

**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.

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# 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

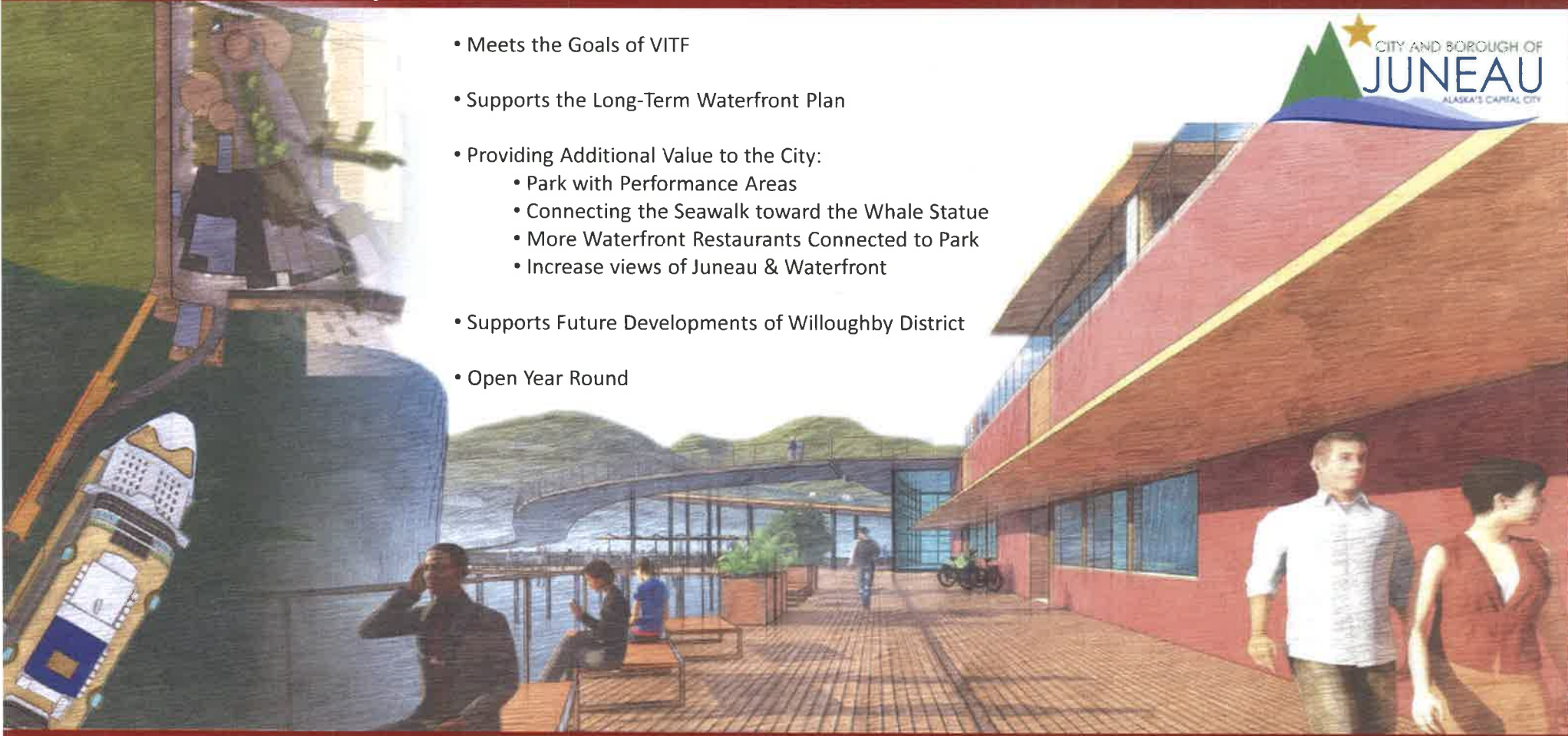


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## Where the Community Meets

- 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

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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, sustained, routine and special security needs in the Polar Region. The new polar security cutter (PSC) will be tailored to meet the unique needs of both polar regions and be capable of operating in both Coast Guard missions, including Arctic and Antarctic, search and surveillance operations, patrol, enforcement and search and rescue, and more. The ship will require additional and new types of sensors, measurement-instrumentation, and other systems, equipment and support systems.

In March 2016, the program manager office (PMO), 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 PMO awarded a three-year contract (Task) necessary to deliver Mission Set, of the specific, Mission Set, for the final design and construction of the lead PSC. The PMO awarded a fixed price contract option to the contractor, The J. H. R. Co., to begin accepting long lead time contracts to support other priorities of the contract PSC.

**NOTIONAL CHARACTERISTICS**

- Length: 400 feet
- Breadth: 58 feet
- Draft: 26 feet
- Displacement: 22,000 long tons

**Operational Polar Fleet**

- Coast Guard Cutter Polar Star
  - 370-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



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## 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.

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# Áak'w Landing Indigenous Knowledge, Science & Culture Center



# ALASKA

## NATIVE TOURISM NETWORK



### 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.



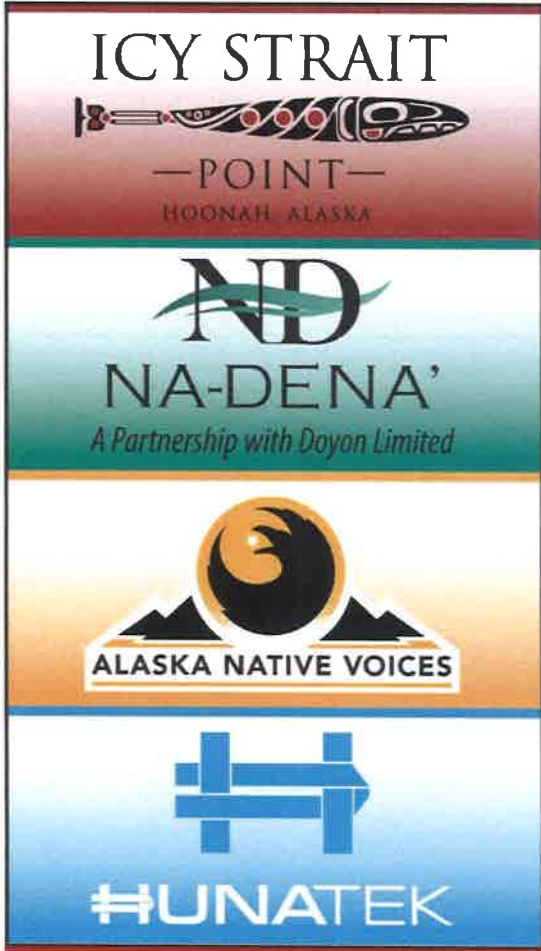
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## Building for the Next Generation





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