

Huna Totem Lease Info Needs (12/2/2024 COW Packet)

ROW	Comment	Department/Agency	CUP Condition	NOD Language	Notes
2	Clarify long-term for non-ship side of cruise ship dock	CBJ - Tourism	yes	The dock is limited to one large cruise ship (750 feet or more in length or 950 or more passengers) each 24 hour period beginning at midnight.	Need to include in lease that dock shall only accommodate one large ship per day - need to revise NOD language stating that a second small ship allowed
3	Projections for passenger numbers and sizes (pax capacity) for facility per season	CBJ - Tourism	no	n/a	Pax capacity must fit within negotiated agreements between CBJ and cruise lines
4	Annual passenger volume projections for the next 5-10 years	CBJ - Tourism	no	n/a	Pax capacity must fit within negotiated agreements between CBJ and cruise lines
5	No hot berthing	CBJ - Tourism	yes	The dock will not accommodate hot berthing	Resolved - may include in lease
6	No lightering	CBJ - Tourism	yes	The dock will not accommodate lightering from a cruise ship at anchor if that ship is more than 750 feet in length or accommodates more than 950 passengers at full capacity.	Need to include in lease that dock shall not accommodate lightering under any circumstances except in emergency situation.
7	Clarify plans for shore power	CBJ - Tourism	yes	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.	Unclear on what the applicant suggests for shore power - is it the applicant's intent to pay for power to the property? 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. Important that the Assembly clearly understands issues and plans associated with shore power before making a decision
8	Clarify who would pay for seawalk extension within the property boundary	CBJ - Tourism	yes	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.	Seawalk within property boundaries may be included in lease as well as CUP.
9	Clarify who would pay for seawalk extension outside the property boundary (Gold Creek connection)	CBJ - Tourism	no	n/a	Potential lease condition.
10	Provide renderings that show pedestrian flow - how will passengers be directed in case of an emergency	CBJ - Tourism	no	n/a	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.
11	Will AVISTA dock be removed or left in place. Who is responsible for removal?	CBJ - Tourism	no	n/a	Need more information - removal could be lease condition
12	Clarify diagonal parking on Whittier Street and other offsite improvements	CBJ - Tourism	no	n/a	USCG also expressed concern
13	TIA indicates 30% of vehicles exiting the site will come towards town, review for accuracy - there are currently only 2 tours that would necessitate buses to travel through town	CBJ - Tourism	no	n/a	The TIA does not reflect typical cruise visitor traffic patterns
14	TIA indicated 10% of vehicles exiting the site will go directly across Egan (towards Museum) please clarify plans	CBJ - Tourism	no	n/a	The TIA does not reflect typical cruise visitor traffic patterns

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15	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.	CBJ - Tourism	no	n/a	The TIA does not reflect typical cruise visitor traffic patterns
16	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.	CBJ - Tourism	no	n/a	The TIA does not reflect typical cruise visitor traffic patterns
17	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.	CBJ - Tourism	no	n/a	The TIA does not reflect typical cruise visitor traffic patterns
18	Does the applicant plan to provide a shuttle or rely on a future CBJ circulator? The Assembly has elected not to pursue a circulator at this time. 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.	CBJ - Tourism	no	n/a	Need to include a dock shuttle in the lease
19	Provide more information on managing offsite impacts with and without a passenger shuttle	CBJ - Tourism	no	n/a	insufficient information about offsite impacts
20	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?	USCG	no	n/a	Clarify with USCG

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21	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.	CBJ- Parks & Rec	yes	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. Before TCO 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 comperable to such easements in place for other dock owners.	Seawalk within property boundaries may be included in lease as well as CUP.
22	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.	CBJ- Parks & Rec	yes	The applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use	Public park access and maintenance may be included in lease as well as CUP
23	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.	CBJ- Parks & Rec	yes	The applicant will maintain and operate paths, parks, landscaping, and other amenities (other than the seawalk) for year-round use	CBJ should not be responsible for park maintenance
24	Please advise of: The locaton of your mooring dolphin. The depth and width of area you'd need to operate effectvely at your dock.	USCG	no	n/a	Clarify with USCG whether this has been resolved

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25	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.	DOT	no	n/a	Clarify that this has been resolved between applicant and DOT
26	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.	CBJ - Docks & Harbors	yes	Prior to issuance of a building permit, the Applicant must provide a navigability study that includes explicit consideration of access impacts to: - Alaska Steamship Dock - Cruise Ship Terminal - USCG/NOAA Docks - Large traffic, such as material or fuel barges, transiting Gastineau Channel under the bridge - The AJ Dock - Aircraft using the area for landing and taxiing to the float plane docks	This study needs to happen early in the process. Need clarity on who reviews and approves the study and Docks & Harbors' level of input.
27	Docks & Harbors recommends that Wings and FAA be consulted to ensure access, landing and taxiing to the float plane docks are not unduly restricted.	CBJ - Docks & Harbors	yes	Prior to issuance of a building permit, the Applicant must provide a navigability study that includes explicit consideration of access impacts to: - Alaska Steamship Dock - Cruise Ship Terminal - USCG/NOAA Docks - Large traffic, such as material or fuel barges, transiting Gastineau Channel under the bridge - The AJ Dock - Aircraft using the area for landing and taxiing to the float plane docks	Need confirmation that this will be resolved
28	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.	CBJ - Docks & Harbors	no	n/a	Need confirmation that this will be resolved

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29	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.).	CBJ - Docks & Harbors	no	n/a	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. Important that the Assembly clearly understands issues and plans associated with shore power before making a decision
30	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.	CBJ - Docks & Harbors	no	n/a	Need confirmation that this will be resolved
31	Docks & Harbors requests to know if HTC will be providing navigation safety measures such as real time current monitoring and/or meteorological sensors.	CBJ - Docks & Harbors	no	n/a	Need confirmation that this will be resolved
32	Given a that very large cruise ships will be moored perpendicular to shore and in close proximity to the bridge, 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.	CBJ - Docks & Harbors	no	n/a	Need confirmation that this will be resolved
33	An evaluation to view-shed impacts should be considered/addressed for both the dock (with vessel) as well as the proposed upland building.	CBJ - Docks & Harbors	no	n/a	Viewshed information would be helpful in public process