housing, we don't believe that that community wide issue can or should be resolved on this 2.9 acres of waterfront. You did not see housing come with other downtown projects like the municipal docks or proposed city hall. Also, the location adjacent to the USCG dock is problematic.

We have clarified that the Indigenous Knowledge, Science and Cultural Center (IKSCC) will be the basis for the completion of the project, answering the Commission's concern for clear definition.

Mickey Richardson, VP of Creative Development has a few slides to complete our presentation. We look forward to your questions.



# Àak'w Landing

## JUNEAU



### The Ovoid

The Ovoid is the mother of Tlingit formline design. The shape is the building block that forms the visual center point from which all design patterns are created. From the Ovoid, all artwork develops and flows to establish movement and meaning.

Huna Totem  
DEVELOPMENT GROUP



HUNA TOTEM



CORPORATION

# HTC Development Group




**Russell Dick**  
President and CEO  
Huna Totem



**Dan Miller**  
VP of Operation –Tourism  
Development  
Huna Totem

Architecture  
Interiors  
Construction  
Management



**Fred Parady**  
Chief Operating Officer  
Huna Totem



**Steve Moller**  
Chief Business Development  
Officer  
Huna Totem/Icy Strait Point



**Wayne Jensen**  
President - Architect  
Jensen Yorba Wall



**Tyler Hickman**  
Senior Vice President  
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



**Corey Wall**  
VP - Architect  
Jensen Yorba Wall



**Garth A. Schlemlein**  
Partner - Schlemlein  
Flick & Franklin



**Bruce Walters**  
Construction Manager  
Huna Totem



**Jason Davis**  
President and CEO  
Turnagain Marine



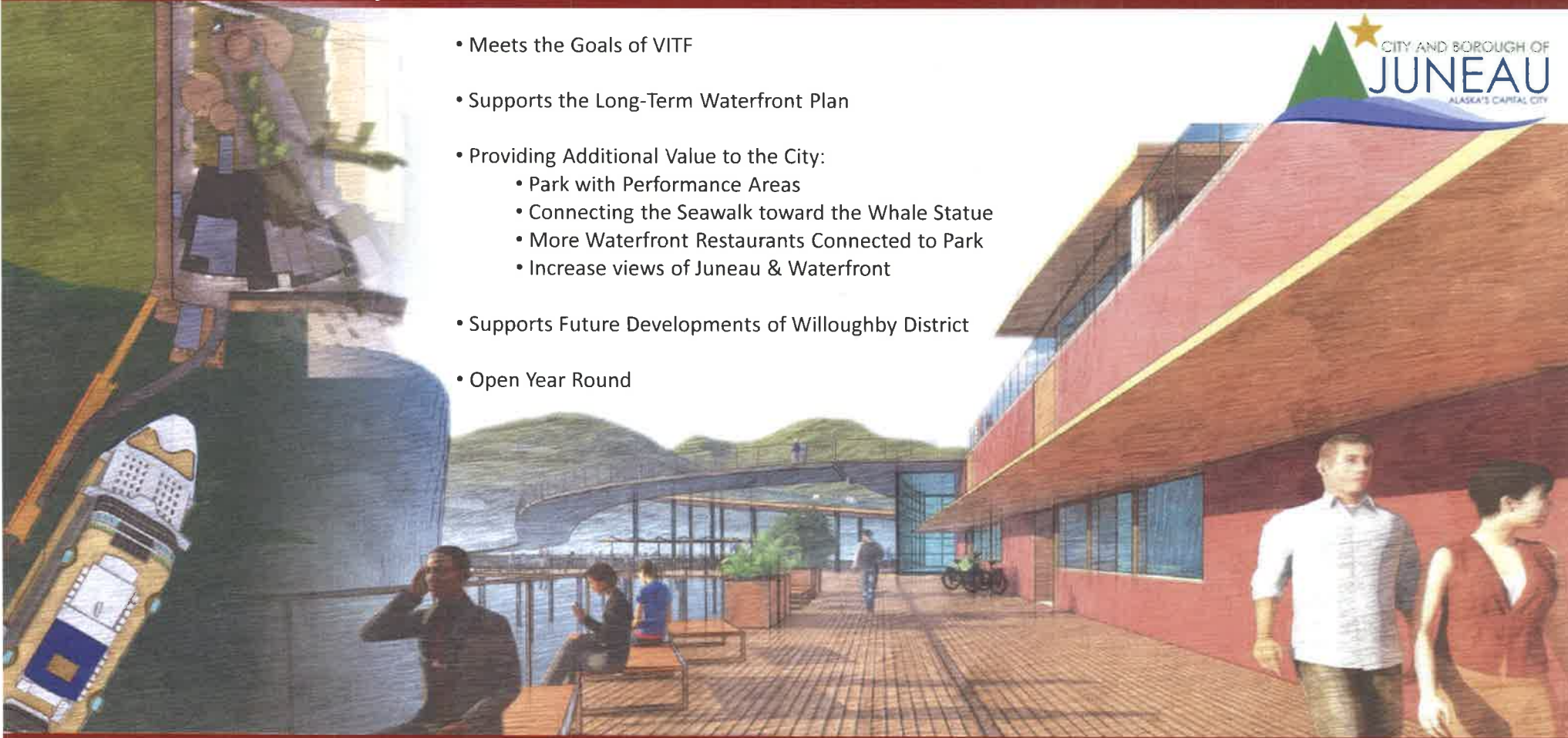
**Josh Zellmer**  
Principle Engineer  
Turnagain Marine



**Huna Totem**  
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## 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



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## Purpose Built



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# Benefits of Turning Left

Note  
Page 275-276



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# Mind Viewshed



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## Viewshed – Integrated Design



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## Viewshed – Downtown Office Window



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## Viewshed – Egan Drive



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## Housing Does Not Fit

- **Housing Doesn't Pencil**
  - The cost of the property must be included in the cost of each unit.
  - High-end condos does *not* solve Juneau's housing shortage.
  - No year-round vitality.
- **Aak'w Landing is where the Community Meets**
  - The activity level of the site is not conducive to living.
  - MU2 is designated **commercial** with a housing provision.
- **Coast Guard Neighbors**
  - This is a secure facility.
  - Coast Guard families require year-round amenities.
  - "Security" Cutter has munitions.

**Acquisition**  
Aurelia Chiofalo

**POLAR SECURITY CUTTER**

The Coast Guard requires polar operating capability to support its mission's essential, operational, sustainment and national security needs in the Polar Region. The new polar security cutter (PSC) will be tailored across the full range of ice to help polar regions and be capable of operating in all Coast Guard missions, including: offshore operations, search and surveillance operations, patrol, enforcement and search and rescue, and more. The ship will operate worldwide and have the range of support infrastructure needed to do jobs, support and improve regions.

In March 2016, the selected program office (SPO), composed of Coast Guard and Navy personnel released a request for proposal for the final design of the PSC class and construction of up to three ships. On April 22, 2016, the SPO awarded a three-year contract (Task) necessary to define Mission Set, of the specific, Mississippi for the final design and production of the lead PSC. The SPO awarded a fixed price contract option to the contractor The J. H. Hill, to begin accepting long lead time contracts to support future production of the contract PSC.

**NOTIONAL CHARACTERISTICS**

<b>Length:</b>	400 feet
<b>Breadth:</b>	58 feet
<b>Draft:</b>	26 feet
<b>Displacement:</b>	22,000 long tons

**Operational Polar Fleet**

- Coast Guard Cutter Polar Star
  - 374-foot heavy icebreaker
  - Commissioned in 1976
- Coast Guard Cutter Healy
  - 420-foot medium icebreaker
  - Commissioned in 2006

For updates on the polar security cutter, visit the program's website at [www.dcms.mil/psc](http://www.dcms.mil/psc)

Mission execution begins here. UNITED STATES COAST GUARD January 2020



**Huna Totem**  
DEVELOPMENT GROUP

# Public Events



**Eric Cole – Facebook**  
Juneau Community Collective

### AST CBJ PUBLIC PROCESS TIMELINE

When available, meeting materials are linked through the date of the meeting. Note that meeting materials are prepared before the meeting, so may not have the same date as the meeting at which they are presented.

2019 September 9 (no linked materials): Norwegian Cruise Lines purchase the subport for \$20 million.

2021 February 11: Process for the NCL dock proposal: CBJ amends the waterfront plan, applicant pursues a Conditional Use Permit, and then CBJ considers leasing tidelands to the applicant. March 15: An update from NCLH on Juneau Waterfront Design, including proposed dock location, berthing management, and amenities.

April 12: Suggestion that the Long Range Waterfront Plan be amended to accommodate the NCL proposal, rather than the plan rewritten.

June 14: Consideration of a \$2 million donation from Norwegian Cruise Lines. The Assembly decided not to accept the donation. Discussion revolved around the apparent conflict in light of dock development discussions.

July 19: The Lands, Housing and Economic Development Committee (LHED) forwarded a motion of support for the Assembly for the Manager to negotiation with Norwegian Cruise Lines on a tidelands lease.

August 2: Referencing materials provided at the February 11, 2021 meeting and the 7/19/2021 LHED meeting, the Assembly passed a motion of support for the Manager to work with Norwegian Cruise Lines on a tidelands lease.

2022 January 10: Long Range Waterfront Plan amendment public meeting. Established Appendix B as framework for development of the subport area. Clarified that the Conditional Use Permit process would be used for regulatory analysis, and the land lease would provide a vehicle for political decisions.

January 24: Long Range Waterfront Plan amendment update to the Assembly Committee of the Whole. February 7 (no linked materials): Long Range Waterfront Plan changes introduced.

February 28: Public testimony taken on the ordinance amending the Long Range Waterfront Plan.

March 14: Long Range Waterfront Plan amended to allow a fifth cruise ship dock in the subport area.

August 24 (no linked materials): Norwegian Cruise Line transfers property to Huna Totem.

2023 January 30: Manager request for \$200,000 to proceed with cruise ship dock planning.

**Note**  
Page 115-116



**Huna Totem**  
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# Áak'w Landing Indigenous Knowledge, Science & Culture Center





**Connecting the State**

Celebrating aboriginal culture and people across Alaska, the Alaska Native Tourism Network brings together Native Corporations and lands, providing authentic experiences, improved service levels, and statewide tour products and ports from a single industry leader. Through the travel industry pandemic shutdown, Huna Totem continued innovating across the state of Alaska. Based on the foundational principles of Icy Strait Point’s success, Huna Totem worked with other Native corporations to grow the number of cruise ports and deliver integrated tour products from Ketchikan to Fairbanks.



**Huna Totem Port Developments**

Together with Icy Strait Point and our new cruise destinations, Huna Totem is the only owner/operator to offer complete cruise ship itineraries and tour products from a single provider by 2025.



**ACT Expands Service in 2024**

Alaska Coach Tours (ACT) moves beyond Southeast Alaska, providing bus transfer and new tour products from Seward to Fairbanks.



**Existing Cruise Ports**

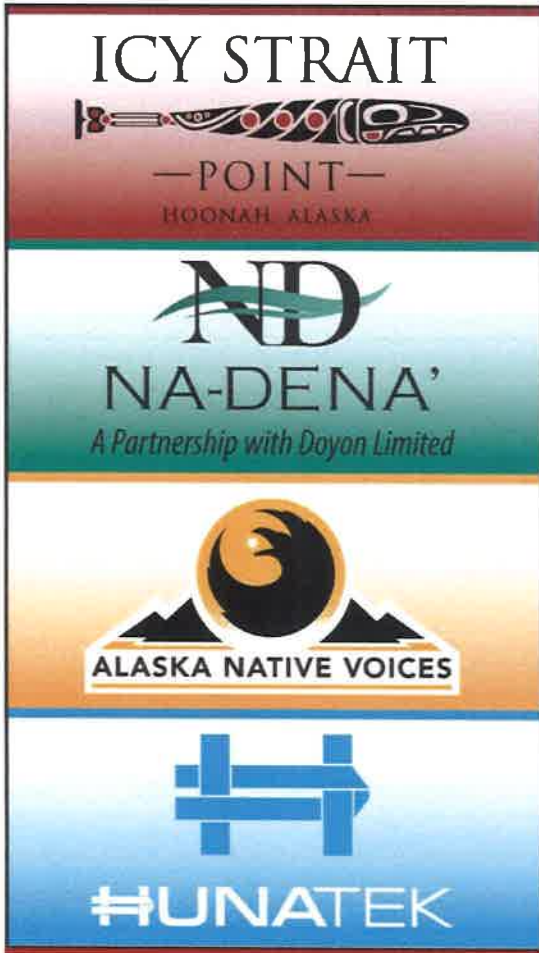
Through Alaska Coach Tours (ACT), Huna Totem offers tour products in all Southeast Alaska ports.



**Huna Totem**  
DEVELOPMENT GROUP

## Building for the Next Generation





Huna Totem  
DEVELOPMENT GROUP 

HUNA TOTEM



CORPORATION



# Additional Materials

## Regular Planning Commission Meeting

Assembly Chambers  
7:00pm  
Meeting Date: August 8, 2023

---

**1. VAR2023 0001**

- a. Public comment with attachments from Mark Pusich, received 8/2/2023.

**2. USE2023 0010:**

- a. Public comment from Lacey Derr, received 8/2/2023.
- b. Public comment from Kate Austin, received 8/2/2023.
- c. Public comment from Bill Kramer, received 8/3/2023.
- d. Public comment from John W. Sivertsen, Jr., received 8/3/2023.
- e. Public comment from Larri Spengler, received 8/3/2023.
- f. Public comment from Linda Blefgen, received 8/3/2023.
- g. Public comment from Kim Metcalf, received 8/3/2023.
- h. Public comment from Gary Miller, received 8/3/2023.
- i. Public comment from Anne Fuller, received 8/3/2023.
- j. Public comment from Megan Behnke, received 8/4/2023.
- k. Public comment from, Beth Potter received 8/4/2023.
- l. Public comment from, Allison Bidlack received 8/4/2023.
- m. Public comment from, Nancy Davis received 8/4/2023.
- n. Public comment from, Steve Weaver received 8/4/2023.
- o. Public comment from, Steve Behnke received 8/4/2023.
- p. Public comment from, Dick Farnell received 8/4/2023.
- q. Public comment from, Karla Hart received 8/4/2023.



**Irene Gallion**

---

**From:** Joseph (Mark) Pusich <Mark.Pusich@respec.com>  
**Sent:** Wednesday, August 2, 2023 3:18 PM  
**To:** Irene Gallion  
**Cc:** Jennifer (Jen) Kemp; 'dock3050@gci.net'  
**Subject:** CBJ Variance Var202-0001  
**Attachments:** CBJ VAR2023-0001 Letters of Support.pdf; Karly Lindegaard Medical Statement.pdf

Irene attached please find public letters of support from the surrounding Fritz Cove neighborhood supporting the granting of this variance. Also please find medical statement regarding the applicants disability diagnosis and need for mobility equipment. Please provide both of these additional information items to the Planning Commissioners members.

Please let me know that you received this email and if you have any questions.

Thanks Mark



**Mark Pusich, P.E., S.E.**

*Principal Civil Engineer*

**RESPEC**

9109 Mendenhall Mall Road, Suite 4

Juneau, AK 99801

907.780.6060 // c. 907.723.2193



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July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

CBJ Variance VAR2023 0001

To CBJ Planning Commission Members:

Please consider this our letter of support for the Variance to the CBJ Lot Coverage Limitations to allow construction of a new 36' x 40' (1,440 square feet) detached garage at 3050 Fritz Cove Road. We reside in the Fritz Cove neighborhood and are familiar with Mr. Lindegaard's property and the project variance request. As Fritz Cove residents we see no negative impacts to the public's health, safety, or welfare from the granting of this variance request allowing an additional 1.9% lot coverage above the CBJ 10% lot coverage maximum for this zoning district. The construction of the garage will provide a safer and more accessible location for both Eric Lindegaard and his wife, Karyl (Bunny) Lindegaard, especially during the winter months. As a polio survivor, Bunny is dependent on the use of a motorized wheelchair for her daily mobility, as prescribed by the Chief of Rehabilitation at the Post Polio Clinic. Her vehicles include lifts to accommodate her mobility needs. Their Chevy Tahoe does not fit into the garage attached to the home and she cannot access the shop at the top of the property during snowy, icy winter months. We have no mobility repair shops in the city of Juneau, and Mr. Lindegaard has had to maintain her vehicles and equipment for more than twenty-five years. Mr. Lindegaard will be turning 80 years old on his next birthday, and it is unquestionably more difficult to work on vehicles lying on the cement floor. Allowing the construction of the detached garage structure will provide a safer and more supportive work environment for both. He also uses his environment and tools to assist and teach the youth in our area about mechanics and problem solving. And, it has been visually evident that the property has always maintained an aesthetic contribution to the Fritz Cove neighborhood. Denial of this variance would pose a definite hardship for accessibility for this couple.

CBJ Planning Commission Members have the opportunity to support a variance to the allowable lot coverage area which will in turn assist the Lindegaards in improving safe disability access to their primary residence and within our community. We appreciate your support in this manner.

Printed Name: Gree BERMAN

Signature: 

Address: 3320 Fritz Cove road

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

CBJ Variance VAR2023 0001

To CBJ Planning Commission Members:

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Printed Name: Thomas C. Williams

Signature: Thomas C Williams

Address: 3170 Fritz Cove Road, Juneau, AK 99801

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

CBJ Variance VAR2023 0001

To CBJ Planning Commission Members:

Please consider this our letter of support for the Variance to the CBJ Lot Coverage Limitations to allow construction of a new 36' x 40' (1,440 square feet) detached garage at 3050 Fritz Cove Road. We reside in the Fritz Cove neighborhood and are familiar with Mr. Lindegaard's property and the project variance request. As Fritz Cove residents we see no negative impacts to the public's health, safety, or welfare from the granting of this variance request allowing an additional 1.9% lot coverage above the CBJ 10% lot coverage maximum for this zoning district. The construction of the garage will provide a safer and more accessible location for both Eric Lindegaard and his wife, Karyl (Bunny) Lindegaard, especially during the winter months. As a polio survivor, Bunny is dependent on the use of a motorized wheelchair for her daily mobility, as prescribed by the Chief of Rehabilitation at the Post Polio Clinic. Her vehicles include lifts to accommodate her mobility needs. Their Chevy Tahoe does not fit into the garage attached to the home and she cannot access the shop at the top of the property during snowy, icy winter months. We have no mobility repair shops in the city of Juneau, and Mr. Lindegaard has had to maintain her vehicles and equipment for more than twenty-five years. Mr. Lindegaard will be turning 80 years old on his next birthday, and it is unquestionably more difficult to work on vehicles lying on the cement floor. Allowing the construction of the detached garage structure will provide a safer and more supportive work environment for both. He also uses his environment and tools to assist and teach the youth in our area about mechanics and problem solving. And, it has been visually evident that the property has always maintained an aesthetic contribution to the Fritz Cove neighborhood. Denial of this variance would pose a definite hardship for accessibility for this couple.

CBJ Planning Commission Members have the opportunity to support a variance to the allowable lot coverage area which will in turn assist the Lindegaards in improving safe disability access to their primary residence and within our community. We appreciate your support in this manner.

Printed Name: Tony V MacGregor

Signature: [Handwritten Signature]

Address: 3050 Fritz Cove Rd Juneau

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

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Printed Name: GARY S. FOURNIER

Signature: *Gary S. Fournier*

Address: 3200 FRITZ COVE ROAD, JUNEAU, AK 99801

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

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Printed Name: Nathan Soboleff

Signature: 

Address: 3025 Fritz Cove Road Juneau, AK 99801

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

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Printed Name: Ann and Vernon Marshall

Signature: Ann Marshall

Address: 3090 Fritz Cove Juneau, Ak,

July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

Re: 3050 Fritz Cove Road

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Printed Name: WAYNE COOGAN

Signature: 

Address: 3050 FRITZ COVE 99801



July 31, 2023

City and Borough of Juneau

Community Development Department

155 South Seward Street

Juneau, AK 99801

Attn: Irene Gallion, Senior Planner

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Printed Name: Stephanie Gordon

Signature: Stephanie Gordon

Address: 2986 Fritz Cove Rd.



**ENGLEWOOD**  
HOSPITAL AND MEDICAL CENTER

Please Section R, Item 4.  
Sides.

JERALD R. ZIMMERMAN, MD, FAAPMR

Chief, Rehabilitation Medicine

Tel. 201-894-3707

Fax 201-541-6491

December 28, 1998

To Whom It May Concern:

Re: Karyl Lindegaard

I have been caring for Karyl Lindegaard for symptoms of progressive weakness and fatigue due to Post Polio Syndrome (PPS). This condition has affected all four limbs and has led to a gradual, but progressive decline in muscle strength and level of function. Because of weakness in the legs, the patient can ambulate only very short distances for the purpose of transfers. She must limit her ambulation and use a wheeled device for her mobility needs. Because of weakness and fatigue in both arms, the use of a manual wheelchair is contraindicated, because self-propulsion of a wheelchair will only lead to further deterioration of the strength and endurance in the upper extremities.

The scooter that she will require is a Jazzy 1120, Pride Health Care, Inc. with standard footrest, remote right controller with swing away joystick, deluxe hi-back with head rest seat (for spinal support when sitting for any length of time).

Because it is medically necessary for Karyl Lindegaard to permanently use a scooter to provide for all her mobility needs, both in and out of her home, it is also medically necessary for her to have a lift to get this scooter in and out of her car. This will allow Karyl Lindegaard to be independent in her community mobility. Any attempts at manually lifting a scooter will only result in further worsening of her symptoms. The lift that she will require is a Bruno, Curbsider Hoist VSL670 XL with a docking device for the power chair.

Thank you very much for your attention to this matter. Please do not hesitate to contact me if you have any further questions.

Sincerely,

Jerald R. Zimmerman, MD, FAAPMR

# When A Post-Polio Patient Has Anesthesia

by Selma Harrison Calmes, MD

*This article was prepared for the North Central Florida Post-Polio Support Group by Selma Calmes, MD, Chief of Anesthesiology at Olive View-UCLA Medical Center, Sylmar, California. Dr. Calmes is a polio survivor with PPS.*

There are three types of anesthesia: *General anesthesia* (being put completely to sleep, usually used for major operations), *regional anesthesia* (the part of the body where surgery will take place is made "numb" by injecting local anesthesia in various places; this can not be used for some operations. "Spinal" is a common regional anesthesia), and *monitored anesthesia care (MAC)*, in which the anesthesiologist gives intravenous (IV) medicines to make the patient sleepy while the surgeon injects local anesthesia at the site of the surgery. Cataract surgery is usually done using MAC. No one has studied how well post-polio patients do during anesthesia, but we do know that anesthesia today is extremely safe. Post-polio patients' most likely anesthesia risks occur with general anesthesia. Because post-polio patients have lost motor nerves, they are very sensitive to muscle relaxants. In essence, they can have an overdose" to what might be a usual dose for a normal patient. This should not be a problem if the anesthesiologist is told about your post-polio weakness (the anesthesiologist should interview you before surgery, to find out your history) and measures how you respond to muscle relaxants. Measuring response to muscle relaxants is easy and is usually done routinely, using an instrument known as a nerve stimulator. This device allows anesthesiologists to check each patient's response to muscle relaxants. With cautious use of muscle relaxant drugs, usually at half the normal dose, and with careful monitoring of each patient, problems should not occur in the average post-polio patient.

If a problem did occur, there would be continued muscle paralysis. Anesthesiologists are used to dealing with paralyzed patients and should identify the problem and treat you appropriately by breathing for you until you can breathe by yourself. That might take as long as an hour. But, it is best to try to prevent the problem from occurring at all. So, be sure your anesthesiologist sees you before surgery and discuss this problem with him/her. Common muscle relaxant drugs are *vecuronium*, *pancuronium*, *mivacurium*, *rocuronium* and *atracurium*. There are theoretical reasons to prefer mivacurium or atracurium to the others. Curare, the

first muscle relaxant drug, is not often used today, as the newer drugs are better.

Another short-acting muscle relaxant often used in anesthesia is *succinylcholine*. This works differently than the drugs listed in the last paragraph; it makes muscles contract first, before paralysis occurs. It is often used at the start of general anesthesia to help place a breathing tube. Succinylcholine can cause severe muscle pain in post-polios, especially if they will be up and about soon after surgery. It's best to avoid succinylcholine, if possible.

Other problems might occur in post-polio patients during anesthesia. Sleep apnea might get worse immediately after surgery. Many post-polios don't have normal stomach emptying and could be at risk for vomiting as anesthesia begins. Low blood pressure might occur with normal doses of common anesthesia medications. Those with ventilation problems, especially those needing respirators, can expect increased need for ventilation for at least 48 hours after surgery. These are all common problems that anesthesiologists face very day and should be able to deal with.

Previously it was thought there might still be a chronic viral infection going on in the spinal fluid in post-polios. We now know this is not the case, so regional anesthesia, which has many benefits, can be used on post-polio patients. MAC is generally not a problem if you are watched carefully while you are sedated.

Post-polio patients should be in the best shape possible for elective surgery. You should not have a cold, asthma or bronchitis. Smoking should be stopped as soon as you know about surgery. Weight control is extremely helpful. A high-protein diet post-op helps your muscles stay in the best condition possible.

Finally, it is essential you inform the anesthesiologist of your post-polio problems, the chance of being very sensitive to muscle relaxants and the need to monitor your response to these drugs. Many community hospitals have concerned and knowledgeable anesthesiologists and can provide this type of care. Large university hospitals with teaching programs always have a high standard of anesthesia care. If you are not satisfied with your anesthesiologist's response to your concerns, it is possible to ask for another one. With attention to all these details, post-polios can have needed surgery safely and keep in the best possible health.

**From:** Lacey Derr <lebartlett@yahoo.com>  
**Sent:** Wednesday, August 2, 2023 3:00 PM  
**To:** Borough Assembly; PC\_Comments  
**Subject:** Fw: Overwhelmed Juneau

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good Afternoon,

I sent the following comments to Ms. Pierce a few weeks ago but believe they need to be forwarded to these contact emails for appropriate "public comment" style input. Thank you very much for your time and consideration on these matters. I am also available if you have any additional questions.

Respectfully,  
Lacey Derr  
Juneau, AK - Mendenhaven

----- Forwarded Message -----

**From:** Lacey Derr <lebartlett@yahoo.com>  
**To:** "alexandra.pierce@juneau.gov" <alexandra.pierce@juneau.gov>  
**Sent:** Wednesday, July 12, 2023 at 08:17:32 AM AKDT  
**Subject:** Overwhelmed Juneau

Good Morning Ms. Pierce,

I am writing to voice my concerns over the amount of cruise passengers visiting Juneau this year. I was born and raised in Juneau. This is my home, where I have worked my whole life, and where I am raising my children. I am a proponent of tourism in Juneau but there also MUST be a balance with the resources our town can support. The approved level of cruise passengers has greatly overused, overwhelmed, and is damaging our cities limited resources.

This year has been exceptionally overwhelming and eye opening. Phone and internet resources are being overly congested during cruise mega-ship days (substantially on Tuesday's & Thursday's) to the point they don't even work. Citizens are being forced to bare the burden of not having enough resources for the approved cruise passengers coming into our town. The Mendenhall Glacier is near its yearly passenger capacity and it's only the second week of July.

I don't feel you need a novel from me explaining every concern with the amount of tourism impacting Juneau as I'm sure I'm not the only person to be voicing these issues. I sincerely hope the lessons learned from this year will amend the scheduling of 2025 since I'm aware 2024 has already been set. It is too much. Any argument to the contrary is gaslighting the people simply trying to live in their community. I appreciate your time and consideration of these voiced issues as a life long citizen of Juneau Alaska.

Respectfully,



---

**From:** Kate Austin <kate\_austin@live.com>  
**Sent:** Wednesday, August 2, 2023 3:18 PM  
**To:** PC\_Comments  
**Subject:** Huna Totem/ Norwegian Cruise Dock

Hello-

I am a life long Juneau resident. I own a home here in town. I am writing in to express my opposition to building any additional cruise ship docks in Juneau. The city needs to be looking at limiting/ reducing the cruise ships to an amount that our city can safely accommodate. The current volume of tourists is unsustainable. It is making locals quality of life difficult, and it can't be enjoyable for tourists to be packed into tiny streets and in massive crowds. There is a way to have sustainable tourism but building additional cruise ship docks and allowing this high volume of passengers is **not** the way. I say no to additional docks. No to more mega ships.

While I am writing in this comment I would also like to add that something must be done about the whale watchers in Auke Bay. They are creating hazardous boating conditions. They speed out of Auke Bay with no concern to other boaters and turn the entire bay into a choppy mess. We have had whale watchers dangerously overtake us, causing us to come to a complete stop in the water so we could safely navigate the wake that they created. We have been out anchored halibut fishing and they will pass by at full speed creating waves that will flip an anchored boat. One solution to at least fixing the issue in Auke Bay, would be to make it so all whale watchers have to stay at a non-wake speed until the pass Coghland Island, and that all whale watchers have to take the same route out of Auke Bay. This would create a much safer boating environment in Auke Bay for all Juneau boaters.

Thank you for your time

Kate

---

**From:** Bill Kramer <907billk@gmail.com>  
**Sent:** Thursday, August 3, 2023 7:14 AM  
**To:** PC\_Comments  
**Subject:** Please stop the Huna Totem/Norwegian Cruise Line doce project.

Dear Juneau Planning Commission,

I am writing to express my concern about the proposed development of more retail infrastructure for the cruise ship industry in our city. I urge you to deny permits for construction of the proposed Huna Totem/Norwegian Cruise Line dock project. Juneau is already suffering from overtourism caused by the cruise ship industry, and it is clear that we need to address this issue and reduce the number of visitors daily in Juneau.

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 incredible number of buses daily on our roads is absurd. 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

---

**From:** JW Sivertsen Jr <canislupusjws@outlook.com>  
**Sent:** Thursday, August 3, 2023 8:49 AM  
**To:** PC\_Comments; Borough Assembly  
**Subject:** Re: USE2023 0010: 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. Applicant: Huna Totem Corporation

**John W. Sivertsen, Jr.**

424 Fourth Street  
Juneau Alaska 99801  
907-586-3722

August 3, 2023

To: Planning Commission

Re: USE2023 0010: 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. Applicant: Huna Totem Corporation

The proposed permit would allow for construction which is contrary to an open and multiple use envisioned by port planning documents. It is worth remembering the findings in a former port plan which says: "...Balancing uses and activities along the waterfront to provide a diversity of opportunities and choices regarding recreation, tourism commercial and other water-dependent and upland reliant activities."

The 2001 Juneau Waterfront Strategic Analysis and Improvement Plan suggests strong demand for recreational boating areas is present in the marketplace. An estimated shortage of 398 wet moorage slips was identified in 2001; this unmet demand was forecast to climb to between 577 and 926 wet slips by the year 2020. The Draft 2003 Subport Revitalization Plan proposes development of a new marina to meet a portion of this market demand and provide a new waterfront oriented recreational amenity.

The notion of a waterfront accomodating to recreation, smaller ships, and open space in the Existing Plan made sense then, and it makes sense now. The proposed permit expands the existing giant cruise ship useable. The sought after use would make more difficult, and perhaps preclude, alternate and diverse uses. The City should be encouraging multiple uses. The City should not be bolster an already dominate cruise industry in the port.

The proposed permit is antagonistic with an open, diverse, and multiple use waterfront. The Planning Commission are stewards of a diversified and an expansive waterfront. The proposed permit is incompatible with the City's stewardship of a public purpose.

Sincerely,

John W. Sivertsen, Jr.



**From:** Larri Spengler <lspengler@ak.net>  
**Sent:** Thursday, August 3, 2023 11:19 AM  
**To:** PC\_Comments  
**Subject:** USE2023 0010: poor upland use choice

Greetings, planning commission members:

I am concerned about the conditional use permit requested by Huna Totem Corporation for "up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park" adjacent to what they hope will be Juneau's fifth cruise ship dock.

Preliminarily, I question the wisdom of a fifth cruise ship dock for Juneau. Almost everyone I know would like the upcoming five-ship limit dropped to a four-ship limit, which would make this dock unneeded — and this dock might make that possibly desirable change less likely to happen. I realize the dock question is not before you now, but I was unaware of your meeting earlier this summer in which the dock received a permit, and I wanted to make sure to go on record, even if belatedly.

But turning to question before you: **What is Juneau's most pressing need? Not seasonal shops for visitors, that is for sure.**

It is housing. So the uplands there should host only a few, year round (not seasonal) shops and restaurants, and condos.

**The city manager expressed it vividly in connection with the city considering what to do with Telephone Hill:**

Watt said it's likely the city will build new housing on the property, calling it a "once in a lifetime opportunity" to add units in a desirable location downtown. The [lack of housing](#) and the [rise of short-term rentals](#) have made it harder for Juneau businesses to hire employees.

<https://www.ktoo.org/2023/04/25/telephone-hill-residents-plan-next-move-after-juneau-acquires-property-from-state/>

When one considers the property adjacent to the proposed dock, it looks like there is actually a twice "in a lifetime opportunity to add units in a desirable location downtown."

I heard a snippet on KTOO (which I cannot locate online) in which a city official stated that condos on this site would not likely fall into the category of affordable housing. That ignores the domino effect of people elsewhere in Juneau downsizing to an expensive, smaller, waterfront condos,

and opening up the houses that they vacated to the housing market.

Please keep us from another tourist-shop desert, like South Franklin is for so much of the year.

Please use this as a chance to increase Juneau's housing supply.

Sincerely,

Larri Spengler

Larri Irene Spengler  
4545 Thane Road  
Juneau, Alaska 99801  
907-586-9768 (phone/fax)  
[lspengler@ak.net](mailto:lspengler@ak.net)

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**From:** llolmb <lindablefgen@gmail.com>  
**Sent:** Thursday, August 3, 2023 11:47 AM  
**To:** PC\_Comments; Irene Gallion  
**Subject:** Dock Development

I *strongly* oppose the development of another cruise ship dock.

- Buying land at an inflated price and then turning it over to Huna Totem - blatant underhanded coup by Norwegian Cruise Lines.
- Moving congestion and pollution to impact yet another residential area - Parkshore.
- This summer has proven we are in no position to be allowing more cruise ship dockings with yet more passengers. Time for CBJ to address and not add to the current mess.

Not any question where the city stands on this issue. I am very aware of meetings posted and was not aware of the July 8th meeting. Definitely not transparent and keeping the public informed as promised. Somehow those parties in favor were present and spoke in favor. And no surprise a conditional permit was approved.

Linda M Blefgen  
Auke Bay

---

**From:** Kim Metcalfe <kimmetcalfe@gmail.com>  
**Sent:** Thursday, August 3, 2023 2:38 PM  
**To:** PC\_Comments  
**Subject:** Huna Totem Dock Proposal

August 3, 2023

Dear Planning Commission:

I am writing to protest the granting of the conditional use permit (CUP) to Huna Totem Corporation for construction of a floating steel dock for Norwegian Cruise Lines at the Whittier and Egan location. The timing and lack of adequate notice of the meeting was ill advised. I'm happy to hear the Assembly is calling for further public participation on the topic. I will attend the August 8th meeting--I'm just glad I heard about it and that the press picked up on the fact that very few people knew about your previous meeting. I think you should rescind your previous action in granting the CUP for construction of the dock due to improper notice and the timing of the meeting.

In addition, at Monday's meeting I will protest the granting of a CUP to lease city uplands for building shops and other tourism-related attractions on that site. We need to strictly limit more large cruise ship activity in Juneau, and building another dock and shops and tourist venues in the location is incredibly short-sighted. We are completely over-capacity right now, and the statement that building a new dock will spread out the congestion is true--it will spread congestion throughout the Egan Drive corridor, making traffic even worse.

Why do you think having dozens if not hundreds more vehicles entering Egan from the other side of Whittier will be better for the flow of traffic? There is nowhere for the traffic heading out of town to back up to. It will start at the Franklin Dock and start and stop at Main Street and start and stop at Whittier Street and start and stop at the Douglas Bridge. It will take literally hours to get out of the downtown area.

I'm sure you've all heard the story of an ambulance getting stuck at the Red Dog roundabout because of heavy tourism traffic while a man was flatlining inside the ambulance. Fortunately he did not die enroute, but the ambulance crew was in crisis mode trying to get traffic flowing out of that corridor.

And I know you are familiar with the number of emergency vehicles that are called multiple times a day to cruise ships to transport sick passengers to Bartlett Hospital. Do you really think another high traffic entrance that will slow down traffic on Egan Drive is a good idea?

Please do the right thing and deny the CUP for lease of the uplands owned by the CBJ, and rescind your previous action in granting the CUP for construction of the dock. There are numerous other reasons to deny the permits, but I'm focusing on the traffic issues here. I'll rely on others to state their reasons for why the dock and uplands construction are not in Juneau's best interests.

Kimberly Metcalfe  
730 Gold Street  
[kimmetcalfe@gmail.com](mailto:kimmetcalfe@gmail.com)

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**From:** Meredith Thatcher  
**Sent:** Thursday, August 3, 2023 3:57 PM  
**To:** PC\_Comments  
**Subject:** FW: PSA: CBJ Planning Commission Continues To Hear Application for Huna Totem Conditional Use Permit

Received the below comment intended for the Planning Commission.

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**From:** Gary Miller <gmiller.juneauak@gmail.com>  
**Sent:** Thursday, August 3, 2023 3:51 PM  
**To:** Meredith Thatcher <Meredith.Thatcher@juneau.gov>  
**Subject:** Re: PSA: CBJ Planning Commission Continues To Hear Application for Huna Totem Conditional Use Permit

I heard about it on the radio this morning. I fully support the project.

Please forward this to the Planning Commission.

Thanks.

Gary Miller  
20135 Cohen Dr  
Juneau, AK 99801-8211  
(907) 789-3757

On Thu, Aug 3, 2023 at 3:45 PM Meredith Thatcher <[Meredith.Thatcher@juneau.gov](mailto:Meredith.Thatcher@juneau.gov)> wrote:



155 S. SEWARD STREET ▪ JUNEAU, ALASKA 99801 ▪ 907-586-5240

PUBLIC SERVICE ANNOUNCEMENT

August 3, 2023

**CBJ Planning Commission Continues To Hear Application for Huna Totem Conditional Use Permit**

Huna Totem Corporation is currently in the process of applying for a Conditional Use Permit to develop a mixed-use waterfront development including retail, community park, cultural/science center, and associated parking. The CBJ Planning Commission, at their July 11 meeting, [approved](#) (subject to conditions) a Conditional Use Permit for a floating steel dock up to 70 feet wide and 500 feet long. A second Conditional Use Permit for up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park will be evaluated by the Commission at its meeting on August 8.

The August 8 Planning Commission meeting will be held at 7 p.m. in the City Hall Assembly Chambers. You can also participate [remotely](#) via Zoom. The public is encouraged to submit written comments to [pc\\_comments@juneau.org](mailto:pc_comments@juneau.org) or [testify](#) at the meeting.

Once the Planning Commission has issued a Notice of Decision and the required appeal period is complete, the applicants may proceed. At this time, the Assembly will have an opportunity to hold public hearings and gather further public input on the proposed development. A memorandum outlining Assembly process for consideration of a fifth cruise ship dock at the subport is available as a [staff report](#) to the Assembly at its meeting on July 31.

For more information about the proposed Huna Totem development, including complete application documentation and staff memos, visit the [CDD Short-Term Projects](#) page (Case Numbers USE2023-0003 and USE2023-0010).

For more information about the Planning Commission, visit the [Planning Commission](#) home page. Agenda packets, minutes, and video recordings from past and future Planning Commission meetings are available at [juneau-ak.municodemeetings.com](http://juneau-ak.municodemeetings.com) (select "Planning Commission" in the drop-down menu).

A complete list of CBJ public meetings is available at [juneau.org/calendar](http://juneau.org/calendar).

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Meredith Thatcher  
Public Information Officer  
City & Borough of Juneau  
(907) 586-5374

**From:** Anne Fuller <fernleafgt@yahoo.com>  
**Sent:** Thursday, August 3, 2023 8:33 PM  
**To:** PC\_Comments  
**Subject:** File USE2023 0010 Aak'w Landing

from Anne Fuller, 7943 N Douglas Hwy, Juneau AK  
 for Aug 8 Conditional Use Permit hearing

I understand that the dock has been approved, so now we are discussing what happens on shore.

The proposal as described encourages pedestrian use. I'm glad to see the sea walk continues out by the water. However, the traffic study doesn't, as far as I can tell, address pedestrians crossing Egan. What I have read talks about turning lanes for motor vehicles, but does not address how walking people (some more slowly than others) will successfully cross Egan.

Also, the Staff Report of Aug 2 isn't quite accurate  
 first consideration: "The seawalk width on this lot line is limited by Coast Guard properties" I understand that the Coast Guard properties are one side of this part of the seawalk. But, on the interior of lot C1, the buildings can set back so the desirable 20 foot width is possible. Putting up with the minimum 16 foot width may be a good decision, but I'd like to see it analyzed more accurately.

I do want a friendly neighborhood, so I'm concerned about dock security, the welcome center, and excursion providers. Let's make expectations clear (probably as conditions that the detailed plans must meet)

- 1) I would like to be sure that security measures for cruise ship passengers are limited to the deck area, and not used to keep locals out.
- 2) According to the Traffic Impact Analysis, "Welcome Center will be entirely used by cruise ship passengers". Am I to conclude that this is not a visitor information center staffed by local volunteers, nor would information be provided by visitors who walk to the Landing? It would be great if this center were another place folks can get answers and advice.
- 3) Which excursion providers will be available? Since this is private property, perhaps the city permit system for dock booths won't be in force here. I would be opposed to unduly limiting which excursion providers are here.

I'm glad to see "off-season vehicle parking" is part of the plan. I hope we envision folks headed to the Public Market being able to park here.  
 Will there be a charge for parking here? Or, is this just, if you want to drive to the shops and restaurants here in the fall and winter, you can park here?

Thank you for the staff report. It concludes that the dock and waterside construction will be designed to withstand fierce fall storms. The report also is clear that the buildings will not completely block views down channel.

**Anne Fuller**

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**From:** Megan Behnke <megan.i.behnke@gmail.com>  
**Sent:** Friday, August 4, 2023 10:03 AM  
**To:** PC\_Comments  
**Subject:** USE2023 0010: use upland for housing, year round shops only

Hello, planning commission members--

I greatly object to adding a fifth dock to Juneau's already overcrowded cruise ship industry--we can barely handle the tourists we have.

But if one must be built, please be sure to made the uplands site useful to year round residents and locals, not another extension of the downtown-Disney-esque ghost town of closed seasonal shops in front of the other cruise ships which do not serve our community at all.

Please allow only a few, YEAR-ROUND (not tourist season only) shops and restaurants, and focus the space on condos. We need more housing--currently, the lack of housing has made it hard for real local businesses to hire employees.

Please make the uplands a space for Juneau residents, that makes our city a more desirable place to live year round.

I believe the city official who said that condos on this site would not likely fall into the category of affordable housing is wrong--that statement doesn't the domino effect of people elsewhere in Juneau downsizing to an expensive, smaller, waterfront condos, and thus opening up the houses that they vacated to the housing market. If you can make the upland section a desirable year round place to live, it will open up other housing and Juneau and create a more vibrant downtown and make our town more desirable for year round residency.

Please use this opportunity to expand Juneau's housing supply and save us from an expansion of the South Franklin Tanzanite International Ghost Town--more of that will only deaden our community.

Best,  
Megan

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Megan Behnke, PhD  
(she/her)  
Post Doctoral Fellow  
Department of Natural Science  
University of Alaska Southeast

[megan.i.behnke@gmail.com](mailto:megan.i.behnke@gmail.com)  
*I live and work in Lingít Aani.*



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**From:** Beth Potter <alexandericey@yahoo.com>  
**Sent:** Friday, August 4, 2023 10:08 AM  
**To:** PC\_Comments  
**Subject:** 5th cruise ship dock

I am sending these comments quickly because I didn't have any forewarning that yet another deadline was coming up. I apparently missed the one about the planning department approving the norwegian(Hoonah-totem) Dock , which I am strongly opposed to. Juneau is overwhelmed by the numbers now, and I think it is extremely irresponsible to encourage more cruise ships. The town can't accommodate it. Look at the glacier, it's already over capacity. I think a 4 ship limit is too much ( let alone 5). We should not allow any more until all docks are on shore power and we determine that ael&p can handle it. Plus, we need to look at the number of passengers and crew, because these ships are just getting bigger and bigger. I realize that's a different subject, but since I didn't get an opportunity to comment, I wanted to address the issue. As for the issue of a permit to build more tourist junk on prime land, it is not what Juneau needs. Especially in what is already an extremely congested area. NO MORE BUS PARKING LOTS!!! Will someone please figure out how to run a business that shuttles tourists around in clean busses that maybe do continuous loops so that we don't have to keep plowing up prime land so the old polluting buses that we get here can go and sit and wait for their group.

Maybe look at some affordable housing in this area , with year round shops, instead of plowing down one of the last beautiful, historic green belt neighborhoods in downtown Juneau (telephone hill).

I have been a downtown resident for over 40 years. I am sending my comments from outside of Juneau because I have chosen to spend my summer away from the cruise ship madness that has become the Juneau norm. Not everyone is able to do this, nor should we have to.

I keep hearing that we have to deal with it to get the tourist dollars. I'm wondering, and if it exists I would like to see a study that shows how much money really comes in from allowing uncontrolled numbers of cruise ship tourists (and crew), how much actually goes to local businesses as opposed to the canned out of town chain stores, and how much it actually costs the city to accommodate the number - such as ambulances, hospital, road up keep, city buses that are now too crowded for locals a lot of the time, etc.

Thank you.

Beth Potter  
621 East street  
Juneau, AK  
alexandericey@yahoo.com

Sent from my iPhone

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**From:** Allison Bidlack <albidlack@gmail.com>  
**Sent:** Friday, August 4, 2023 10:10 AM  
**To:** PC\_Comments  
**Subject:** Huna Totem/Subport plans

Hello Planning Commission Members,

I would like to express my concern about Huna Totem's proposed development plan for the subport. I am not in favor of another cruise ship dock, but since that question is not before you, I would like to also state that I feel strongly that we should not be supporting yet another cruise-focused waterfront area which will be a ghost town during the winter. I would like to see our waterfront developed primarily for the benefit of Juneau residents, with visitors a secondary concern. We should have mixed year-round retail and residential spaces, public areas such as a park and walking paths, and public event space (indoor and outdoor). Please do not continue turning our downtown into Disneyland for the benefit and profit of the cruise industry and large corporations.

Thank you for your careful consideration of this matter.

Sincerely,  
Allison Bidlack  
Douglas, Alaska

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**From:** Nancy Davis <davisnancyj@gmail.com>  
**Sent:** Friday, August 4, 2023 10:41 AM  
**To:** PC\_Comments  
**Subject:** Huna Totem Conditional Use Permit

I oppose the conditional use permit by Huna Totem 20230010.

1. I believe the project infringes on existing development plans for the Seawalk and the Culture Center/Centennial Hall. It conflicts with efforts by Sealaska to develop the downtown core as a cultural center.
2. It will create traffic congestion close to the intersection of Egan and the bridge, a major, and so far relatively safe, intersection. It will create more hazards and lengthier drive time for AML drivers to negotiate as they deliver goods we all rely on.
3. A structure will block waterfront views for residents. Is there an existing ordinance regarding structures on the waterfront.
4. It will interfere with salmon attempting to spawn in Gold Creek.

For these reasons, I believe development of this tideland area should be denied.

Nancy Davis  
North Douglas

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**From:** Steve Weaver <sweav@gci.net>  
**Sent:** Friday, August 4, 2023 10:56 AM  
**To:** PC\_Comments  
**Subject:** Proposed conditional use permit for Hunt Totem Aak'w Landing

Thank you for providing me an opportunity to offer written comments on the proposed uplands conditional use permit for Huna Totem Aak'w Landing. Briefly, I concur with the concerns that some Planning Commission members have expressed about whether the design work is complete and whether housing should be a required part of the project. I respectfully disagree with Mr. Parady's response that addressing housing is a city-wide matter. Even if the property itself is not ideal for worker housing, the proposal should address the issue with recommendations to the commission.

My more particular point is whether the proposal's assurance of a seamless transfer of visitors from the dock to buses waiting in the new parking structure will work in practice. We have already seen increased numbers of visitors using Capital Transit, increasing the strain on an already taxed public transit system and on the residents who rely on that system the most.

Once again, thank you for the opportunity to comment on the project,

Steve Weaver  
P.O. Box 22335  
Juneau, AK 99802-2335

(Residential—9867 Lone Wolf Dr.)

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**From:** Steve Behnke <steven.r.behnke@gmail.com>  
**Sent:** Friday, August 4, 2023 11:01 AM  
**To:** PC\_Comments  
**Subject:** Please include housing in the Huna Totem conditional use permit : USE2023 0010

Development of the subport lot should include housing. Every plan for the area over many years has included mixed retail and residential uses.

While this is unlikely to be "affordable" housing, high quality small units can help free up older housing in other parts of the community -- a need that has been noted a number of times in studies of Juneau housing issues.

Thank you,

Steve Behnke  
4545 Thane Rd.

**To: Juneau Planning Commission**

**Subj: Comments on Permit Application File No. USE2003 010, Uplands Facilities for a Dock at Juneau Sub Port**

**Date: August 4, 2023**

**From: Richard Farnell, [dickfarnell@hotmail.com](mailto:dickfarnell@hotmail.com), 800 F St., Juneau, AK; 928-606-9071**

Staff analysis for Permit Application File No. USE2003 010 stated that the proposed development would have no endangerment to the public health, safety, or welfare. The analysis also state that the proposed development will not substantially decrease the value of or be out of harmony with property in the neighboring area. (Nos 4 & 5 on checklist)

This analysis is incorrect, from a public health and property value point of view. The reason is that diesel exhaust from a docked cruise ship will have an impact on nearby residents health and safety, should the provision of the Conditional Use Permit for the dock project, Case No. USE2023 0003, regarding suppling shore power to the cruise ship not be implemented, or be delayed in implementation.

This is because the CUP for USE2023 0003 doesn't require dock installation of shore power by a time certain, only "within 24 months after an appropriately sized power line within 25 ft of the property line" becomes available. Since Juneau's electrical supplier, AELP, has no plan in place to create the additional source of this power (currently it lacks the capacity to deliver cruise ship shore power for even one vessel for an extended period), nor does it have plans to create the distribution infrastructure to delver this power to the applicant's property line, there is therefore no time certain in the foreseeable future when the applicant would be required to provide shore power to a cruise ship at its dock.

The 'time certain' concept was echoed in CBJ staff comments by Docks and Harbors, memo of June 22, 2023, Carl Uchytel, comment no. 4: "Docks & Harbors recommends that the CUP address dock electrification and expected commitment from HTC to achieve shore power (conceptual planning document, by date certain, anticipated financial investment, etc.)"

Since the use of shore power by a docked cruise ship is not required until power becomes available (undetermined time frame), the public health of nearby residents and the value of their property remains in jeopardy until that time. Therefore the staff analysis should have reflected a 'Yes' answer to both Para 4 & 5 in their analysis.

The source of diesel exhaust from a docked cruise ship at the proposed location will put it just 400 yds and directly upwind from the concentrated residential area of Parkshore Condominiums at 800 F St. This puts 90 residential units and 200 residents in the direct downwind path of diesel exhaust from a docked cruise ship for potentially an entire day. Previously Parkshore has not faced a threat such as this.

At first glance it may not seem that Parkshore property would be directly downwind of a cruise ship docked at the proposed location with a prevailing wind coming up the channel. However, in that location, the nearby barriers of Mt. Juneau, and to a lesser extent the Federal Bldg, cause southeasterly winds to be diverted somewhat to the west, aiming them at the Parkshore complex. This airflow can be observed in the vicinity of the Parkshore property anytime a moderate southeasterly wind is blowing.

The substantial health impacts of diesel exhaust on human health were well documented in the City's 2022 grant application for shore power for the City cruise docks (*2022 RAISE Transportation Discretionary Grant Application: Juneau Cruise Ship Dock Electrification Project - City Docks and Harbors should have a copy*).

Needless to say, should a threat to human health suddenly start to inundate Parkshore property, the property values of the residential units would drop significantly.

In summary, the failure of the staff analysis to properly address items 4 and 5 as 'Yes' instead of 'No' makes this analysis document deeply flawed and therefore require correction to reflect the significant health and property issues involved.

**From:** Karla Hart <karlajhart@gmail.com>  
**Sent:** Friday, August 4, 2023 11:42 AM  
**To:** PC\_Comments  
**Subject:** Huna Totem project USE2023 0010

Dear Planning Commission members,

Your decision on USE2023 0003 is being appealed on a myriad of issues. Many of those issues are not remedied and apply to the portion of the project before you with USE2023 0010.

I am not able to attend the meeting in person due to prior commitments. That is not a reflection of lack of serious concern and opposition to this consideration before you.

On July 11, you expressed concerns about phasing approval of the the project, and yet you approved a phase at the last meeting. A very critical phase, as without the dock, there is no need for this uplands development.

Public notice for this remains inadequate. Nothing in the proposal description flags that this is for what a lot in the community know as some iteration of the Subport Cruise Dock. Both the location of SUBPORT (property address in this is the non-descriptive "O Egan Drive" and the fact of CRUISE are missing.

**Staff neglects to present in key considerations:**

**\*this project does not have a tidelands lease upon which the entire project hinges**, and the Juneau Assembly has assured the public will have meaningful say in **whether or not a lease is awarded**.

**\*this project could involve upwards of 1,000,000 cruise passengers, with upwards of 6,000 per day, plus crew who have their own transportation needs and impacts** (look at how Marine Park shelter area has become a defacto crew area that is no longer inviting to many of us locals with guys squatting around everywhere on their phones and two popular but smoky/polluting food trucks that primarily serve crew (not saying it isn't good to serve them or that they don't deserve food they like or internet access, just that there is clearly a need that I do not see addressed in this proposal). Why the mention of moving over 100,000 passengers out of the congested downtown is included is confusing. Those people being pulled away from those businesses and funneled into this private development should have the downtown tourism businesses screaming, but they are silent. That this purports to move only "over 100,000 passengers" with no indication of where that number comes from. ON page 20, it is refined to 120,000 passengers, again without any explanation of who that number is derived, not of the true numbers to be expected. One large ship (we should anticipate the largest at full capacity as the ship sizes continue to grow as well as efforts to fill all berths, not just lower) could deliver 6,000 passengers, yet 120,000/150 days = just 800 passengers per day. Where is the analysis of the additional 4,000+/-?

**\*Conditions approved for the dock** are seriously flawed and out of compliance with VITF recommendations. Your choice to rush forward with that approval, with not looking at the letter from the City Tourism Manager, because you received it after a deadline, and for CDD staff and attorney to not highlight the substance of that letter from the manager for action that evening, means that you have approved a CUP that could be read as not allowing any ship that is less than 750 feet or holds 950 or more passengers. And that the dock can be used for lightering passengers from a ship of less than 750 feet or 950 passengers that is at anchor. Thus, your uplands analysis to be consistent, should include considerations for upwards of as many small cruise ships as can be anchored in the harbor with the dock (this requires a harbor traffic analysis which was not done before issuance of the permit, but is needed in order to know your uplands impacts for consideration and permitting.



The explanation of the seawalk width limit being abutment to the Coast Guard property is confusing. Shouldn't the applicant adjust their development to accommodate the full width?

How this terminal will work for non-commercial operators or others who don't have a permit from Huna Totem, who are picking up anyone from the ship is confusing and not addressed. Functionally, how does this work. Is that why the back out Whittier parking is shown? How would any backout parking work with the level of bus and other traffic to that street stub? Where do people who pulled into that blackout parking turn around to get back out and how does that clog up that street stub? The city is very clear on needing big cut de sacs for emergency vehicles to turn. When a fire truck is called to that location, how does it turn around? How does this work for the crew shuttles that we see operating in town?

Re page 12, there is no Attachment A, page 13 to reference for a detailed description of passenger flow. Attachment A is broken into many parts and I don't easily find a description. Did you? Is the passenger flow and the traffic study including crew flow and including out onto the street and across the crosswalks? A continuous stream of people wanting to cross at the closest cross walk is going to jam up traffic flow considerably as buses will not be able to make a left turn out the road when people are crossing to get to Foodland, the museum, liquor stores, and other attractions in that direction. How does that work in reality?

Public Health — in the foreseeable future, shore power will not be available for the cruise ships. Convenient that this project proposes to angle the cruise ship to block views of the channel by many, but maintain their upland development views of the harbor. This also means that the bulk of the air pollution from their ships might not impact their uplands development as much as it will impact residents in homes, schools, offices, stores, and on sidewalks and streets. Nonetheless, given that exposure to air pollution from diesel exhaust is a serious human health risk (coronary, asthma, neurological, in utero development harms, dementia to name a few), how is this studied and models and more importantly mitigated before shore power becomes available?

How will the underground parking with diesel buses (assume they are all diesel and high emissions old buses as exist now, the electric is great but there is no indication of the industry in Juneau making that transition with any haste, nor even choosing to burn the cleanest possible diesel buses) be ventilated? Where will the exhaust from this ventilation be directed? How will it be filtered (or is that possible?) How much noise will be generated by effective ventilation fans? How will air quality in this contained underground parking be monitored to ensure health for visitors and workers in this area? What are the cumulative impacts of the ship exhaust from this dock, plus other ships, when this development is directly in line with predominant winds to blow pollution into the inhabited areas adjacent, and onwards to the highlands and schools?

Where will buses that cannot fit into the garage at peak times be staged or wait? Where will they be parked when not in use? At the Rock dump where there is a lot of bus parking? So they will still be going right through core downtown? Or will they start hanging in other areas of public parking opportunity?

What about the **impact on community welfare caused by over capacity of cruise passengers and local public transit.** Listed on page 17 is proximity to transit, with a bus stop just 200 feet away. That stop is across Egan Drive (congestion issues of pedestrian crossings again). And increasing the volume of cruise passengers that can be accommodated in Juneau will increase the number of cruise passengers and crew riding Capitol Transit. Where are the analysis and mitigation solutions?

This increased accommodation will increase the number of people wanting shore excursions. The helicopter, boat, bus, hiking, and all sorts of other tours put stress and harm onto members throughout the community. They displace us. Force us to move or leave for the summer. Stress harms health. If you approve this, you are increasing the stress on the

community members and the community as a whole. You have the capacity to require detailed analysis and action on this proposal. I urge you to do so.

Further, increasing numbers of cruise tourists and corresponding numbers of shore excursions and gift shops will increase the number of out of town seasonal workers struggling to find housing and putting greater stress on the community housing situation that is already resulting in people with good year round well paid jobs (including medical providers that we need) to go elsewhere. Increasing cruise tourism which now starts in April is making Juneau a less attractive capital city for legislators and staff who struggle to find housing (and who also experience the congestion, noise, displacement within the community when they are here overlapping cruise).

**Noise** is to be below 65 db at the property boundary in day and, I believe 55 db at night. How will that be ensured, monitored? The area is already subject to a lot of noise and so there is not a lot of capacity for additional noise before that level will be reached. The law does not allow 65 db above the background noise, that is an absolute cap. What is the present noise setting to ensure that operations do not exceed 65 db? "Anticipated to be" is not an analysis or data.

**Habitat.** Completely blows past the fact that tidelands will be impacted and intertidal areas. Shadows from development over the tidelands is also impactful on marine life. Zero acknowledgment. Zero analysis.

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.

There is broad awareness that Juneau may have reached a tipping point on public tolerance of impacts of the cruise industry with the numbers so far in 2023. Citing a 2022 study that tourism has an overall positive impact on households is cherry-picking what part of that survey to include and not looking at the reality of 2023. Any action on this project should be postponed until seeing how Juneau surveys on what has happened to us without a fifth dock that substantially increases capacity for cruise passengers and crew.

The review of how this development will impact the neighborhood harmony is completely missing. The visitors will not be confined to the Huna property. This project has community-wide impacts that the commission members should be empowered enough to consider even if not required by the letter of the law. In this instance, the people arriving here will go out to ride helicopters that harm

I'm out of time to prepare comments on this.

In summary

- 1) you do not have enough information to protect public interests and ensure that we are not harmed by this development.
- 2) applicant pressure to move quickly should not be a reason to irrevocably commit to this development that has community wide impacts
- 3) you expressed concern about not doing phased approvals. The public was forced into a phased approval of this from the Waterfront Plan change (to ensure we could fairly consider the project on its merits) to the five large ship limit (we can have five ships without this dock, as demonstrated by upwards of 1.6 million visitors this summer hugely stressing the community, and the public was not asked in the city survey in 2022 if they wanted other limits, such as 3 or 4, even though 4.4 was the average number from the 2021 survey).
- 4) An appeal is filed on the dock phase of this project. Without a dock there is no need for this uplands development. And the appeal is based in part on the complete lack of real analysis and information. That applies to these phases of the project as well.

Please send this project back to the Community Development Department for real data on health, noise, traffic, community-wide impacts and others that are identified as missing.

Regards,

Karla Hart

