



HUNATOTEM

CORPORATION

Memorandum

DATE: November 21, 2024
TO: Alexandra Pierce, CBJ Visitor Industry Director
FROM: Susan Bell, Huna Totem Corporation
RE: Aak'w Landing Development

Thank you for summarizing questions and comments from CBJ departments and other agencies during the 2023 Planning Commission CUP process. We provided responses below, using the agency name and excel row to help organize comments.

CBJ – Tourism

2, 5, 6: Huna Totem will comply with the CUP concerning one large cruise ship per day, no hot berthing, and no lightering. The dock will accommodate other vessels (such as tour vessels, buoy tenders, NOAA vessels). In emergency situations, the dock may also be needed for cruise ships.

3, 4: Passenger capacity will align with negotiated agreements between CBJ and cruise lines. We anticipate the schedule to be reviewed by CBJ for all docks concurrently, as counts are cumulative.

7: The dock will be constructed with connections for shore power when available. We are in discussions with AEL&P to understand the logistics, cost, and timing for providing power at the dock. (See response 29, below.)

8: Huna Totem is responsible for seawalk construction adjacent to the property on the south and west sides of the development. As required by the CUP, we will record an easement for CBJ maintenance and management.

9: There are potential design and construction efficiencies if CBJ coordinates with Huna Totem on seawalk construction outside our property boundary for a Gold Creek connection funded by passenger fees.

10: Pedestrian exits and emergency traffic flow will be clearly identified in future, detailed architectural plans and plans will be reviewed by Community Development. Current drawings are at the conceptual design phase.

11. We are finalizing an MOU between Huna Totem and AJT Mining Properties, owner of the nearby dock. Huna Totem will remove the derelict dock as a service to the community, creating new and safer opportunities for the AJT site. The AJT dock is also included in the required navigability study, ensuring safe navigation if it remains in place. As such, we don't believe removal should be a lease condition.

12: The diagonal parking on Whittier Street has been removed from conceptual drawings.

13-14: The Traffic Impact Analysis (TIA) was updated with more detailed information from ADOT&PF on signal timing. We will submit the report when it is finalized by DOWL. The estimates for 30% of traffic heading west towards town and 10% of traffic heading north towards the State Museum are inclusive of pedestrian and vehicular traffic.

15: Following site development, TIA calculations reflect an additional 149 vehicles entering and 145 vehicles exiting the site during the morning peak hour. Afternoon peak hour calculations reflect 172 vehicles entering and 169 vehicles exiting. The predominant vehicle travel pattern is a right turn from Egan onto Whittier to enter the site and a left turn from Whittier onto Egan to exit. (See TIA Figure 4, page 18)

16: Updated analysis from DOWL no longer recommends longer light times at 10th and Egan, based on more detailed information from ADOT&PF on signal timing.

17: The TIA also includes an analysis of pedestrian operations with site development. TIA calculations estimate 431 pedestrians leaving the site and 439 entering the site during the morning peak hour. Afternoon peak hour calculations indicate 741 pedestrians leaving the site and 211 entering the site during the peak hour. (See TIA Table 11, page 13) For comparison, the maximum number of passengers counted returning to the *Norwegian Bliss* on a sunny day in June 2024 for a 2:00 pm ship departure was 505 per hour.

18-19: Huna Totem does not plan to operate a shuttle, nor rely on a CBJ-provided circulator. The distance from Aak'w Landing to shopping near Marine Park is identical to the distance from the South Franklin dock to shopping on Franklin Street near the Tram. In both instances, there also is shopping enroute. Passengers can cross the street safely at signalized intersections at Whittier, Willoughby, and Main Streets – and may choose to continue walking along the seawalk or Franklin Street towards the Tram. Pedestrian patterns will vary with the time of day, weather, and number of other ships in port.

USCG

20: The diagonal parking on Whittier Street has been removed from conceptual drawings.

24: The specific location of the mooring dolphin and depth/width of the operating area will be addressed in the Lease Exhibits for CBJ and DNR and in the required Navigability Study. We are contracting with PND Engineers for both items.

CBJ Parks & Rec

21: Huna Totem will comply with CUP requirements for seawalk width on the south and west side of the property and will record an easement for CBJ maintenance and management.

22-23: Huna Totem will comply with CUP requirements for year-round use and maintenance of parks, paths, landscaping, and other public amenities on the site.

DOTPF

25: Huna Totem will work DOTPF to develop an MOA that addresses mitigation measures resulting from site development. The TIA is a first step in complying with state statutes.

CBJ Docks & Harbors

26-27: Huna Totem contracted with PND Engineers for the required navigability study. It will specifically address existing docks, floatplane traffic, and large vessel traffic transiting the Channel and bridge. As noted in Row 11, Huna Totem is also developing an MOU with AJT Mining Properties and plans to remove the derelict dock to improve safety for residents and visitors.

28: Huna Totem supports CBJ's desire to have state submerged tidelands conveyed to CBJ, allowing lease funds to flow to CBJ.

29: Huna Totem intends to construct the dock with shore power capability. Acquisition of the transformer needed to energize the dock is expected to take at least two years.

30: The finger floats included in conceptual drawings showed commitment to the CUP condition of one large cruise ship/day. We will remove the fingers from conceptual drawings, as the dock will be constructed to accommodate other vessels.

31: We understand that other Juneau docks have incorporated navigation safety measures such as real time current monitoring or meteorological sensors. We can discuss with our contractors as the project shifts from conceptual design to construction.

32: Ships have anchored in the proposed dock location for many years without known issues. Juneau contractors have the expertise and equipment to perform this analysis if needed.

33: The upland development is within CBJ's height restrictions. We can provide additional renderings to illustrate views that incorporate the building, dock, and vessel.