ASSEMBLY LANDS HOUSING AND ECONOMIC DEVELOPMENT AGENDA

February 24, 2025 at 5:00 PM

Assembly Chambers/Zoom Webinar

https://juneau.zoom.us/j/94215342992 or 1-253-215-8782 Webinar ID: 942 1534 2992

A. CALL TO ORDER

B. 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!

C. ROLL CALL

D. APPROVAL OF AGENDA

E. APPROVAL OF MINUTES - January 27, 2025 Draft LHED Minutes

1. **January 27, 2025 Draft LHED Minutes**

F. AGENDA TOPICS

2. **Huna Totem Corporation Dock Presentation & Discussion**

3. **Huna Totem Lease - Opportunity for Public Testimony**
The public may participate in person or via Zoom webinar. Testimony time will be limited by the Chair based on the number of participants. ***Members of the public that want to provide oral testimony via remote participation must notify the Municipal Clerk prior to 4pm the day of the meeting by calling 907-586-5278 and indicating the topic(s) upon which they wish to testify.*** For in-person participation at the meeting, a sign-up sheet will be made available at the back of the Chambers and advance sign-up is not required. Members of the public are strongly encouraged to send their comments in advance of the meeting to BoroughAssembly@juneau.gov.

G. STAFF REPORTS

H. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

- Planning Commission Update
- Docks and Harbors Board Update
- Parks and Recreation Advisory Committee (PRAC) Update

I. STANDING COMMITTEE TOPICS

J. NEXT MEETING DATE

K. SUPPLEMENTAL MATERIALS

4. **RED FOLDER - Aak'w Landing Traffic Analysis Summary**

L. 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, e-mail: city.clerk@juneau.gov.

ASSEMBLY LANDS HOUSING AND ECONOMIC DEVELOPMENT MINUTES

January 27, 2025 at 5:00 PM
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C. ROLL CALL

Members Present: Acting Chair Paul Kelly, Ella Adkison, Neil Steininger
Additional Assemblymembers present: Mayor Beth Weldon
Members Absent: Wade Bryson
Liaisons Present: Paulette Schirmer, PRAC liaison
Liaisons Absent: Jim Becker, Docks & Harbors Committee liaison; Lacey Derr, Planning Commission liaison
Staff Present: Dan Bleidorn, Lands Manager; Roxie Duckworth, Lands and Resources Specialist
Members of the Public Present: Central Council Tlingit and Haida Indian Tribes of Alaska (CCTHITA) representatives: President Richard Chalyee Éesh Peterson, Roald Helgesen, and Ethan Petticrew; UAS Dean of Education Carly Simon; Kevin Ritchie, Juneau Animal Rescue Board Member at Large

D. APPROVAL OF AGENDA – approved as presented

E. APPROVAL OF MINUTES - 1. December 2, 2024 Draft LHED Minutes – approved as presented

F. AGENDA TOPICS

2. Future use of the former Floyd Dryden Middle School for Childcare

Mr. Bleidorn discussed this topic. Mr. Petticrew gave an overview from CCTHITA Early Education. UAS School of Education Dean Simon provided a video and overview.

Mayor Weldon noted that they are excited about all of the programs and looking forward to negotiations with Tlingit and Haida. She was going to ask how many kids, and you answered that by saying 90 to 100, and you'd like to get up to 130. Mr. Helgesen added that they will also be looking at the previous library space for older children and our navigators, or wayfinders, programs for after school into the early evening. We'll be offering a safe place for them to be able to do homework and activities. We see this as a great opportunity to not only have our early education staff here to support the youth, but also our middle school aged support staff. President Peterson commented that he heard Mr. Petticrew mentioned the Little Eagles and Ravens Nest Learn, and that we had to cut back enrollment and it was actually because of space and not staff. With the bigger space at Floyd Dryden, our hope is to be able to increase our daycare exponentially. While we do definitely use our cultural as a basis, be very clear that both Head Start and Learn are open to all citizens, all community members of Juneau.

Mayor Weldon asked about cost, Tlingit and Haida is willing to play fair market value, although I can't say for sure if the Assembly will make them pay for fair market value. I'm interested to see how much UAS is willing to pay for rent. Dean Simon replied she is a former superintendent in Florida, and ran into a similar situation, where we had a school that was vacant due to declining enrollment and what we ended up doing, and our structure was slightly different – the school district owned the facilities they not the city, it ended up being my responsibility to determine what we needed to do. We handled K-12 curriculum and education of our students, but we also knew that we needed after school partners to help us with our school as well as early childcare and ended up leasing our facilities to make sure that we had these providers that did the wraparound supports for our students when they weren't in school. What I proposed when I brought this was to see if we could develop a collaborative environment. What

we are running into is that there is a workforce shortage, and a lot of it has to do with the funding for individuals to get their degrees to be credentialed and to enter the early childcare field, which we know is one of our underpaid professional fields. We are not in a situation where we are going to be able to have funding to improve the facility that the city owns. I think that you're going to run into this situation with whoever would be in this position, Tlingit and Haida does have access to funding that we just do not. What we would like to contribute to this relationship is the education preparation, the collaborative working. We're excited about the opportunity to work with Tlingit and Haida, the indigenizing of our education. We have researchers who are working on early childhood education, and what many other universities across the world are doing in order to have indigenous early childhood education, play spaces, spaces where we are culturally responsive and supportive. Our relationship that we want to add as value to the city is also to have this collaboration. We have early childcare providers right now, your building has one provider who was impacted by the flood, and she is in the facility. What I found in our school district when we had our nonprofit partners is the synergy of having them all together allowed them to leverage their power to support their community. What we had in ours, which is what I would anticipate would be the relationship with Tlingit and Haida, because there are multiple age groups and families you end up being able to support the entire family. We will not have capital funding in order to improve the facility, but I do think that it's an investment in your asset, and the aspect that if it's not us that would be in that space, I think it is of the interest to have early childcare and the improvements that need to happen to the space, no matter what, because it is a middle school facility. I know that we have operators who would like to occupy that space, with one in there already, and we have another group with those 2 collaborating, we are anticipating 84 seats. Private operators are not going to have the capital funds to do this type of commercial improvement that needs to happen, such as bathrooms for all of the classrooms for the students, sinks that are for food and for traditional like restroom needs.

Mayor Weldon replied that she was talking about rent. Dean Simon replied that it would be in the same aspect. Our hope is to be able to provide wraparound support for the teacher preparation and the pipeline of educators to enter the field. We are in the business of educating educators. We're wanting to propose a collaboration to bring everyone together and to support the efforts to make sure that, not only do you have childcare provided, but you have high quality childcare by credentialed educators that will then also support your school district that make sure that kindergarten students are ready and prepared to engage school, which will also improve the quality of the schools.

Ms. Adkison moved that the Lands, Housing, and Economic Development Committee provide a motion of support to the Assembly for leasing space in Floyd Dryden for T&H Early Education and UAS School of Education. Motion passed unanimously.

3. **Juneau Animal Rescue request to Lease CBJ property for less than fair market value**

Mr. Bleidorn discussed this topic. Ms. Adkison was wondering, looking at the 10 acre parcel, how much land is JAR currently on and why the expansion. Mr. Bleidorn replied that his image had a polygon around the area that was previously disturbed and potentially available for leasing, excluding the pieces that are currently leased to the Food Bank and for the cell tower and FAA tower. Also on this property is an additional piece that runs west of here that has some undisturbed habitat on it that's not going to be available. I don't know if the final area has been determined for what JAR is looking for, but I believe it's between 2 and 3 acres. Mr. Ritchie replied that JAR is on .55 acres, which is pretty horrible. There isn't room to exercise the dogs, we have a little run about 20 feet wide in the back of the building. The architect that has helped us plan with the grant from the Association for the Prevention of Cruelty to Animals recommended 2.2 acres. One of the thoughts that we had is the land next to the Food Bank is really wet, it's expensive to develop. One of the things that would be nice about having more property there than we absolutely need is that there's a set of dikes that run throughout the area, and those can

be turned into dog trails, animal walking trails, fairly easily and at some time in the future we might be filling in between some of those areas for things like dog parks and try to make this more of a community, kind of like the Castle Park. People would want to bring their animals there, and it would be good for recreation. But that for the future, we're not really looking at anything like that in the near future, but having that potential might be valuable. If the committee suggests that the lease might be a good idea, we'd start working with Parks and Rec and other organizations to see if that might be something they'd include in their future plans.

Mr. Steininger asked about total project cost estimates and where are they with fundraising. Mr. Ritchie replied that they have some loose estimates and it'd be impossible to really give you any kind of a number until we secure the property and then talk about what we need. We're working with a number of people in the community and got a high-end estimate from our architect, but in terms of value, engineering, and doing the types of things that can bring the cost down, that hasn't been done yet. In terms of fundraising, we're starting to fundraise, and we're going to see what the community has to offer. There's an amazing number of people that really support animals and the Juneau Animal Rescue facility in town, but it still remains to be seen if we can get a building out of that, so we'll be gearing that up. But to do that level of fundraising we do have to have a site and have a plan.

Mayor Weldon asked to confirm that JAR wants all 10 acres. Mr. Ritchie replied that they still need to work on that with the city, but it would be nice for the future. All we need at this point would be 3 to 4 acres, that would give us enough room to do the facility, more would be providing things potentially for the future. Mr. Bleidorn added that as the Lands Manager, we're going to negotiate the smallest piece possible, and then, if in the future something is needed, we can expand it in a similar way to which we did with the Food Bank. Mayor Weldon followed up to ask if they are not looking for site prep, money from CBJ, correct? Mr. Bleidorn replied that their application for the lease doesn't involve any requests, it's just for the property to see if it could be made available for this lease, then, at which time, if the Assembly determines that we should authorize the manager to negotiate, then a lot of the details are going to have to be worked out in, or at least defined in the lease.

Mr. Steininger moved that the Lands, Housing, and Economic Development Committee provide a motion of support to the Assembly for leasing CBJ property to Juneau Animal Rescue for less than fair market value in accordance with 53.09.260 and 53.09.270. Motion passed unanimously.

G. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

- Planning Commission Update – none
- Docks and Harbors Board Update – none
- Parks and Recreation Advisory Committee (PRAC) Update – Ms. Schirmer gave an update from the PRAC that last Saturday, they did a walk around of several different facilities in the valley. We looked at the Field House, Floyd Dryden, Adair Kennedy, and in our last meeting we discussed the budget and fee schedules for the upcoming year.

H. STANDING COMMITTEE TOPICS – none

I. NEXT MEETING DATE - February 24, 2025

J. ADJOURNMENT – 5:50pm

City and Borough of Juneau
City & Borough Manager's Office
155 Heritage Way
Juneau, Alaska 99801
Telephone: 907-586-5240| Facsimile: 907-586-5385

TO: Mayor Weldon and Borough Assembly

FROM: Katie Koester, City Manager

DATE: February 20,2025

RE: Huna Totem Tidelands Lease

The purpose of this memo is to summarize the attached documents for consideration for the Huna Totem Corporation (HTC) lease and facilitate assembly discussion.

Process and Timing
Passage of this ordinance allows the City Manager to negotiate and execute a lease for CBJ submerged tidelands. There will be an accompanying resolution authorizing CBJ to apply for SOA tidelands (not yet transferred). Essential terms and conditions of the lease are included in the document; however, the full lease document is more extensive. After introduction, staff recommends referring Ordinance 2025-XX for scheduling and final adoption for the April 28th Assembly meeting. Once the ordinance passes, CBJ will apply for transfer of state tidelands (the State wants concurrence from the local government before initiating the transfer). We do not know how long the transfer will take; Huna Totem staff are optimistic the Dunleavy Administration can turn this around quickly. In the past (Franklin dock) it has taken up to 4 years for a tidelands transfer. The City Manager will not sign a lease until CBJ has possession of all the tidelands. The Assembly has requested to review HTC's navigability and traffic studies. Both are included in the packet.

Summary of Ordinance 2025-XX

- In addition to authorizing the manager to negotiate and execute a lease agreement, this ordinance includes intent language capturing community desire for year-round businesses and honoring negotiated agreements with industry. These items are captured in intent language because there is no good way to enforce the through a lease. CBJ's only enforcement mechanism would be to cancel the lease. CBJ has other levels to enforce negotiated agreements, chief among them restricting access to CBJ docks. The community's desire for shore power is also reinforced in a whereas clause. CBJ is currently in design for shore power on the City docks. There needs to be a holistic approach to port electrification to prioritize the most feasible project(s), recognizing that shore power projects are complex and have long lead times. CBJ has also added intent language around further collaboration and cooperation on all negotiated agreements between CBJ and the cruise industry.
- The ordinance includes by reference the conditions outlined in the Conditional Use Permit (CUP) established by the Planning Commission. Enforcement of these conditions would be through Community Development Division code enforcement. These include:
    - Construction of a Seawalk that will be transferred to CBJ by easement
    - Installation of shore power infrastructure at Huna Totem's expense within 24 months of an appropriately sized power line within 25 feet of the property line. It is important to note that getting cable that close to the project will only happen with a large project that is willing to pay significant expense to bring in power – which could take time, unless CBJ
    - Maintenance of their uplands (parks and landscaping)
    - Navigability Study (require before a building permit is issued)
- The ordinance also includes items required in the CUP that are strengthened by the Assembly. The Assembly cannot remove CUP requirements; however, they can add requirements that make Planning Commission requirements more stringent. For example, the CUP allows lightering for small ships; Ordinance 2025-XX further restricts lightering by only allowing it in the case of an emergency.
- The term of the lease is 35 years at which time it can be renewed by ordinance for an additional 35 years.
- The ordinance sets annual rent at fair market value, adjusted every 5 years. For reference, the value of the Franklin Dock tidelands lease is $75,900 annually. These funds will go into the Lands fund and be used for expenditures like developing CBJ property for housing.

Recommendation: Discuss terms and conditions of lease with Huna Totem for tidelands. Assembl
make CUP terms more restrictive, add conditions, and/or add intent language. Refer ordinance 2025-XX, after any amendments, to the full Assembly for adoption.

Enc:
Ordinance 2025-XX
Resolution 2025-XX
CBJ Tidelands Lease Application – HTC
Planning Commission Notice of Decision USE2023-0003
HTC Navigability Study
HTC Traffic Study
Public Comment – CBJ Meetings January 22-23, 2025

Presented by: The Manager
Presented:
Drafted by: Law Department

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2025-XX

An Ordinance Authorizing the Manager to Negotiate and Execute a Tidelands Lease for the Purpose of Waterfront Commercial Activates.

WHEREAS, in August 2022 Huna Totem Corporation (HTC), dba Aak'w Landing LLC, acquired the upland parcel at the Subport from Norwegian Cruise Line Holdings; and

WHEREAS, in September 2022, Aak'w Landing LLC applied to lease tidelands owned by the City and Borough of Juneau for the purpose of building a cruise ship dock; and

WHEREAS, the City and Borough of Juneau (CBJ) owns submerged lands in excess of 50 acres in ATS 3 including a four-hundred-foot swath seaward of the Coast Guard Dock and Subport; and

WHEREAS, in order to construct the HTC dock, HTC will need to acquire an interest in certain lands and tidelands, which includes the CBJ swath of tidelands and approximately 8 acres of unsurveyed tidelands currently owned by the State of Alaska, Department of Natural Resources (ADNR); and

WHEREAS, the City and Borough of Juneau has applied to the ADNR to have lands owned by the State conveyed for the purposes of this lease; and

WHEREAS, CBJC 53.20.020 authorizes the lease of lands owned by the City and Borough, including tidelands and submerged lands, by ordinance under such procedures and minimum terms and conditions as set forth in the ordinance; and

WHEREAS, maintaining year-round businesses and activities on the site is a shared priority of the CBJ and HTC; and

WHEREAS, shore power is a community priority throughout the port and it is the shared intention of the CBJ and HTC to electrify cruise ship docks to the degree that it's feasible to do so; and

WHEREAS, the CBJ and HTC have a shared interest in honoring community priorities including all negotiated agreements between the CBJ and the cruise industry.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Authorization to Lease. The Manager is authorized to negotiate and execute a lease of tidelands as generally depicted on Exhibit A, subject to the following minimum essential terms and conditions:

(A) This lease is conditioned upon the conveyance of State tidelands south of the Subport to the City and Borough of Juneau from ADNR;

(B) This lease is conditioned upon an appraisal providing legal boundaries and fair market value as required by CBJC 53.20.040 and 05 CBJAC 50.050;

(C) The leased property shall be used by HTC for waterfront commercial activities consistent with the application submitted to the Community Development Department January 25, 2023, Attachment 1;

(D) The lease shall be for a maximum term of 35 years (CBJC 53.20.080) effective upon signing of the lease by CBJ; the parties, upon mutual agreement and by ordinance, may execute one additional lease for a maximum term of 35 years;

(E) The annual lease rent for the first five-year period of the term shall be not less than fair market value plus sales tax. The annual rent due is divided into

twelve equal installments due at the beginning of each month. Rent shall accrue on the effective date of this lease. The Manager or designee shall review and adjust the annual rental payment every fifth year of the lease in accordance with CBJC 53.20.190(d) and CBJC 85.02.060(a)(5);

(F) HTC shall be responsible for obtaining all necessary permits and approvals for its use and development of the leased property;

(G) HTC shall indemnify, defend, and hold harmless the City and Borough and its officers and employees for any claims related to or arising out of the HTC's use, operation, or maintenance of the leased property, equipment, and improvements, or any further development of the leased property or improvements by the HTC; and

(H) The lease shall include all provisions of the standard CBJ land lease form not in conflict with ordinance, any other provisions that the Manager determines to be in the public interest, and all conditions and parameters outlined in Conditional Use Permit, USE2023 0003, approved by the Planning Commission July 20, 2023, Attachment 2.

(I) Additional Conditions:

a. The dock may be used in case of emergency outside the specified CUP terms;

b. The dock may only accommodate lightering from a cruise ship at anchor in the case of an emergency, no matter what size the ship is.

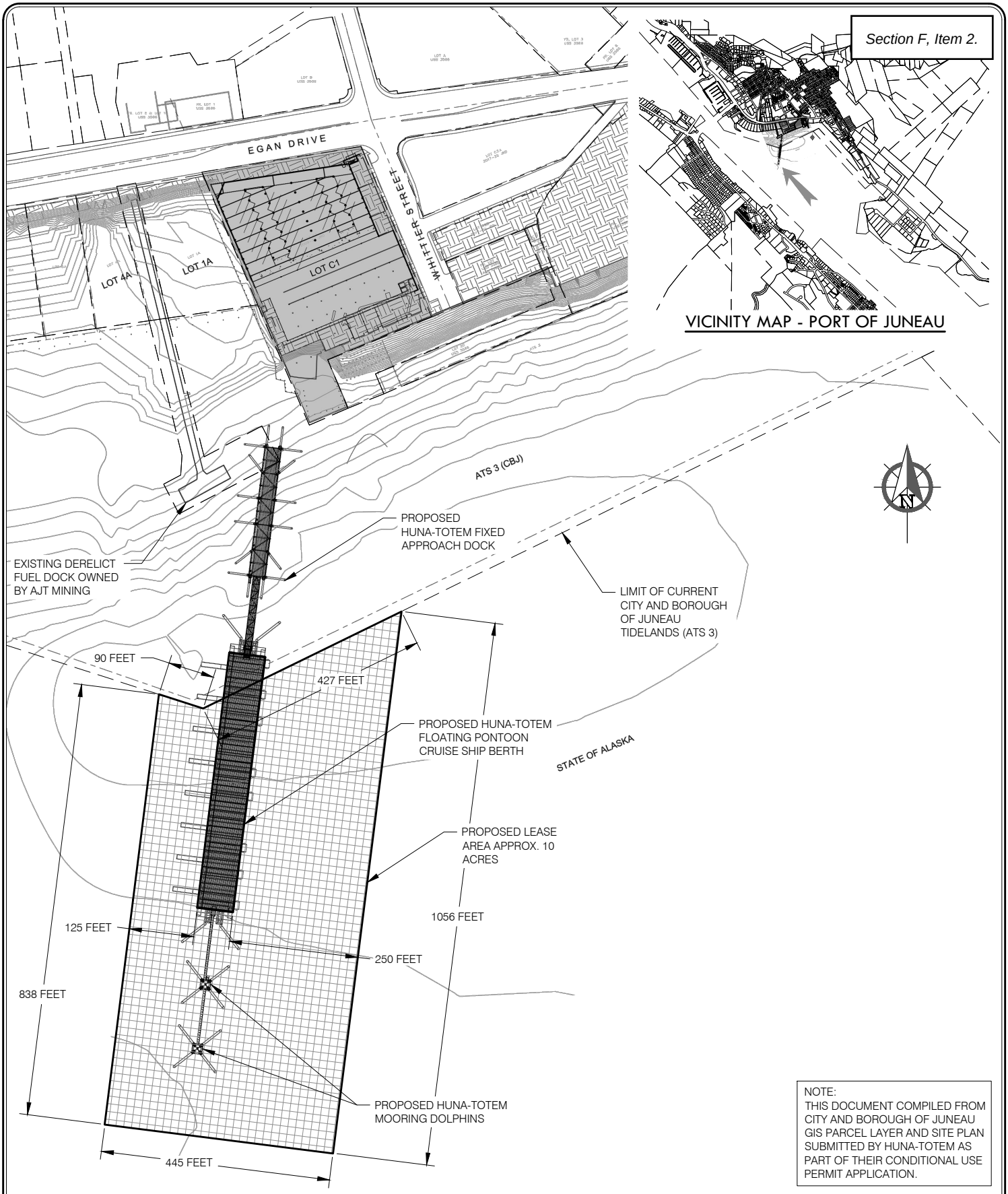
Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2025.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



NOTE:
THIS DOCUMENT COMPILED FROM CITY AND BOROUGH OF JUNEAU GIS PARCEL LAYER AND SITE PLAN SUBMITTED BY HUNA-TOTEM AS PART OF THEIR CONDITIONAL USE PERMIT APPLICATION.

CITY AND BOROUGH OF JUNEAU
DOCKS & HARBORS DEPT.
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801
PHONE: 907-586-0398

REQUESTED LEASE AREA

HUNA-TOTEM DOCK TIDELANDS LEASE

DESIGN: MS	DATE: AUGUST 16, 2024		
CHECKED: MS	CONTRACT NO.		
APPROVED: CU	JOB NO.	PAGE 1 OF 1	

11

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

PLANNING COMMISSION
NOTICE OF DECISION

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

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

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

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

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

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

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

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

Hyperlink to below referenced Memorandum from Irene Gallion - 7/11/2023 PC Meeting

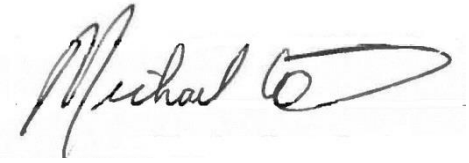
Attachments: June 29, 2023 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding USE2023 0003.

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

This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ 01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ 01.50.030(c). Any action by the applicant in reliance on the decision of the Planning Commission shall be at the risk that the decision may be reversed on appeal (CBJ 49.20.120).

Effective Date: The permit is effective upon approval by the Commission, July 11, 2023.

Expiration Date: The permit will expire 18 months after the effective date, or January 11, 2025, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.



Michael LeVine, Chair
Planning Commission

July 19, 2023
Date

Ilsa Lund
Filed With City Clerk

July 20, 2032
Date

cc: Plan Review

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

DRAFT VERSION #1

Presented by: The Manager
Presented:
Drafted by: Law Department

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. XXXX

A Resolution in Support of the City and Borough of Juneau's Application to Acquire Tideland from the State of Alaska.

WHEREAS, the City and Borough of Juneau (CBJ) currently manages much of the Downtown waterfront, tidal, and submerged lands; and

WHEREAS, the CBJ has patented submerged lands in excess of 50 acres in ATS 3 including a four-hundred-foot swath seaward of the Coast Guard Dock and Subport; and

WHEREAS, in August 2022, Huna-Totem Corporation acquired the upland parcel at the Subport from Norwegian Cruise Line Holdings; and

WHEREAS, Huna-Totem Corporation desires to construct a cruise ship dock adjoining its property at the Subport Lot and to continue the Seawalk along their property; and

WHEREAS, in October 2022, the CBJ received an application from Huna-Totem Corporation, dba Aak'w Landing LLC, to lease CBJ-owned tidelands; and

WHEREAS, in order to construct the Huna-Totem Corporation dock as envisioned, Huna-Totem Corporation will need to acquire an interest in certain tidelands, which includes the CBJ swath of tidelands and an additional contiguous parcel of approximately 8 acres of unsurveyed tidelands currently owned by the State of Alaska; and

WHEREAS, the CBJ has applied for conveyance of the additional contiguous parcel area from the Alaska Department of Natural Resources (ADNR); and

WHEREAS, the requested parcel is depicted on Exhibit A; and

WHEREAS, if the conveyance is approved, the CBJ will fund and conduct a tideland survey of the area to provide legal boundaries; and

WHEREAS, a navigation study of the proposed cruise ship dock is a necessary condition for the Conditional Use Permit approved by the CBJ Planning Commission.

BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The Assembly of the City and Borough of Juneau intends to receive and requests that the State of Alaska Department of Natural Resources approve the CBJ's application to acquire the additional tidelands depicted in Exhibit A.

Section 2. In conformity with AS 38.08.825 for application of the requested tidelands from the ADNR, the following is true:

A. The requested parcel is contiguous to the boundaries of the municipality;

B. The use of the requested parcel will not unreasonably interfere with navigation or public access;

C. The CBJ has applied to the Commissioner of ADNR for conveyance of the land under section AS 38.05.825;

D. The requested parcel is not subject to a shore fishery;

E. The lands are classified for waterfront development under the CBJ Long Range Waterfront Plan, as amended;

F. The requested parcel is required to accomplish the CBJ's vision to manage the Juneau waterfront at the local level, is a necessary step in the process of leasing the tidelands to Huna-Totem Corporation, and toward completing the Seawalk.

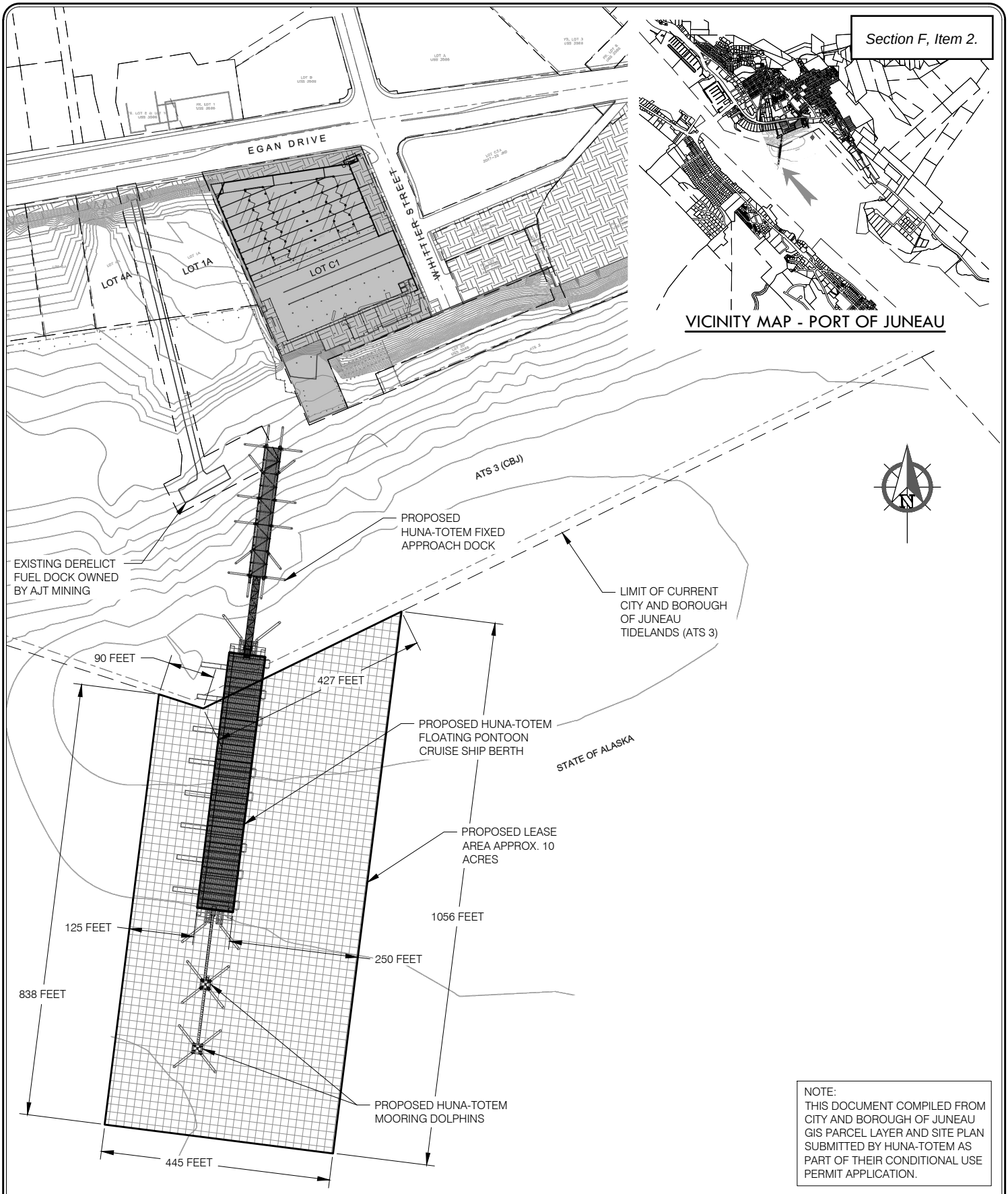
Section 3. **Effective Date.** This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____, 2025.

_____
Beth A. Weldon, Mayor

Attest:

_____
Elizabeth J. McEwen, Municipal Clerk



NOTE:
THIS DOCUMENT COMPILED FROM CITY AND BOROUGH OF JUNEAU GIS PARCEL LAYER AND SITE PLAN SUBMITTED BY HUNA-TOTEM AS PART OF THEIR CONDITIONAL USE PERMIT APPLICATION.

CITY AND BOROUGH OF JUNEAU
DOCKS & HARBORS DEPT.
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801
PHONE: 907-586-0398

REQUESTED LEASE AREA

HUNA-TOTEM DOCK TIDELANDS LEASE

DESIGN: MS	DATE: AUGUST 16, 2024		
CHECKED: MS	CONTRACT NO.		
APPROVED: CU	JOB NO.	PAGE 1 OF 1	

1050 HARBOR WAY JUNEAU, ALASKA 99801

MARINE EXCHANGE OF ALASKA

24/7 PHONE: (907) 463 2607

February 16, 2025

Mr. Sean Sjostedt
PND Engineers, Inc.
9360 Glacier Highway, Suite 100
Juneau, AK 99801

Dear Mr. Sjostedt:

The Marine Exchange of Alaska (MXAK) conducted a comprehensive navigational study to assess the potential impacts of the construction of the proposed Huna Totem Dock (HTD) on other maritime operations within the Port of Juneau. The study considered various orientations of the dock extending from shore into the harbor to determine an optimal position for vessels' safe approach and departure, minimizing navigational risks and impacts to other maritime activities within the Port.

To support this analysis, MXAK used data from its Automatic Identification System (AIS) to review maritime traffic patterns within the port area and to identify potential navigational conflicts. Additionally, the study evaluated the routes of float planes operating in port waters in proximity to passenger launches/lifeboats as they transit to and from cruise ships positioned offshore in the anchorage area. MXAK also reviewed environmental data from the NOAA dock adjacent to the Coast Guard facility, and MXAK's weather sensors and tidal current sensors in the Port. The data for wind and current are of importance and these environmental factors can impact the safe operation of large cruise ships within the confined waters of the Port.

1. Overview: The Port of Juneau's maritime operations during the cruise season have expanded dramatically over the past 20 years. More vessels, comprised of very large cruise ships (several over 1,000 feet long) and increased activity with tour-related small passenger vessels, cruise ship shore launches, and floatplanes are now operating in the Port area. The waters available for vessels and aircraft to operate in the port complex have been reduced by the construction of larger docks that extend into Port waters to accommodate larger cruise ships as well as the use of the Port's anchorage area by cruise ships. The planned implementation of limiting five large cruise ships calling on Juneau in a single day, agreed to by the cruise industry and the City and Borough of Juneau, will stabilize or reduce port congestion. In lieu of cruise ships anchoring or positioning offshore, the proposed addition of the HTD to moor cruise ships is designed to enhance safety and efficiency. While docking of vessels will reduce emissions generated by the operation of shore launches and cruise ship generators, this report is focused on evaluating the navigational risks that need to be addressed in approving and for the orientation and building of the proposed HTD.

2. Maritime Safety: Based on AIS data, the most significant positive safety impact of constructing the HTD will be the reduction in the risk of a serious maritime incident between a floatplane and a vessel. This risk arises when a large cruise ship anchors or positions itself offshore and utilizes the vessel's shore launches and lifeboats to transfer passengers to and from the port.

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When not moored to a dock, cruise ships' slow-moving lifeboats have been employed to transport thousands of passengers between vessels and shore. The cruise ships and their lifeboats navigate within the same confined waters where numerous floatplanes operate for passenger pickup and drop off near the Wharf area. Float planes are restricted in their ability to maneuver during high-speed takeoff and landing sequences. The risk of collision involving a floatplane and a cruise ship's lifeboat is elevated as their routes normally intersect at right angles to each other. Additionally, large cruise ships positioned offshore present blind spots that prevent floatplane pilots and lifeboat operators from seeing each other until lifeboats are clear of the cruise ship and likely in the float plane's path.

MXAK's data on this activity is limited as not all lifeboats, and no aircraft, are equipped with AIS. However, data generated from AIS equipped lifeboats and shore launches show thousands of transits in this area. Figure (7) is photo of a float plane and vessel collision in Vancouver, BC, in 2024. It shows accidents between float planes and boats have happened elsewhere.

The objective of Huna Totem's plans to construct an additional dock in Juneau is to provide all large cruise ships a mooring berth in lieu anchoring or dynamic positioning. This will eliminate both the need to transport passengers and crew to and from the Port with their boats and the risk of a float plane colliding with a cruise ship lifeboat or shore launch.

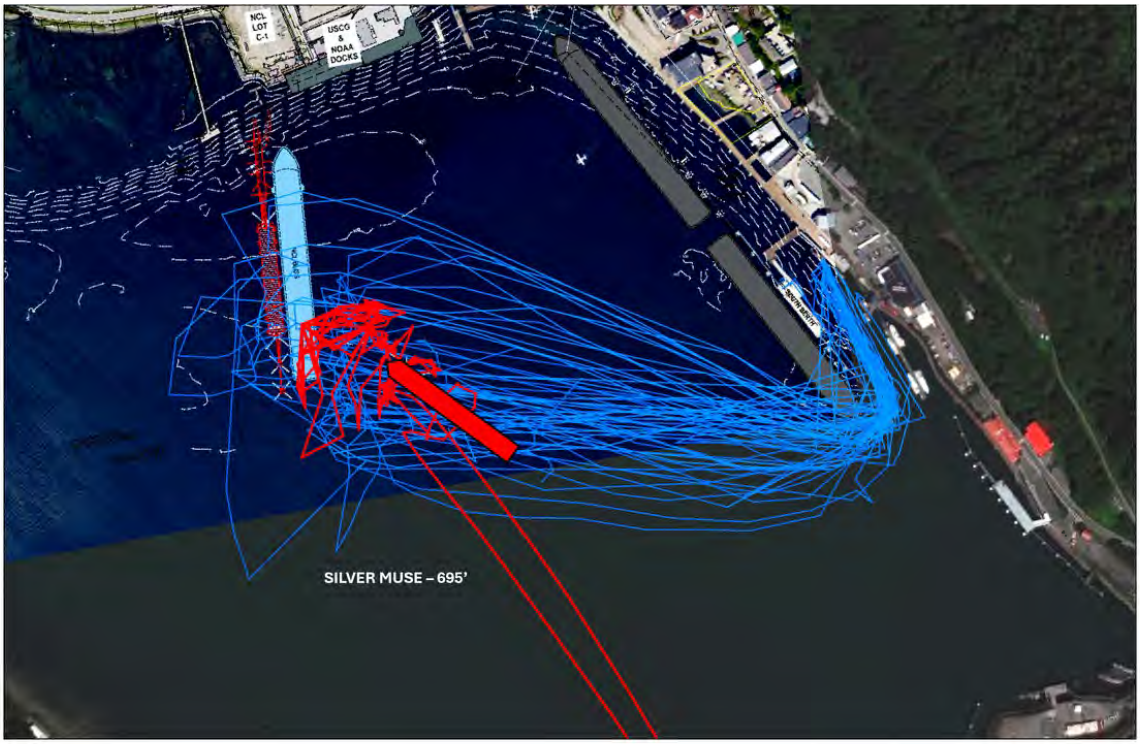

Figure (1). The 695-foot cruise ship SILVER MUSE is a smaller cruise ship with a capacity of 596 passengers. The solid red ship icon is based on the dimensions of the ship. The red lines are generated from the AIS/GPS location that is normally at the bridge of the vessel and show how the ship movements due to wind and currents. The transits of the vessel's shore launches (blue) show their routes when transporting passengers and crew to and from shore. Larger cruise ships have nearly 10 times as many passengers and transits to shore.

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Figure (2). The track of a float plane to the Wharf that intersects with the lifeboat and shore launch with passengers and crew transits to and from shore.

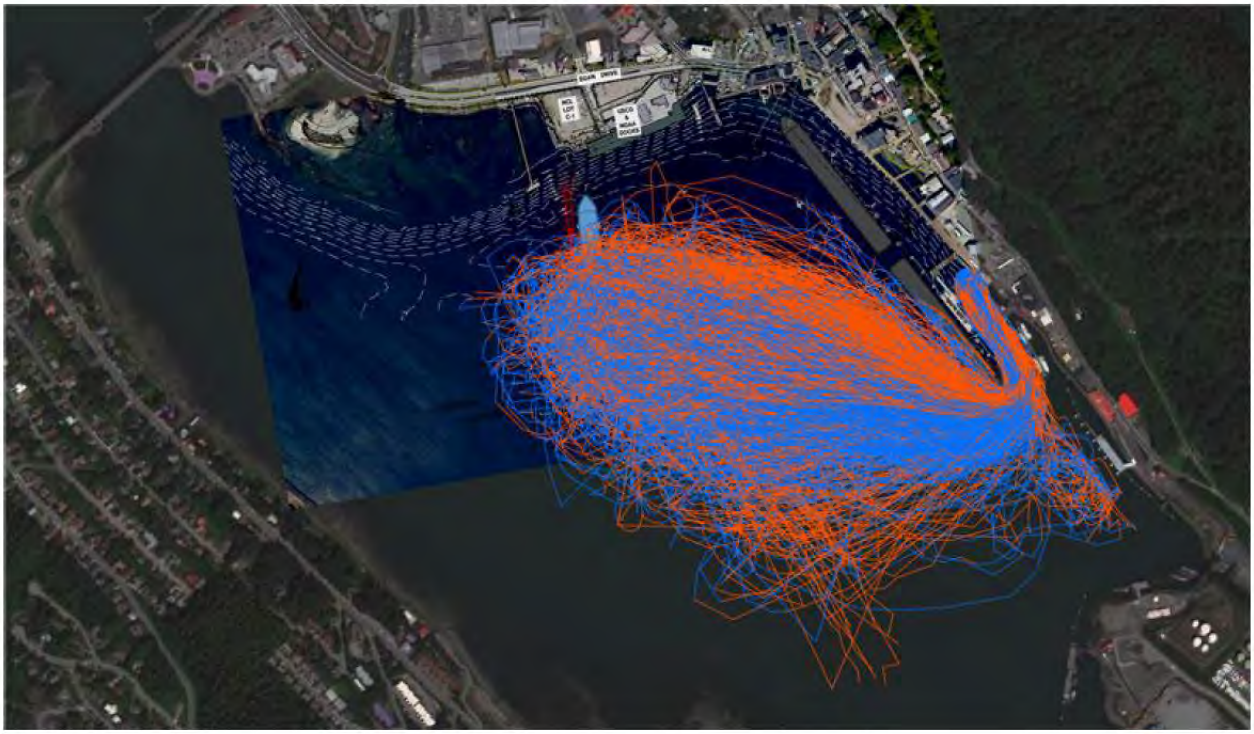

Figure (3). Cruise ship lifeboat transits, 900 eastbound (blue) and 900 westbound (orange), to and from port with passengers and crew in 2024. Transits cross the path of floatplanes landing and taking off.

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Figure (4). A floatplane landing on its return to the Wharf behind a cruise ship positioned off the Coast Guard station.

Figure (5). Open water navigation is reduced when large cruise ships are anchored. Floatplanes arriving and departing to the Wharf area take off and land in the waters between the vessel in anchorage and the Port of Juneau's docks. Three shore launches/lifeboats are shown at the starboard side of the cruise ship.

Figure (6). A floatplane on final approach between a cruise ship at AJ dock, and a fishing boat. Photo captured from a sailboat operating in the area.

Figure (7). In August 2024, a floatplane taking off collided with a pleasure craft in Vancouver, BC, resulting in extensive damage and serious injuries.

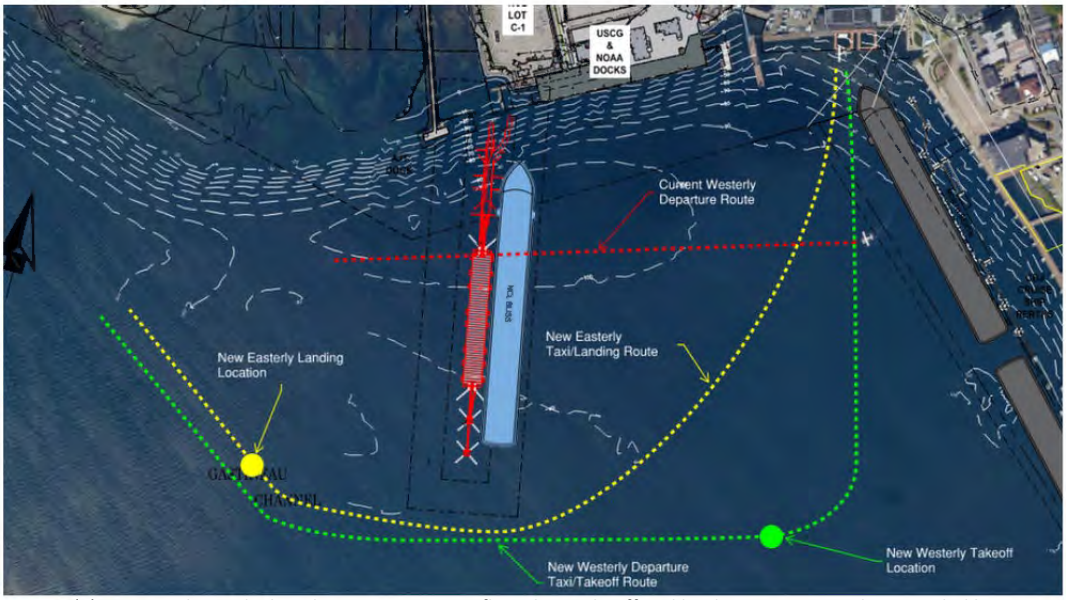

Figure (8). Proposed HTD dock and approximate new floatplane takeoff and landing routes. Graphic provided by Wings Airways.

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3. Proposed Dock's Impact on Navigation of Cruise Ships: The substantial maritime activity in the Port during the cruise season presents navigational challenges to all vessels. Floatplanes that are not displayed on these graphics are also affected by vessels transiting, anchoring or operating in the port area. The current practice of accommodating all large cruise ships by anchoring or positioning a large cruise ship offshore, due to the lack of docks, interferes with other cruise ships' transits to and from a berth as this reduces the sea room available for other vessels to maneuver. The following graphics show the cumulative transits of cruise ships in the Port during the month of July 2024 as well as the transits of all vessels during that month.

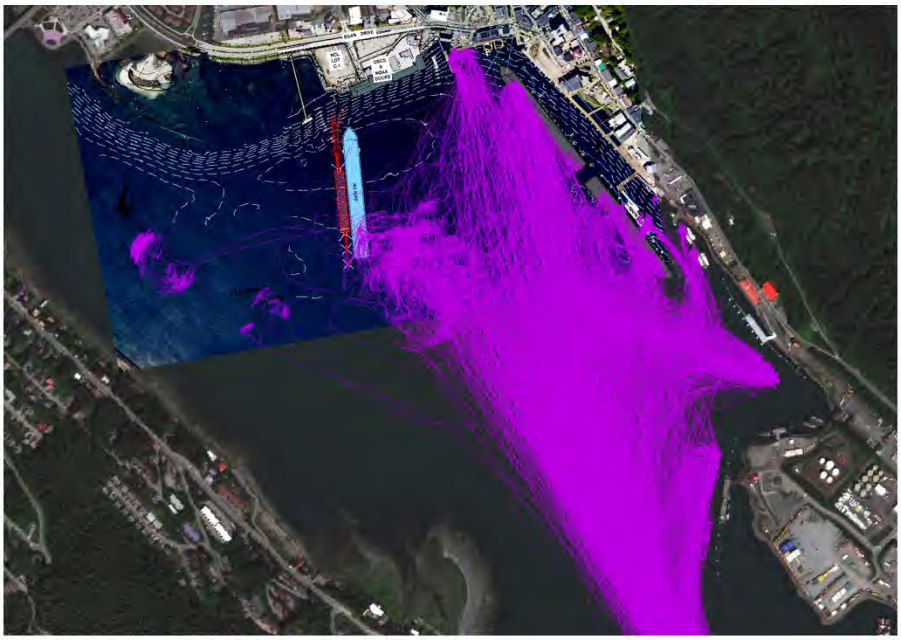

Figure (9). AIS tracks of all cruise ships operating in the port of Juneau during the July 2024 cruise season with the proposed HTD overlayed.

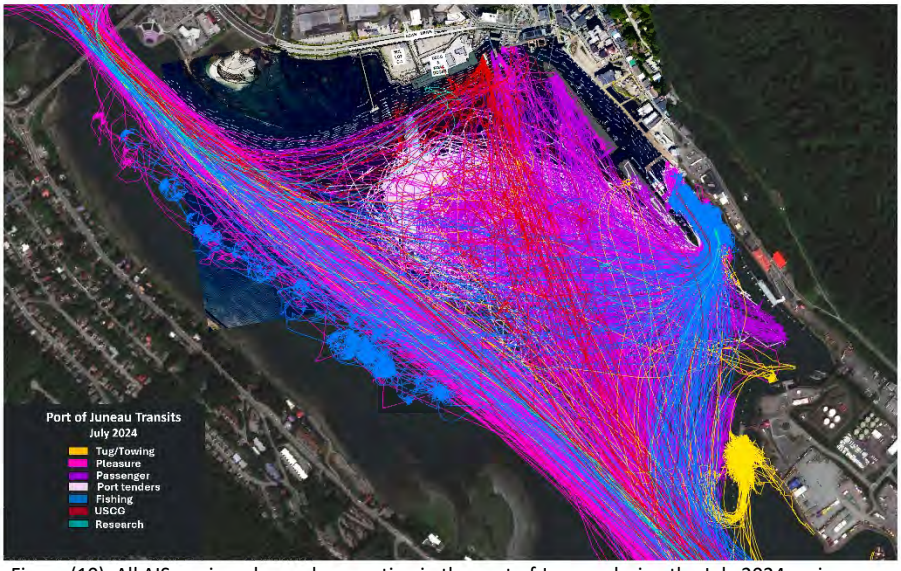

Figure (10). All AIS equipped vessels operating in the port of Juneau during the July 2024 cruise season with the proposed HTD overlayed.

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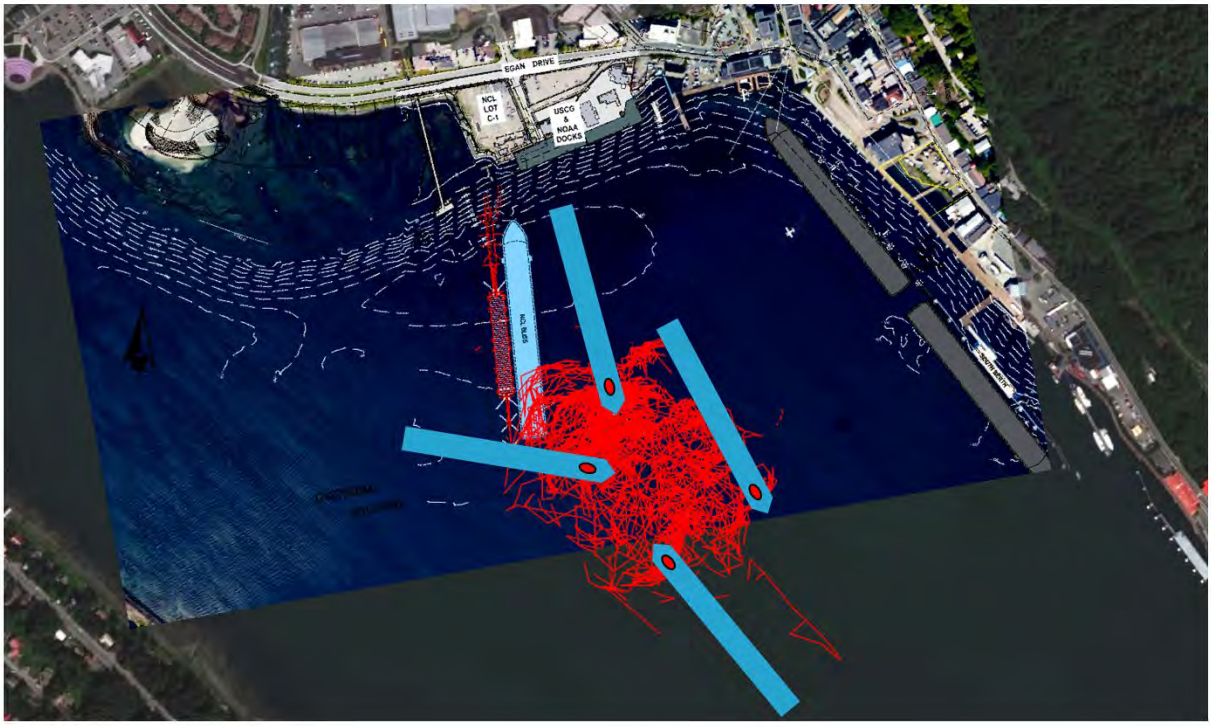

Figure (11). Positions of cruise ships stationed offshore with the proposed HTD overlayed. These cruise ships were positioned offshore 58 days of the 2024 cruise season. Ship icons represent entire vessels' profiles based on their dimensions and headings provided by AIS. The red dots indicate the location of the GPS/AIS antenna from which the entire vessel profiles are developed and graphically presented, which highlight that AIS tracks don't show the entire footprint of the vessel, only the bridge position.

The impact of vessels at anchor on the maneuvering of large cruise ships to and from berth is shown by the AIS generated graphics below. With the lack of tugs, the maneuvers to and from berth were done solely with the vessels' propellers and bow and stern thrusters. While anchored vessels and the proposed HTD both reduce open water for vessels to navigate, pilots and vessel captains have demonstrated they are able to do so without incident. However, when high winds and or currents are encountered, large cruise ships' maneuverability is affected and more sea room is needed to adjust to the elements. At times environmental factors increase the risk of operations to the point a Juneau arrival is cancelled, much like is done by Alaska Airlines.

It is evident that the proposed HTD will provide more open water for cruise ships to navigate to other facilities. Included are several figures that demonstrate how cruise ships navigated to and from docks when a ship was positioned offshore.

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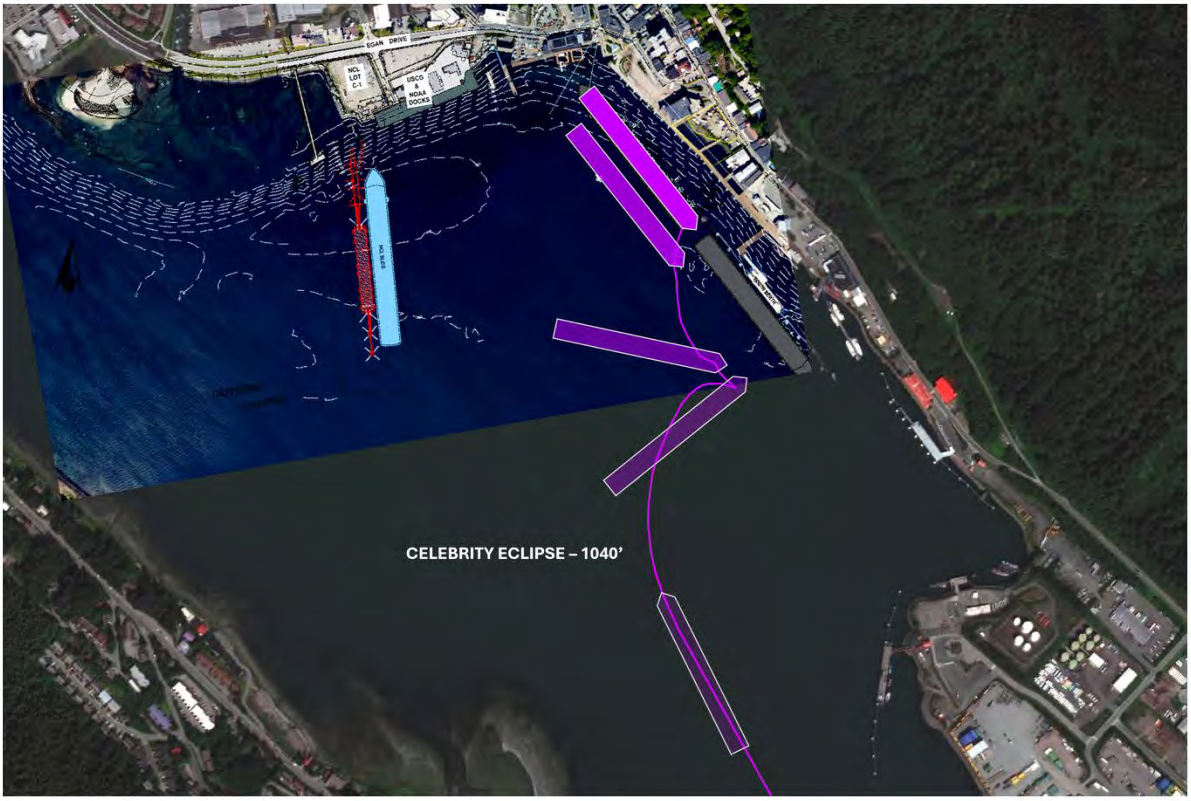

Figure (12). A maneuver by the 1,040-foot CELEBRITY ECLIPSE backing into the Port of Juneau's North Dock. The proposed HTD was superimposed to determine if the dock would interfere with the vessel's maneuver.

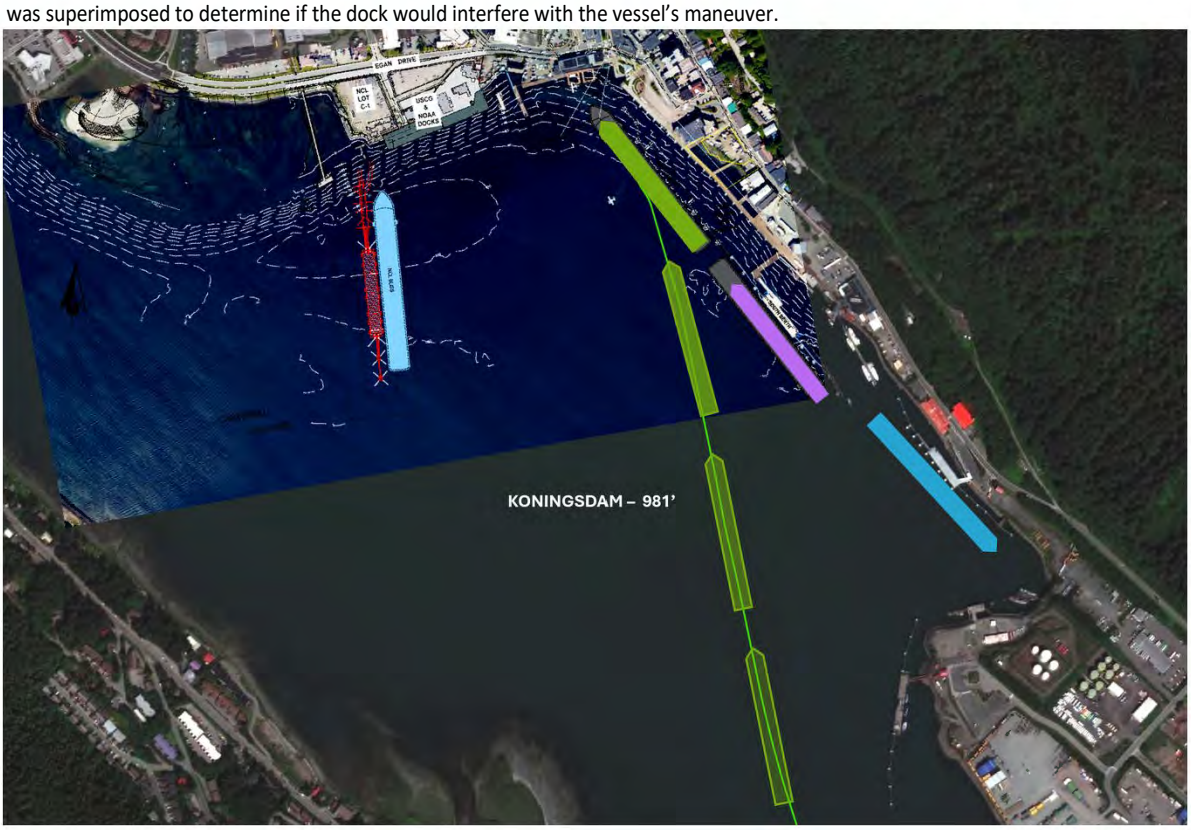

Figure (13). KONINGSDAM's approach to Port of Juneau's North Dock with overlay of the proposed HTD.

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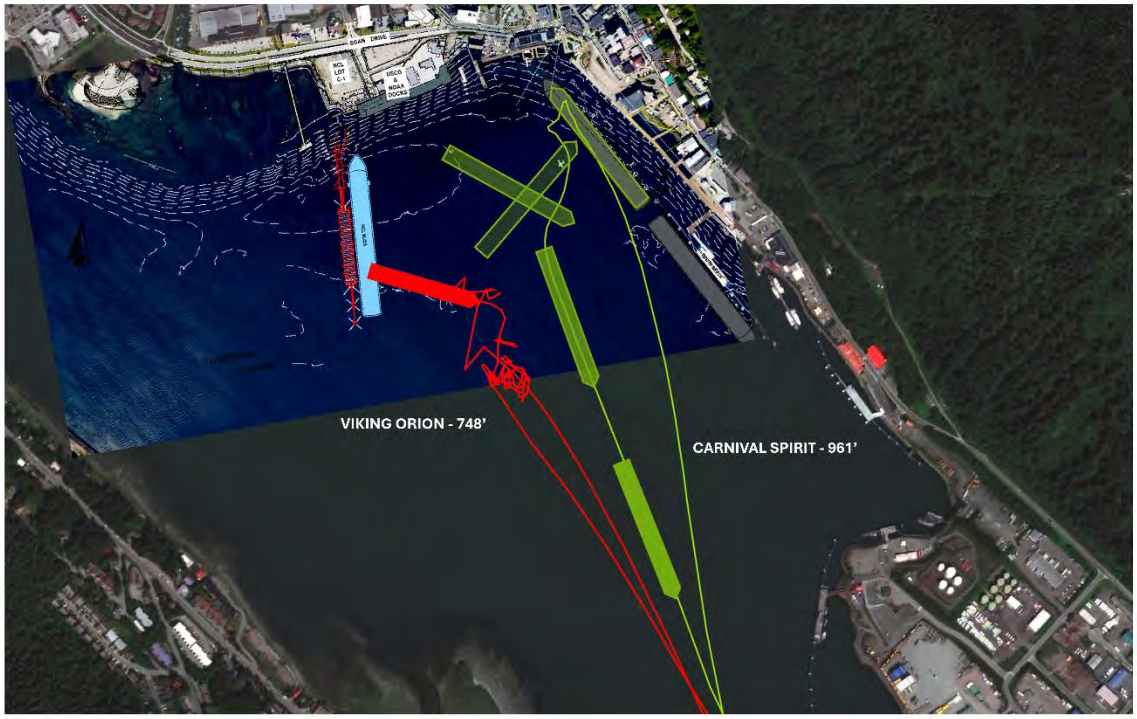

Figure (14). CARNIVAL SPIRIT departure from Port of Juneau, North Dock with VIKING ORION at anchor with overlay of the proposed HTD.

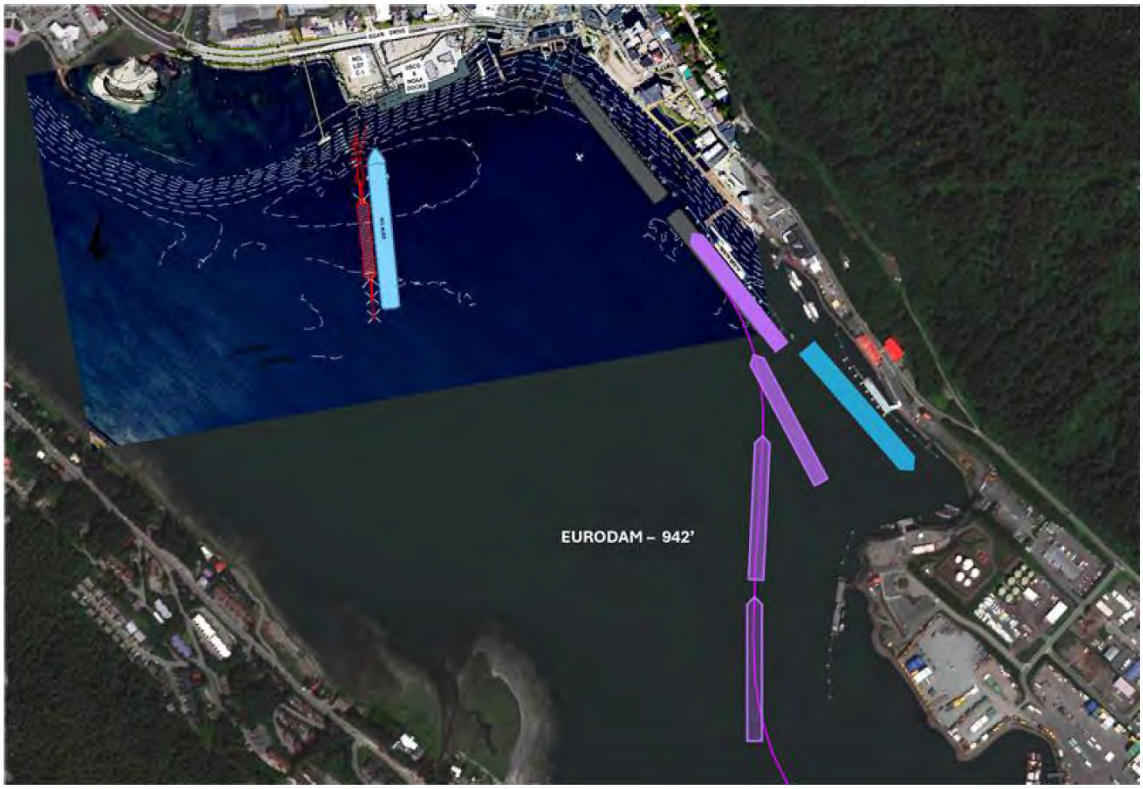

Figure (15). EURODAM arrival to Port of Juneau's South Dock with overlay of the proposed HTD.

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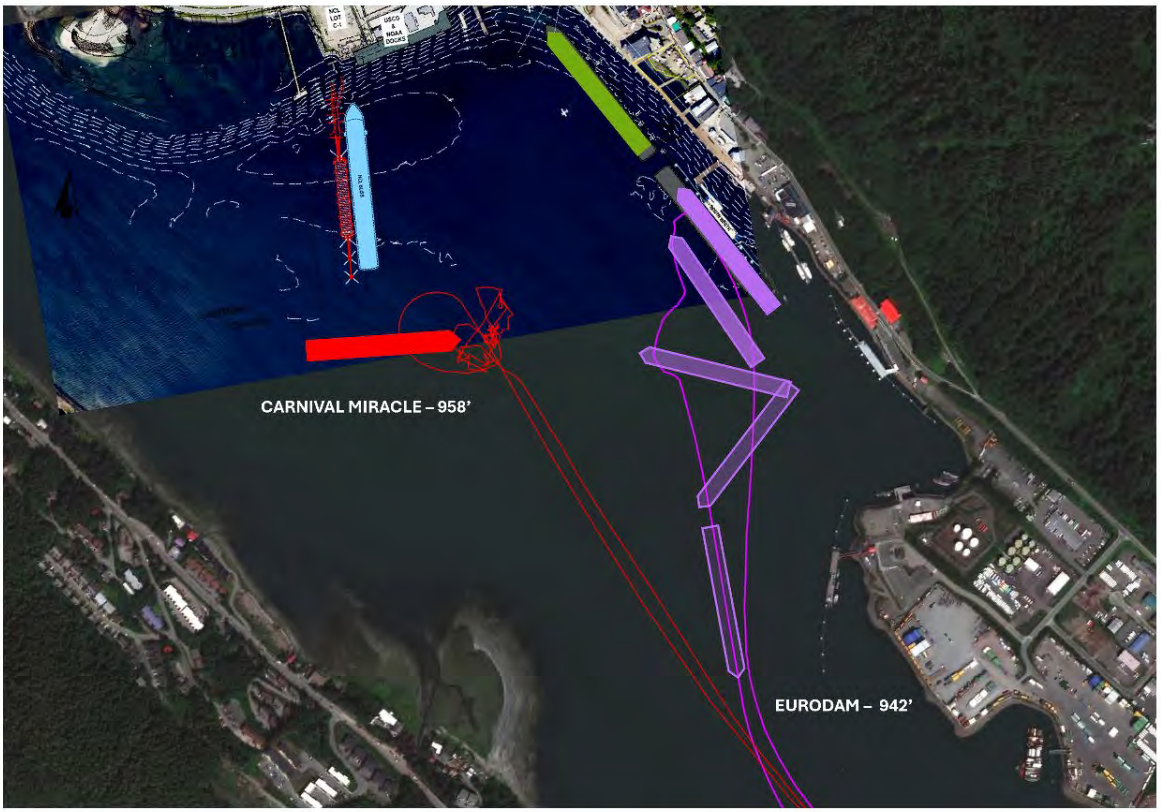

Figure (16). EURODAM departure from the South Dock with CARNIVAL MIRACLE at anchor with overlay of the proposed HTD.

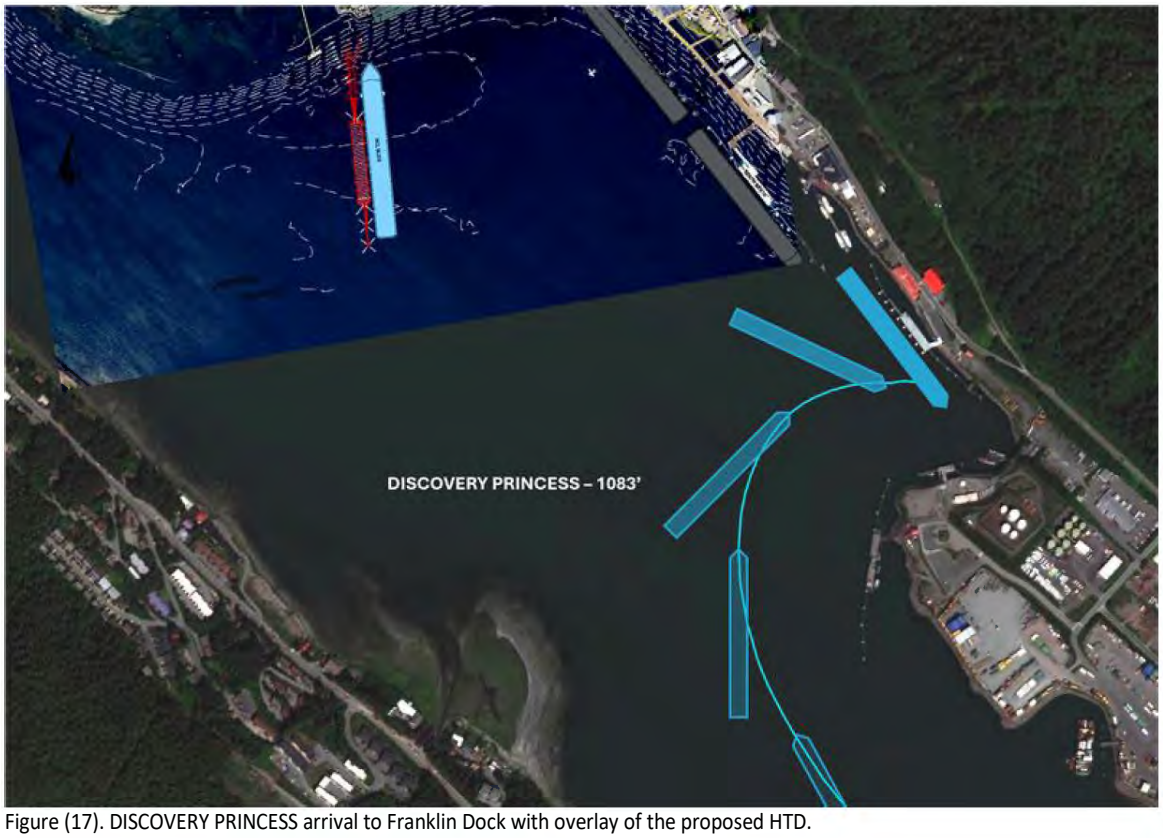

Figure (17). DISCOVERY PRINCESS arrival to Franklin Dock with overlay of the proposed HTD.

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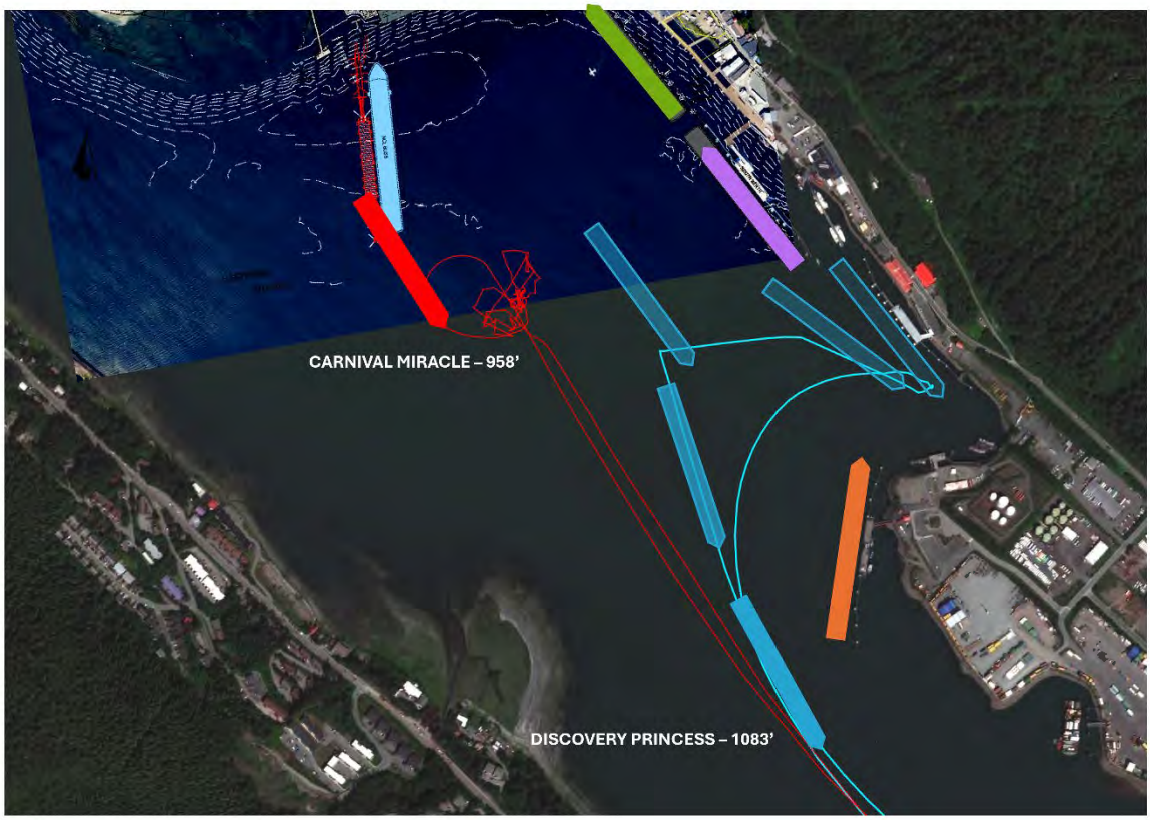

Figure (18). DISCOVERY PRINCESS departure from Franklin Dock with CARNIVAL MIRACLE at anchor, with 3 other cruise ships at berth, and an overlay of the proposed HTD.

4. Proposed Dock's Impact on Navigation of Other Vessels: A wide range of vessels other than cruise ships operate in the Port of Juneau. Some of the routes they take when transiting or operating in the Port will be impacted by the proposed HTD. In most cases these vessels would not need to adjust their routes to avoid the proposed HTD. However, these same vessels often need to maneuver to avoid colliding with anchored cruise ships, other vessels, and floatplanes. Large vessels at anchor cause blind spots that prevent a vessel underway behind the ship from sighting an approaching float plane. The blind spot also prevents a float plane pilot from seeing a vessel on a course that will intersect with the float plane's landing path early enough to adjust course or abort a landing. The following figures show the 2024 cruise season historical tracks of various types of boats equipped with an AIS transponder and how the proposed dock would require some vessels to change the routes they have previously taken to avoid impacting the dock and/or any vessel moored to it.

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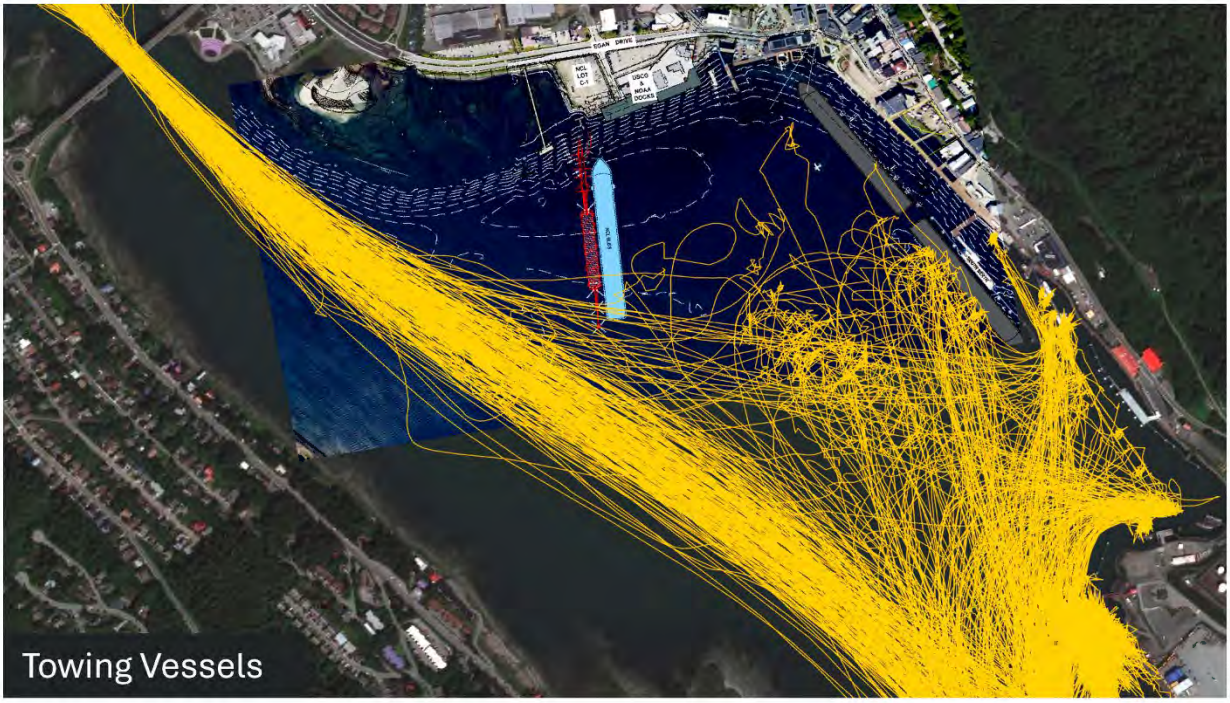

Figure (19). Tug routes when operating in the port when towing an oil barge to deliver fuel to Petro Marine Services, taking on fuel at the Petro Marine Dock, or while towing barges to and from facilities north of the Juneau Douglas Bridge, i.e. Samson Tug and Barge and Channel Construction. The graphic shows this traffic would not be substantially impacted. The proposed HTD is overlayed.

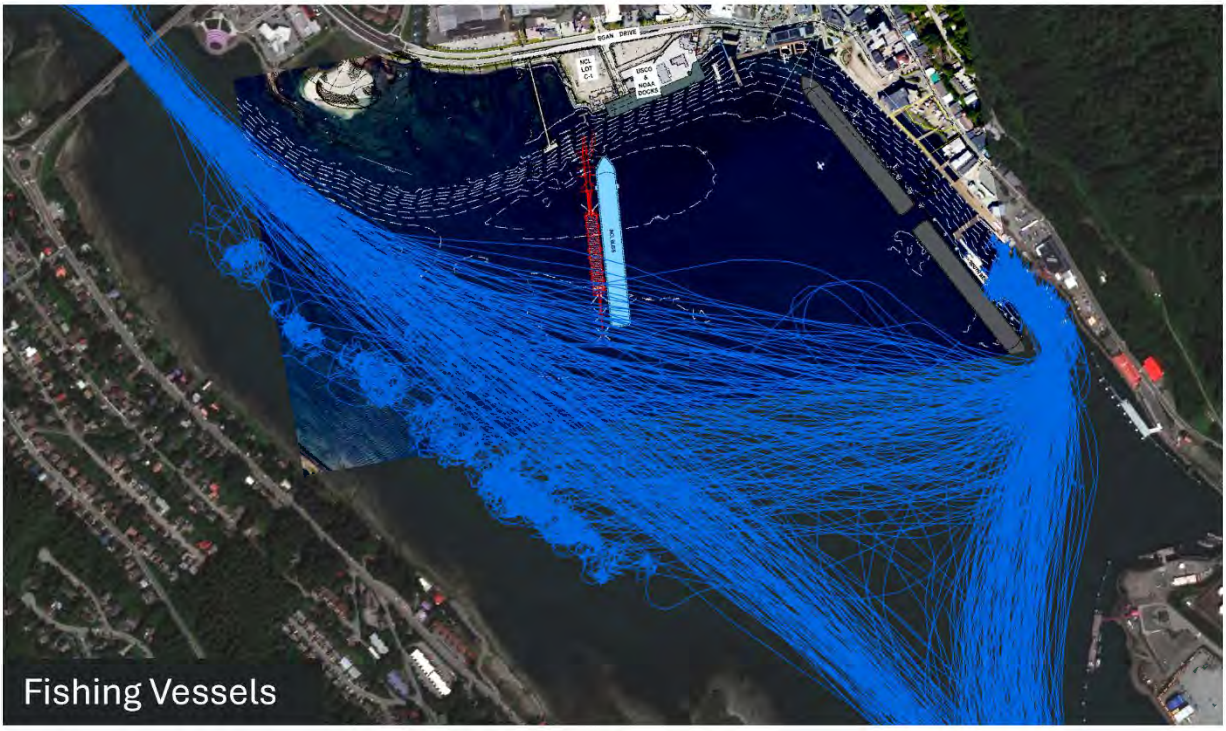

Figure (20). Routes fishing vessels equipped with AIS normally take when transiting to and from the Petro Marine fuel dock, DIPAC, Taku Fisheries or transiting to and from the port to go fishing. The graphic shows this traffic would not be substantially impacted. The proposed HTD is overlayed.

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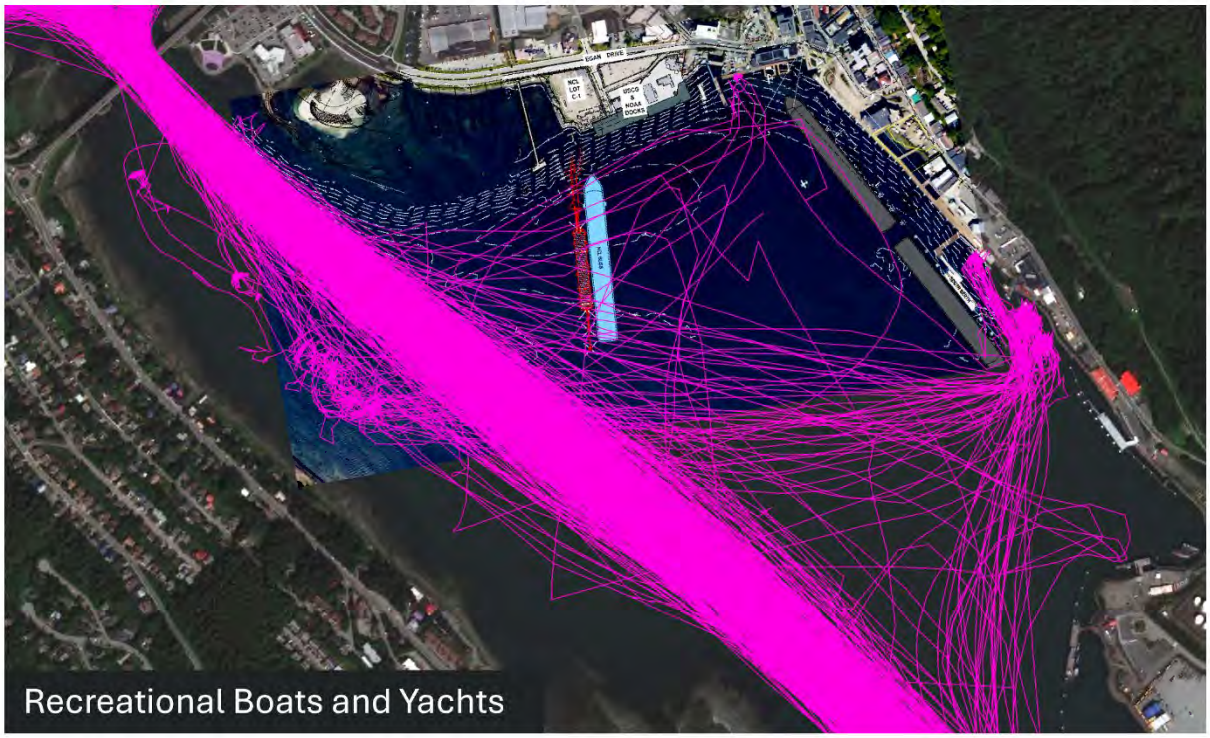

Figure (21). Routes of recreational/pleasure vessels equipped with AIS when transiting to and from the Taku Oil dock, yachts transiting to moor at the Port's dock, or heading into or out of port, with the proposed HTD overlayed.

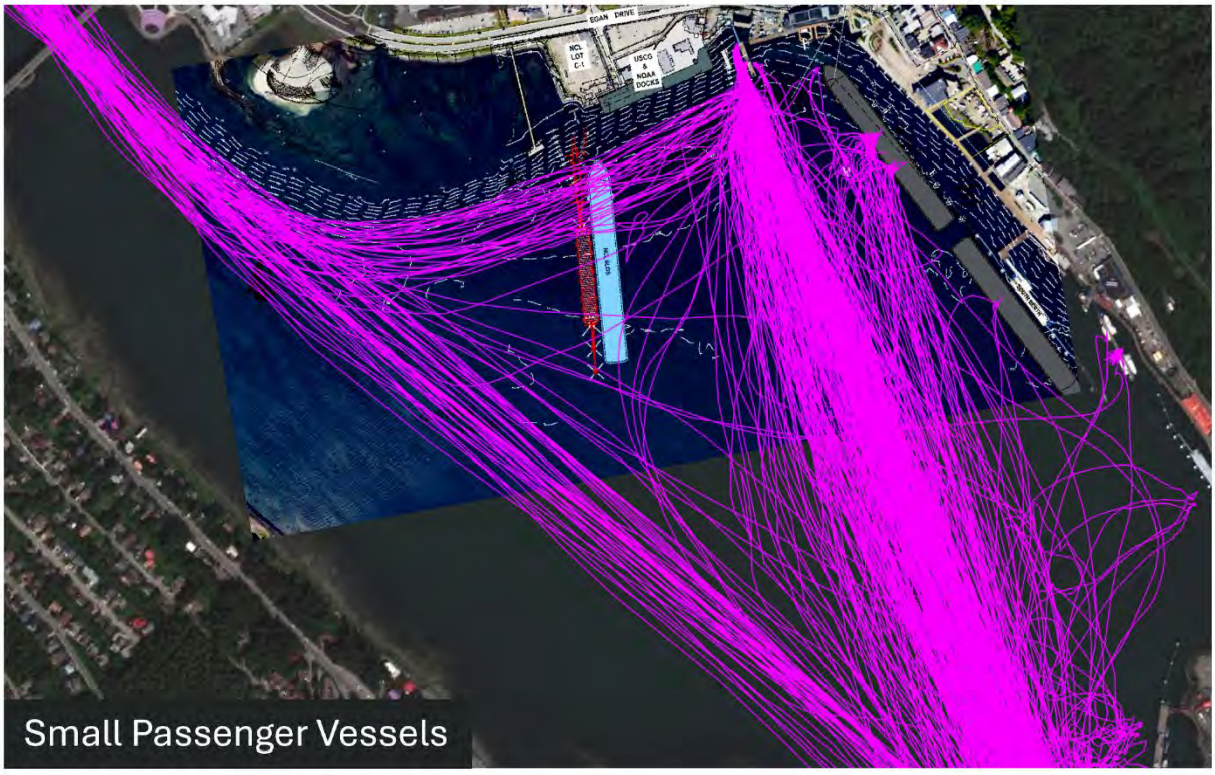

Figure (22). Routes of smaller passenger vessels (Allen Marine, UnCruise Adventures) equipped with AIS and able to sail under the Juneau Douglas Bridge. The routes they have taken to the Wharf area in the past will need to be adjusted to navigate further offshore to avoid striking the HTD and the vessel moored to it.

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5. Proposed Dock's Impact on Coast Guard Vessels and the Coast Guard Dock: Depending on the Coast Guard's plans for refurbishing their dock and incorporating the adjacent NOAA dock, the proposed HTD could impact the arrival and departure of larger Coast Guard vessels. The HTD would present a barrier on the western side of the dock that could complicate mooring and departure of their larger vessels. However, larger Coast Guard vessels avoid the Coast Guard dock in favor of mooring at the Port of Juneau's docks. Additionally, Coast Guard vessels do not arrive and depart daily and larger cutters like the 420-foot HEALY often use tugs to assist in mooring. At times NOAA vessels have also moored at the Coast Guard's dock. Currently the Coast Guard is planning on stationing the 370-foot STORIS in Juneau. This vessel has dynamic positioning capabilities and thus is highly maneuverable. This ship should easily be able to maneuver to and from the Coast Guard dock with no assistance. The Coast Guard dock is also used by the Alaska based 225-foot buoy tenders and smaller patrol boats. The proposed HTD would not interfere with these vessels arrival and departure.

Figure (23). Coast Guard Cutters HEALY and STORIS.

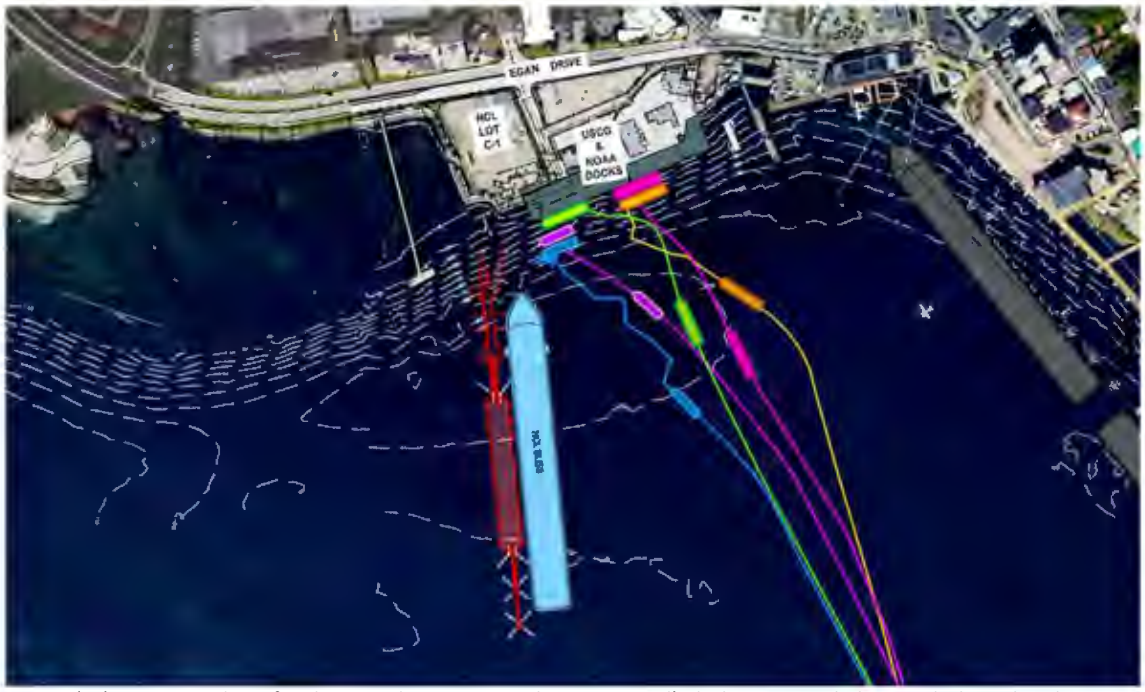

Figure (24). Coast Guard 225-foot buoy tenders arriving at the Coast Guard's dock in 2024 with the HTD dock overlayed.

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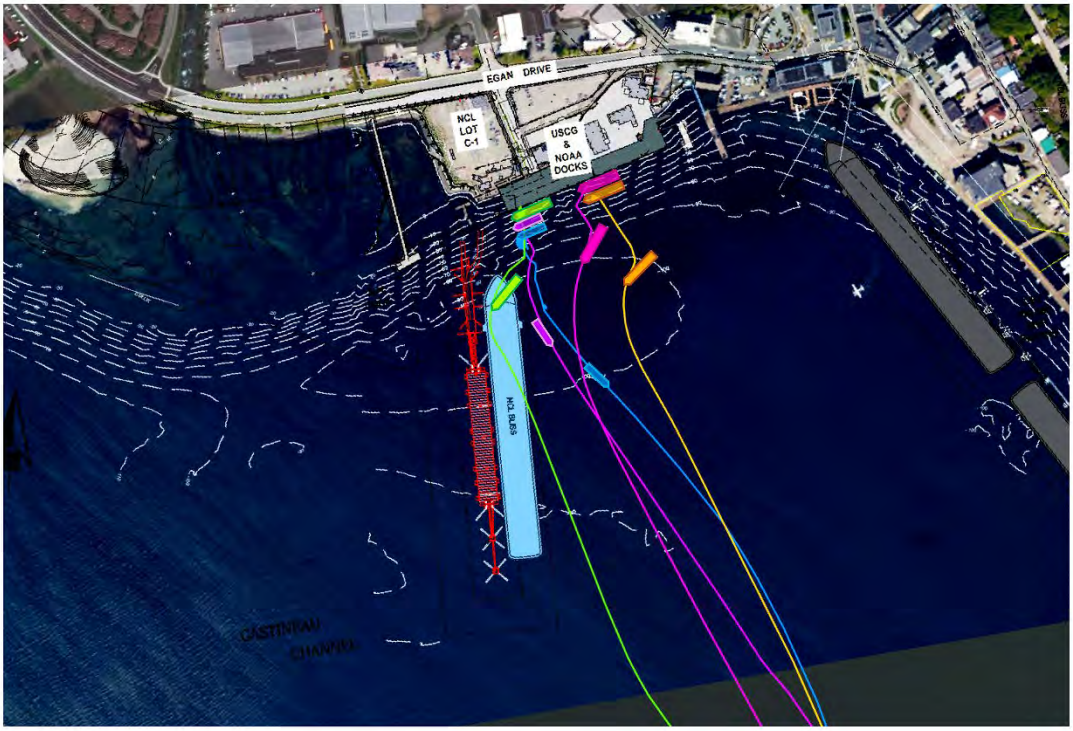

Figure (25). Maneuvers of Coast Guard 225-foot buoy tenders departing the Coast Guard's dock in 2024 with proposed HTD overlayed.

Figure (26). Maneuvers of Coast Guard 420-foot Coast Guard icebreaker HEALY to and from the Port of Juneau dock with two tugs assisting, with proposed HTD overlayed.

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6. Winds and Currents to be Considered in Navigational Assessment: The Marine Exchange of Alaska (MXAK) has installed and operates five weather stations and three tidal current stations in the vicinity of the Port of Juneau funded by CBJ Docks and Harbors. The information from these sites assists vessel captains and pilots with safely maneuvering vessels to and from docks in the confined Port area. The historical records of wind and tidal current have been evaluated to help determine the positioning of the proposed HTD to minimize environmental factors that could incur risk that complicates maneuvers. In some cases, environmental factors may exceed safe operating parameters as determined by captains and pilots conducting docking and departure maneuvers. This could be evaluated using a ship navigation simulator by inputting high wind and current factors. Most docks have go/no-go thresholds based on extreme environmental factors.

MXAK does not have sensors that provide actual current data at the site of the proposed dock. The three MXAK maintained current sensors are installed at Taku Fisheries, the Port's South Dock and the AJ Dock. Review of tidal current data from these sensors indicates the currents rarely exceed 3 knots, however, it is possible currents are greater at times at the proposed HTD location. Due to a prominent choke point, tidal currents in the vicinity of the Juneau Douglas Bridge are considered by many as the strongest in the area and likely have some influence on the currents near the proposed HTD. A temporary tidal sensor could be deployed to obtain better information.

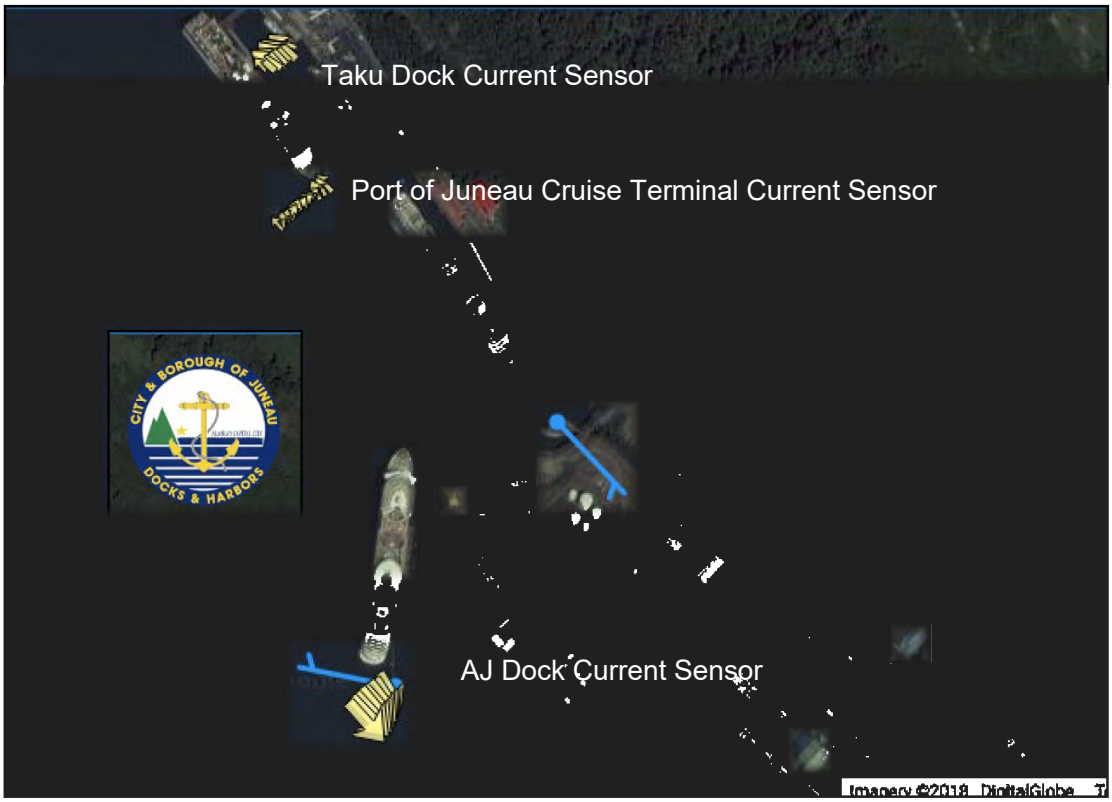

Figure (27). The location of the 3 current sensors in the Port area.

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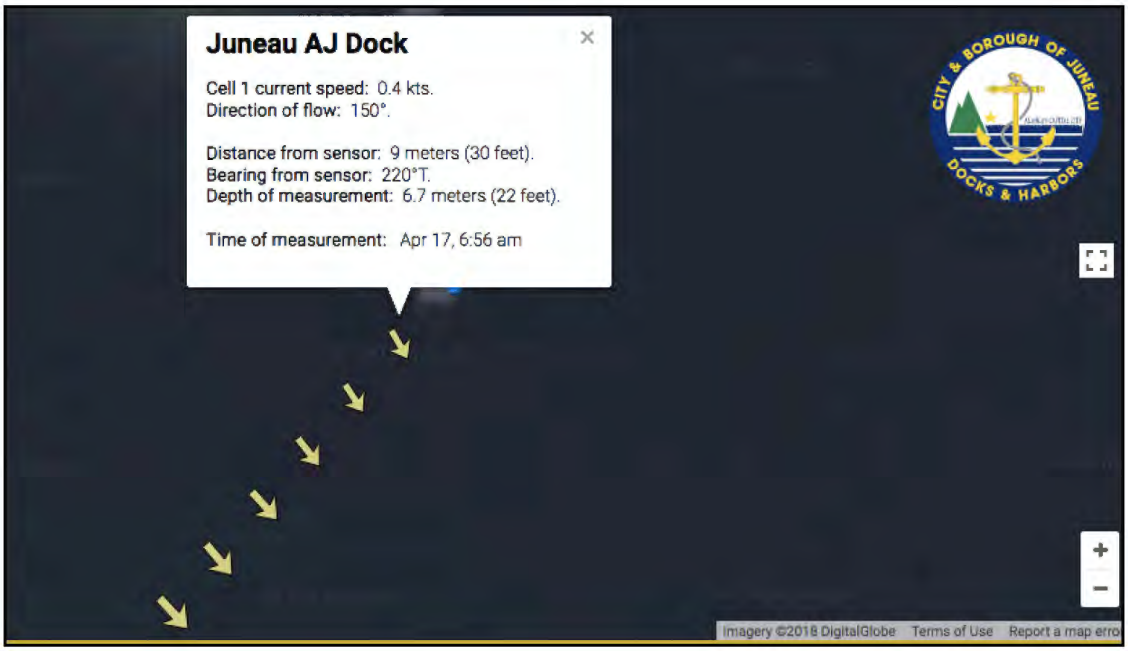

Figure (28). The graphical display of the tidal current data accessible to vessel operators.

TIMESTAMP	HDG	PITCH	ROLL	PRESS	TEMPC	CELL1_SPEED	CELL2	CELL3	CELL4	CELL5	CELL6	CELL7	CELL8	CELL9	CELL10	CELL11	CELL12	CELL1_DIR	CELL2_DIR	CELL3	CELL4	CELL5	CELL6	CELL7	CELL8	CELL9	CELL10	CELL11	CELL12
6/22/2024 12:00	237	1.2	1.5	8.041	8.23	0.8	0.76	1.08	1.02	0.78	0.3	1.49	0.86	0.26	0.8	1.85	2.05	120.9	129.8	137.8	138.9	130	284.6	297.6	295.5	309.1	92.4	102.2	103.5
6/22/2024 12:05	235	1.2	1.5	8.115	7.88	0.12	0.14	0.38	0.51	0.44	0.65	0.67	0.9	1.37	1.94	2.06	1.97	53.8	2.3	359.7	2.5	22	339.2	333.4	321.9	311.9	306.4	305.1	304.8
6/22/2024 12:15	236	1.3	1.5	8.297	7.83	0.1	0.14	0.3	0.48	0.48	0.59	0.74	1.07	1.58	1.92	2.2	2.26	293.9	304.3	318.2	324.2	321	318.7	317.4	310.9	307.1	304.6	301.3	299.5
6/24/2024 22:15	237	1.3	1.4	6.513	9.94	0.12	0.08	0.1	0.05	0.04	0.09	0.72	1.6	2.19	1.95	1.8	1.73	354.2	9.8	355.8	47.8	80.5	352	307.6	303.7	303.3	306.6	309.9	310.1
6/24/2024 22:20	237	1.3	1.5	6.534	9.95	0.36	0.72	1.29	2.04	2.09	1.88	1.07	0.36	0.61	0.9	1.12	1.3	108.3	116.5	120.1	117.2	115	114.1	107.4	76.2	326.7	328.1	327.3	327.6
6/25/2024 6:00	236	1.4	1.6	9.203	9.35	0.18	0.27	0.26	0.29	0.3	0.36	0.62	1.05	1.44	1.97	2.28	2.34	0.3	351.7	9.4	19.7	17.9	350.4	330.8	317.1	311.2	307.1	305.8	306.1
6/25/2024 13:40	236	1.4	1.5	7.662	8.48	0.52	0.67	0.91	1.03	1.15	1.26	1.51	1.65	1.89	2.22	2.34	2.44	26.4	17.2	1.9	357.1	355	351.4	346.9	344.4	342.9	342.5	341.4	340.9
7/15/2024 11:52	231	1	1.2	7.889	9.44	0.51	0.67	1.28	2.85	0.14	0.55	0.31	0.53	0.7	0.78	0.73	0.9	76.4	91.1	304.9	297.7	91.2	96.6	50	328.2	322.2	321.4	330.9	332.2
7/15/2024 11:57	237	0.4	1.4	7.853	9.81	0.46	0.25	0.25	0.36	0.32	0.57	1.02	1.66	2.05	2.42	2.44	2.19	292.5	304.1	308.6	310.1	323	317.6	305.2	304.2	303.9	304	302.3	299.4
7/15/2024 12:02	237	0.4	1.4	7.822	9.82	0.46	0.43	0.44	0.44	0.28	0.35	1.08	1.73	2.11	2.18	2.19	1.97	328.7	322.1	322.8	327.1	321	326.1	310.2	305.9	303.7	305.1	309.7	307
7/15/2024 12:07	237	0.4	1.4	7.787	9.85	0.32	0.34	0.67	0.76	0.67	0.66	0.9	1.84	2.8	2.82	2.14	2.55	311	312.1	328.9	338.8	356	30.4	359.1	323	311.3	308	297.6	311.4
7/18/2024 12:32	241	0.4	1.4	9.217	8.78	0.25	0.47	0.56	1.19	0.76	1.49	2.46	2.15	2.59	2.42	1.89	1.16	137.7	121.6	121.7	118.8	124	120.2	118.4	120.3	119.9	121.2	122.9	127.8
7/18/2024 12:37	240	0.4	1.4	9.208	8.79	0.4	0.57	0.74	1.17	1.8	1.95	1.71	2.36	3.11	3.09	3.35	3.63	166.4	162.7	157.6	142.3	134	133.6	138	132.8	127.5	129.8	128	124.8
7/18/2024 17:17	239	0.4	1.4	7.217	9.08	0.36	0.73	0.98	1.08	1.32	1.6	1.89	2.06	1.98	2.05	2.17	2.18	142.8	133.1	130.6	132	131	130.1	131.1	132.1	135.8	137.1	137.1	137.3
7/22/2024 11:57	236	0.6	1.3	7.578	8.2	0.16	0.29	0.4	0.24	0.4	0.16	0.77	1.63	2.11	2.27	2.18	1.95	340	346.1	347.6	54.5	97.4	93.1	301.1	298.6	300	298.8	298.3	298.1
7/22/2024 12:07	237	0.4	1.3	7.796	8.27	0.4	0.53	0.63	0.66	0.72	0.8	0.9	1.29	2.27	2.73	2.49	2.35	347.3	358.3	4.9	9.3	18.1	20.7	3.2	339.3	322.6	322.5	323.8	323.4
7/23/2024 12:17	237	0.4	1.4	7.204	8.68	0.33	0.29	0.23	0.18	0.18	0.13	0.58	1.97	2.78	2.86	2.6	2.62	34.2	33.9	35.3	40	81.2	60.3	303.3	301.9	302	303.6	306	307.8
7/23/2024 12:22	237	0.4	1.4	7.322	8.48	0.19	0.14	0.04	0.17	0.24	0.29	1	2.21	2.72	2.35	1.8	1.64	236.5	232.4	326	24.3	25.8	340.6	305	297.5	297.3	298.5	302.1	305.6
7/23/2024 22:47	237	0.4	1.4	6.296	9.95	0.25	0.2	0.12	0.09	0.1	0.1	0.13	0.65	1.9	2.55	2.79	2.63	267.6	253.6	257.4	285	302	321.2	305	302.3	299.6	299.4	300	299.6
7/23/2024 22:52	238	0.5	1.4	6.361	9.97	0.45	0.39	0.4	0.44	0.42	0.5	0.57	0.8	1.41	1.67	2.07	2.22	330.5	342.6	352.6	359.1	15.9	33	17.5	344.4	322.4	320.1	318.3	320.3
7/25/2024 12:37	239	0.4	1.4	6.14	9.07	0.18	0.24	0.28	0.43	0.78	0.9	0.77	0.71	1.32	2.03	2.61	2.74	179.9	202.8	224.4	260.7	286	291.4	294.3	295.6	296.8	295.9	295.4	295.3
7/29/2024 12:02	237	0.4	1.4	7.688	9.13	0.04	0.06	0.15	0.55	2.8	0.47	0.25	0.21	0.18	0.08	0.16	0.23	117.8	28.2	118.6	289.3	297	316.4	97.5	109.9	129.2	173.3	248.2	202.4

SOUTH_BERTH_OUT - 2024 greater than 2kts(in)

TIMESTAMP	PRESS	CELL1_SPEED	CELL10_	CELL11	CELL12	CELL10_DIR	CELL11_	CELL12_D
6/22/2024 12:00	8.041	0.8	0.8	1.85	2.05	92.4	102.2	103.5
6/22/2024 12:05	8.115	0.12	1.94	2.06	1.97	306.4	305.1	304.8
6/22/2024 12:15	8.297	0.1	1.92	2.2	2.26	304.6	301.3	299.5
6/24/2024 22:15	6.513	0.12	1.95	1.8	1.73	306.6	309.9	310.1
6/24/2024 22:20	6.534	0.36	0.9	1.12	1.3	328.1	327.3	327.6
6/25/2024 6:00	9.203	0.18	1.97	2.28	2.34	307.1	305.8	306.1
6/25/2024 13:40	7.662	0.52	2.22	2.34	2.44	342.5	341.4	340.9
7/15/2024 11:52	7.889	0.51	0.78	0.73	0.9	321.4	330.9	332.2
7/15/2024 11:57	7.853	0.46	2.42	2.44	2.19	304	302.3	299.4
7/15/2024 12:02	7.822	0.46	2.18	2.19	1.97	305.1	309.7	307
7/15/2024 12:07	7.787	0.32	2.82	2.14	2.55	308	297.6	311.4
7/18/2024 12:32	9.217	0.25	2.42	1.89	1.16	121.2	122.9	127.8
7/18/2024 12:37	9.208	0.4	3.09	3.35	3.63	129.8	128	124.8

Figure (29). Records of historical tidal current data, with speeds of each cell of the current sensor in the red boxes.

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Currents vary due to several factors including but not limited to tides, winds, and precipitation runoff and are generally less than 2 knots. Higher velocity currents have been attributed to the maneuvering of vessels close to the sensors. Real time current sensors provide the best information for captains and pilots to consider when arriving and departing a dock.

Winds experienced in the Port area also vary substantially, but are generally not strong enough to interfere with safe navigation. Very localized wind patterns led the Port of Juneau to fund the previously mentioned weather stations in the harbor area. Based on historical wind data, the proposed HTD orientation minimizes prevailing winds from impacting ships arrivals and departures to the dock.

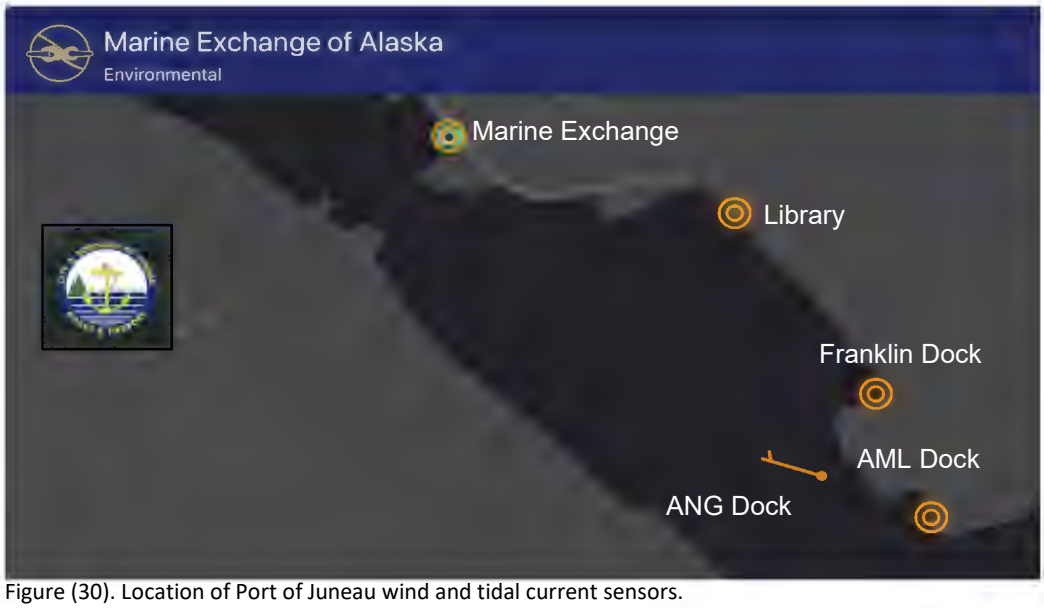

Figure (30). Location of Port of Juneau wind and tidal current sensors.

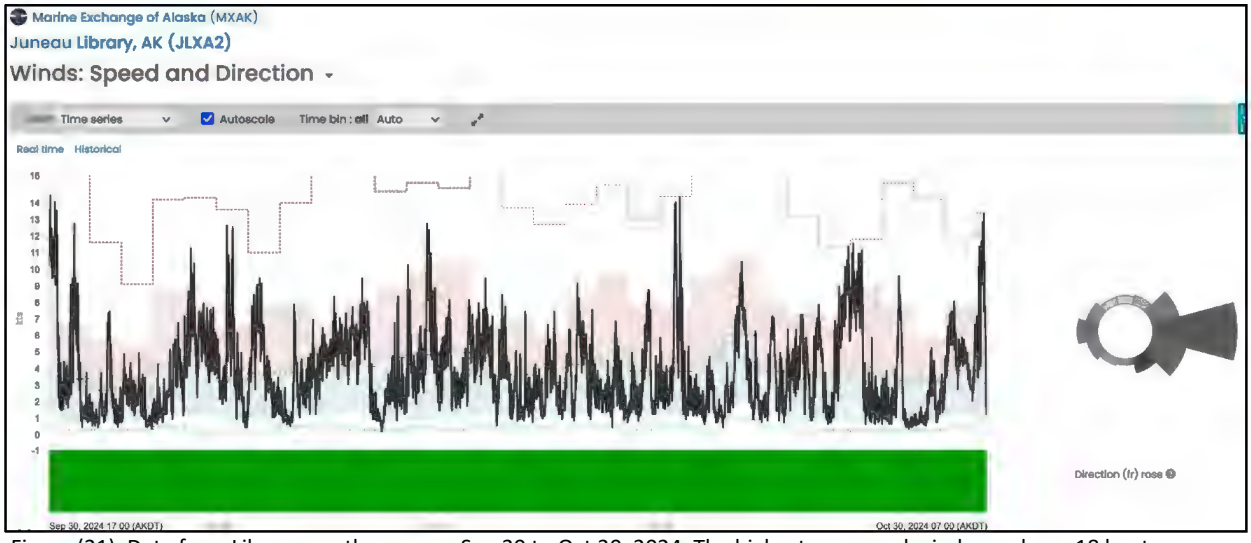

Figure (31). Data from Library weather sensor Sep 30 to Oct 30, 2024. The highest measured wind speed was 18 knots.

Figure (32). Location of NOAA facility wind sensor.

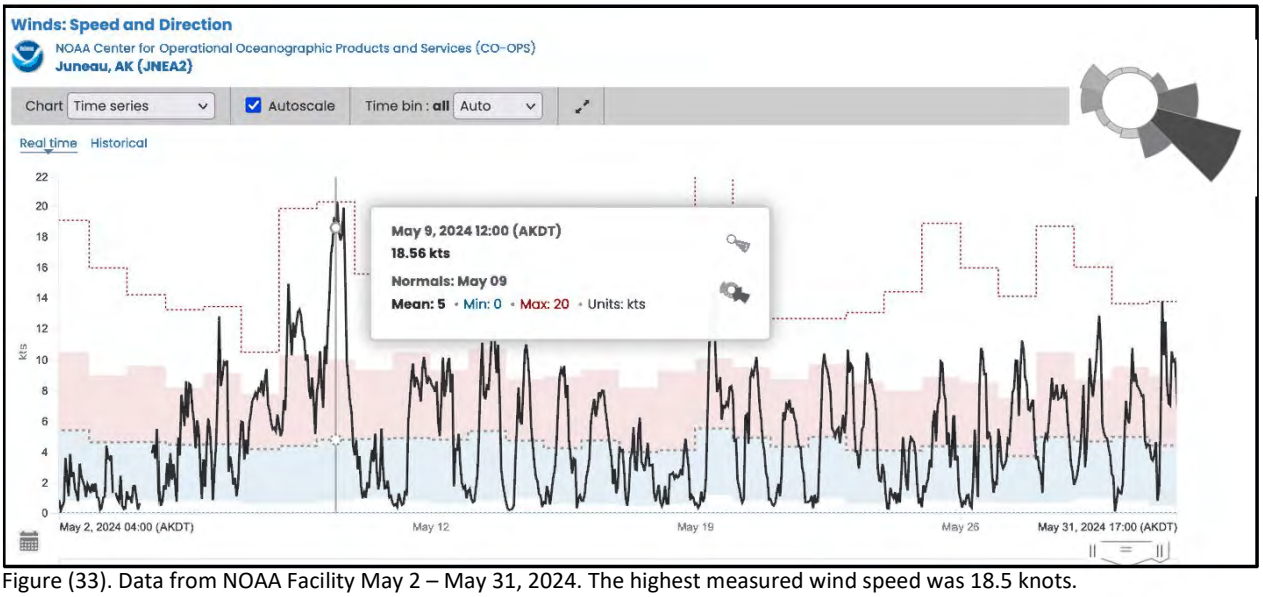

Figure (33). Data from NOAA Facility May 2 – May 31, 2024. The highest measured wind speed was 18.5 knots.

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Figure (34). Location of AJ Dock wind sensor.

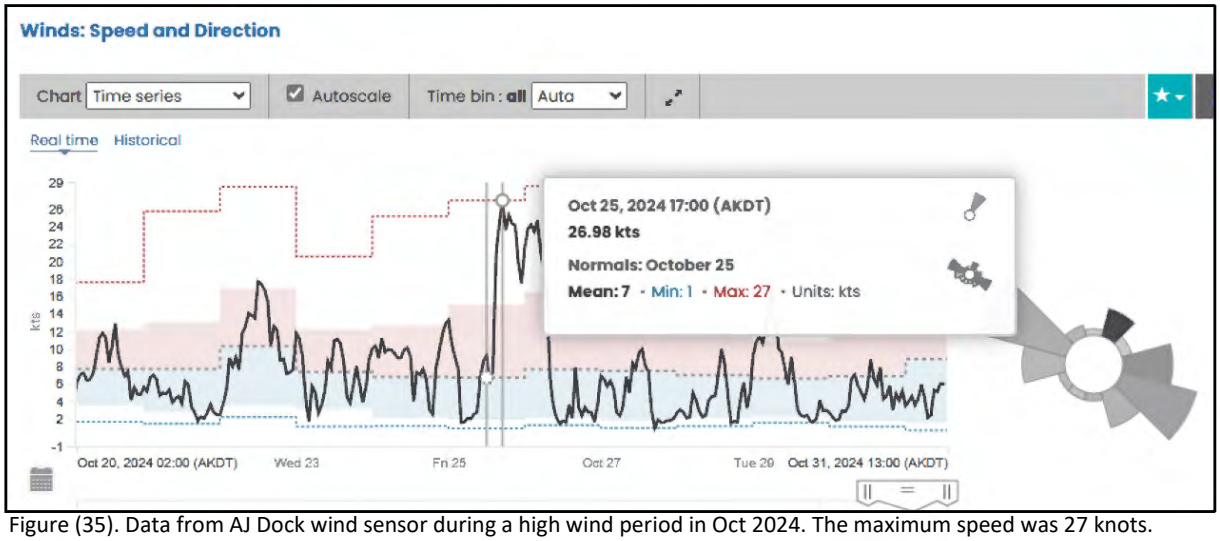

Figure (35). Data from AJ Dock wind sensor during a high wind period in Oct 2024. The maximum speed was 27 knots.

There are instances where environmental conditions interfere with safe navigation of vessels in the port including vessels that would be mooring at the proposed HTD. However, those events do not present an unmanageable risk to the safe navigation of cruise ships mooring or departing shoreside facilities including at the location of the proposed HTD. The installation of wind and current sensors at the proposed HTD would provide the most accurate and relevant real-time environmental conditions that will aid maneuvering decisions made by the captain and pilot.

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7. Impacts on the Anchorage Area in the Port: Cruise ships, tugs with barges, large yachts and other vessels have anchored in the port area in the past. The area available to safely anchor a large vessel will be reduced by the HTD, however, the presence of the proposed HTD and the five ship a day limit will prevent the need to anchor large cruise ships offshore. A Coast Guard Safety Zone (see below) limits anchoring in the harbor. The restrictions in anchoring are also noted in the U.S. Coast Pilot. The Coast Guard in providing "permission" to vessels anchoring in the harbor, will likely take into consideration the HTD and limited area available for vessels to anchor.

§ 165.1702 Gastineau Channel, Juneau, Alaska—safety zone.

(a) The waters within the following boundaries are a safety zone: A line beginning at position 58°17.8' N., 134°24.9' W., in the direction of 140° True to Rock Dump Lighted Buoy 2A (LLNR 23685) at position 58°17.1' N., 134°23.8' W.; thence in the direction of 003° true to a point at position 58°17.4' N., 134°23. 8' W., on the north shore of Gastineau Channel; thence northwesterly along the north shore of Gastineau Channel to the point of origin.

(b) Special Regulations:

(1) All vessels may transit or navigate within the safety zone.

(2) No vessels, other than a large passenger vessel (including cruise ships and ferries) may anchor within the Safety zone without the express consent from the Captain of the Port, Southeast Alaska.

Figure (36). Information on the Safety Zone for the Gastineau Channel area of the Port of Juneau is addressed in 33 Code of Federal Regulations, Part 165.

(186)

Anchorages

(187) Anchorage is available off the wharves, northeast of the cable area, in 12 to 19 fathoms, soft bottom. Permission, however, must be obtained from the Coast Guard Captain of the Port prior to anchoring in this area from June through September due to extensive cruise ship traffic.

(188) The harbor area off the waterfront at Juneau is a **safety zone**. (See **33 CFR 165.1** through **165.9**, **165.20**, **165.23**, and **165.1702**, chapter 2, for limits and regulations.)

Figure (37). Federal Regulations, Part 165 The above information on the anchoring of vessels in the Port area is addressed in the U.S. Coast Pilot 9.

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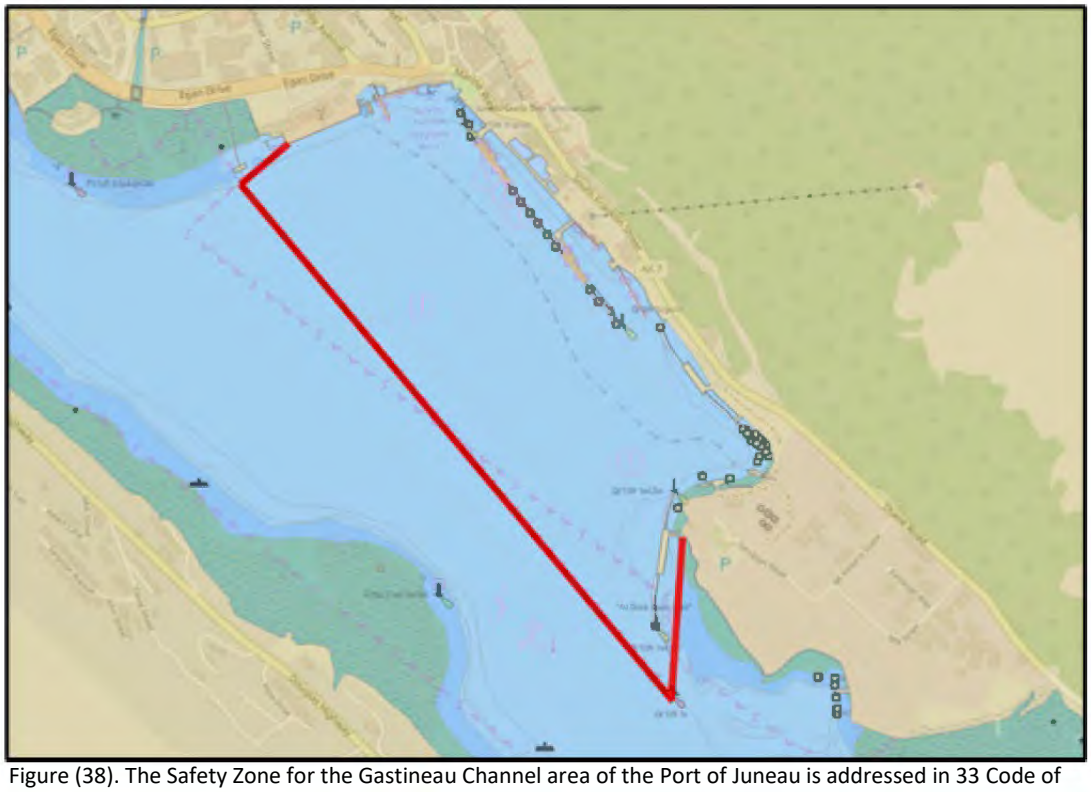


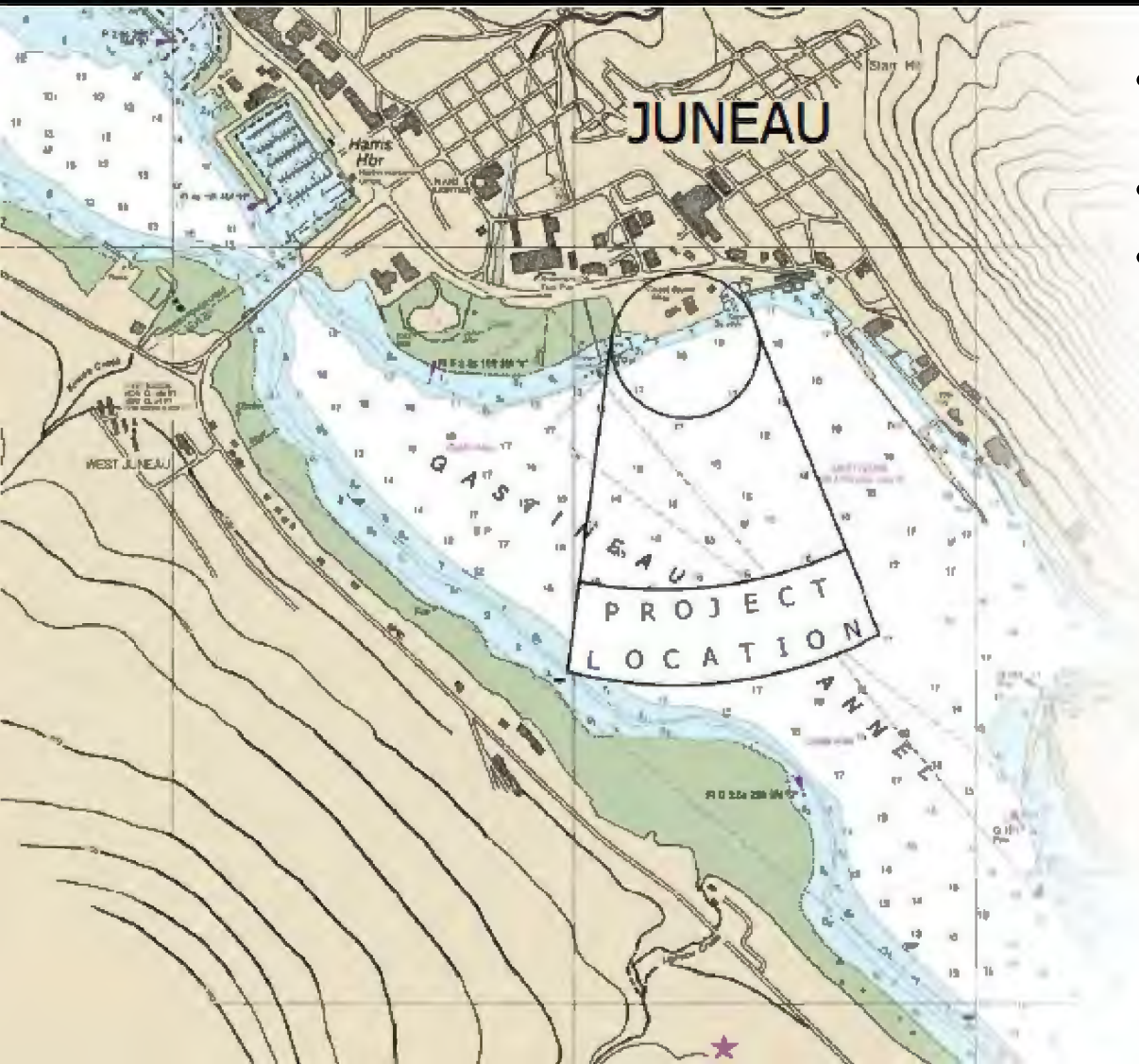
Figure (38). The Safety Zone for the Gastineau Channel area of the Port of Juneau is addressed in 33 Code of Federal Regulations, Part 165.

8. Summary: The information provided in this navigation study of the impacts of the proposed Huna Totem Dock identifies both positive and negative impacts on the navigation of vessels in the Port of Juneau for decision makers to consider when evaluating this project. Use of a navigation simulator with the environmental factors and physical details of the proposed HTD in the Port of Juneau is planned. The simulator will be operated by vessel pilots and masters who have navigated large cruise ships under various current and wind conditions and will assess the navigational challenges and go/no go parameters. The experience obtained will help inform the preferred orientation of the HTD, if built.

HUNATOTEM

CORPORATION

Áak'w Landing



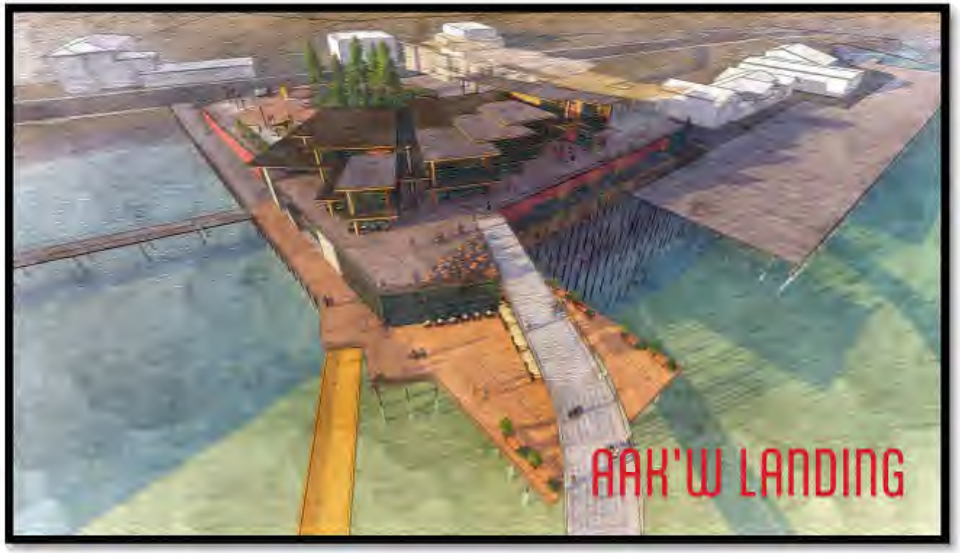
- Welcome Center, retail, dining, public park, and underground parking
- Indigenous knowledge, science, and cultural center
- Floating dock

Recent Public Engagement

- November
  - CBJ LHED committee
  - Juneau Gastineau Rotary
  - 58 Innovators Rotary
  - The Group
  - DBA
  - Juneau Rotary Club
- December
  - CBJ COW
- January
  - Juneau Chamber
  - First Things First AK Foundation
  - Capital Civic Center
  - Glacier Valley Rotary
  - KINY Problem Corner
- January cont.
  - DBA Annual Meeting
  - CBJ Open House meetings
  - FTFAK & KINY podcast
- February
  - Capital project committee
  - The Group (update)
  - DBA (update)
  - Juneau Navy League
  - CBJ LHED & COW
  - Huna Totem Open House (Spice)
- Conferences
  - ATIA: cultural tourism panel
  - SE Conf: tourism panel
  - CLIA PNW: indigenous tourism panel

Public and Stakeholder Impacts on Project

- Visitor Industry Task Force recommendations ➡ CUP conditions
  - 1 large ship, no hot berthing, high quality, year-round use, shore power
- Juneau Tourism Surveys
  - Public park, parking, seawalk extension, cultural center
- US Coast Guard
  - Removed “fingers” from dock to optimize use by other vessels, in emergencies, and wind/wave conditions
- Navigability Study
  - Adjusted dock alignment
- AJT Mining Properties
  - Remove derelict dock
- CBJ Open House Meetings (team reviewing ideas now)
  - Year-round use: cultural and educational programs; incorporate all cultures
  - Outdoor spaces: amphitheater, festivals, markets, seamless seawalk, public binoculars, restrooms

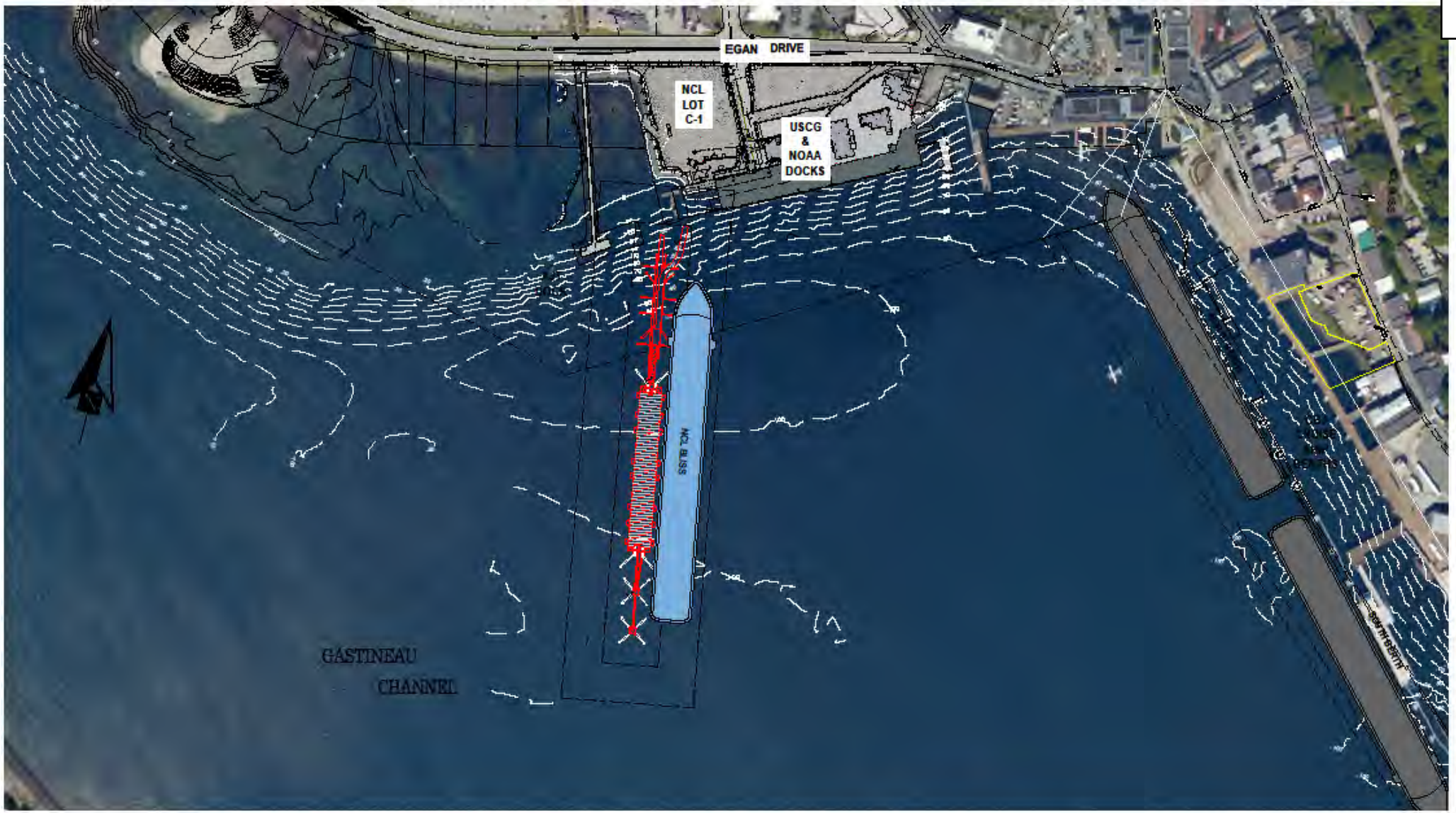


Navigability Study

HUNATOTEM CORPORATION

Navigability Study

- Conducted by Marine Exchange of Alaska (via PND Engineers)
  - Considered various dock orientations
  - Addressed maritime activities (vessel and floatplane) and existing dock infrastructure in the area
- Utilized multiple sources of information
  - Automatic Identification System (AIS) data
  - Currents, weather, and environmental data
  - Stakeholder discussions and information
- Planning navigation simulation
  - Work with experienced vessel pilots and masters



REVISIONS

REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

PND ENGINEERS, INC
5160 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2093
www.pndengineers.com

DESIGN: ____ CHECKED: ____
DRAWN: ____ APPROVED: ____

SCALE: SCALE IN FEET
0 150 300 FT.

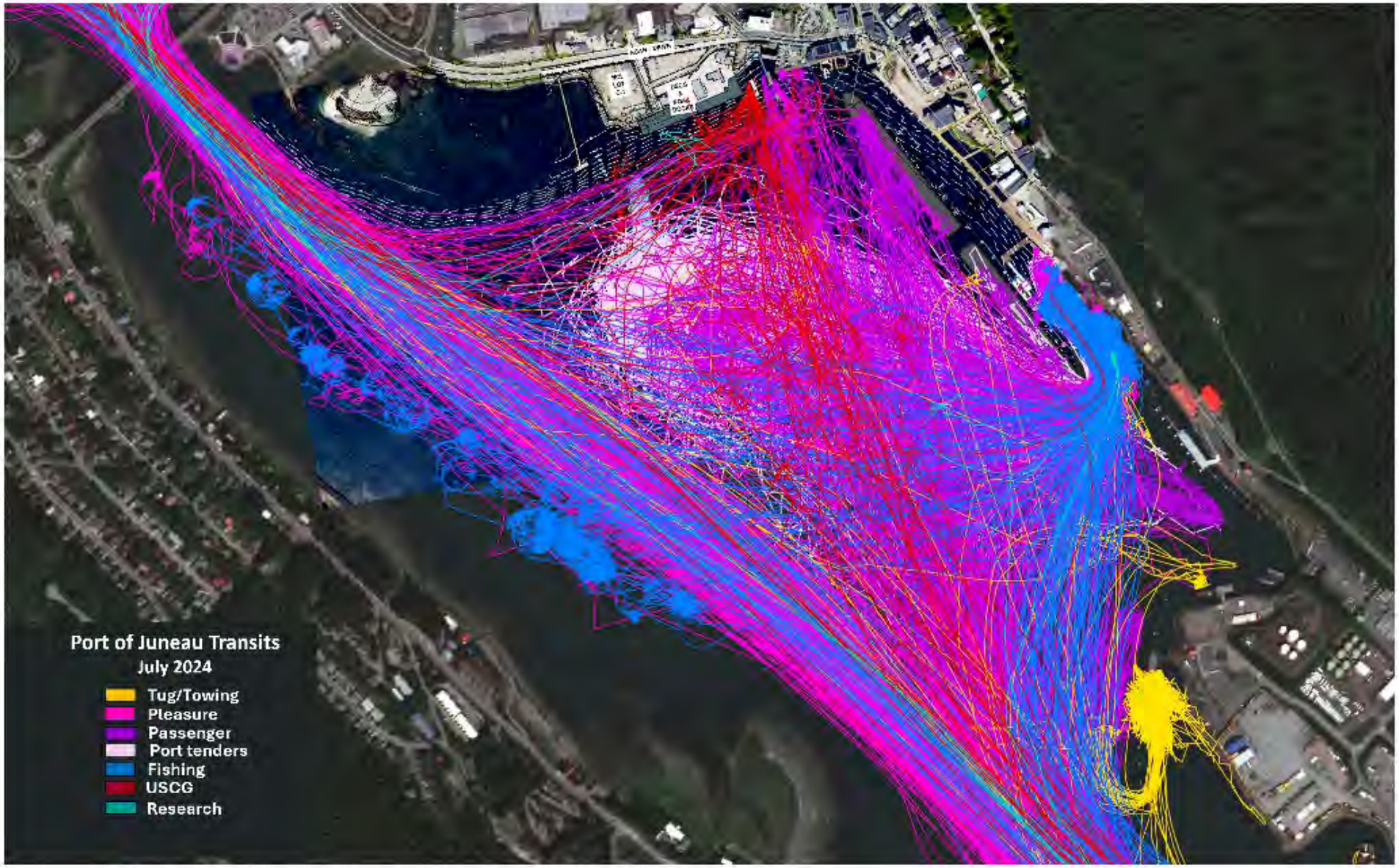
XX% DESIGN SUBMITTAL

DATE: ____

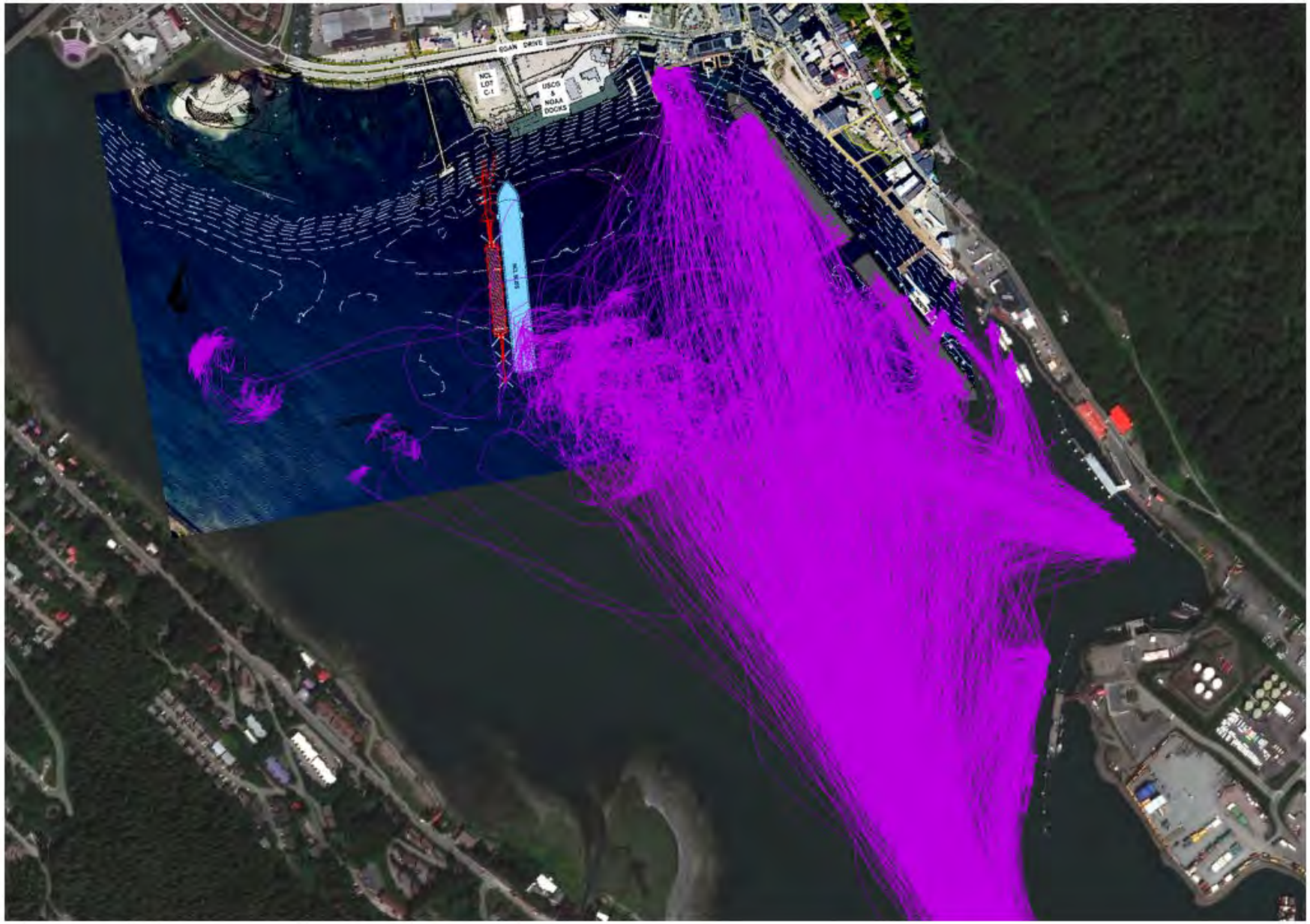
SHEET TITLE: CONCEPT 3 REVISED

PND PROJECT NO.: C.A.N. NO.: AECC250

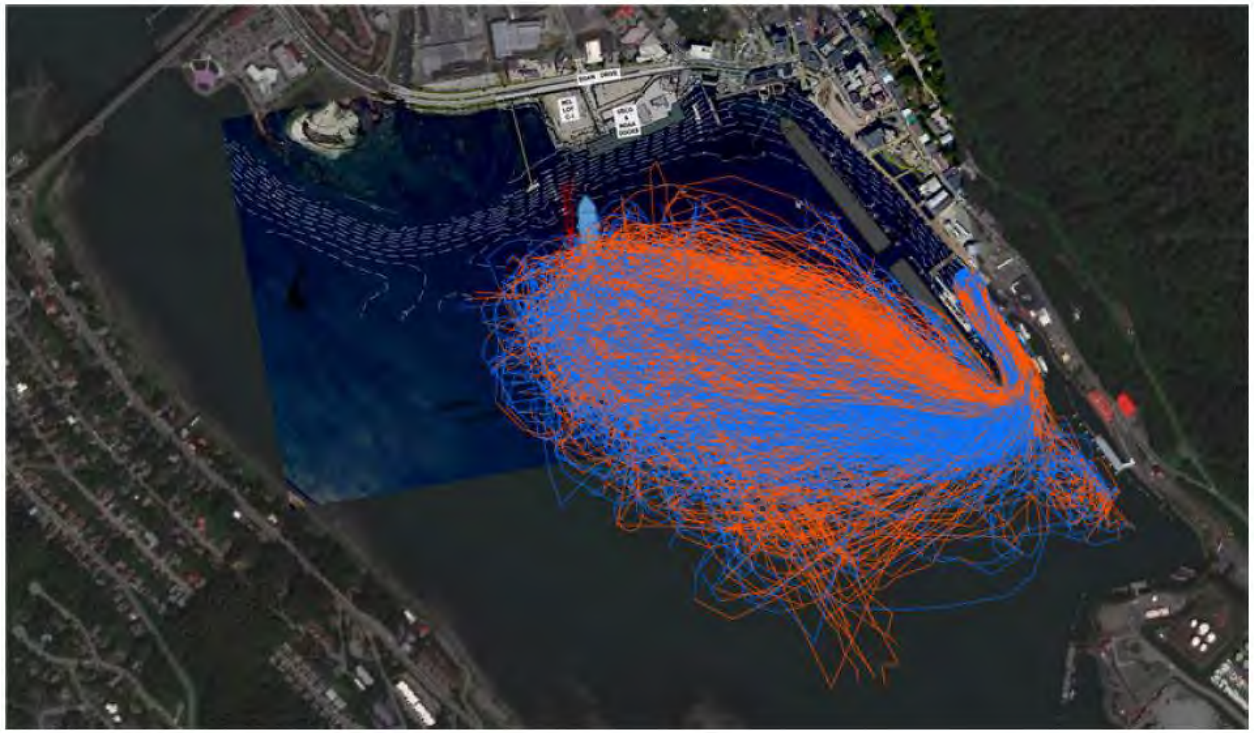
1



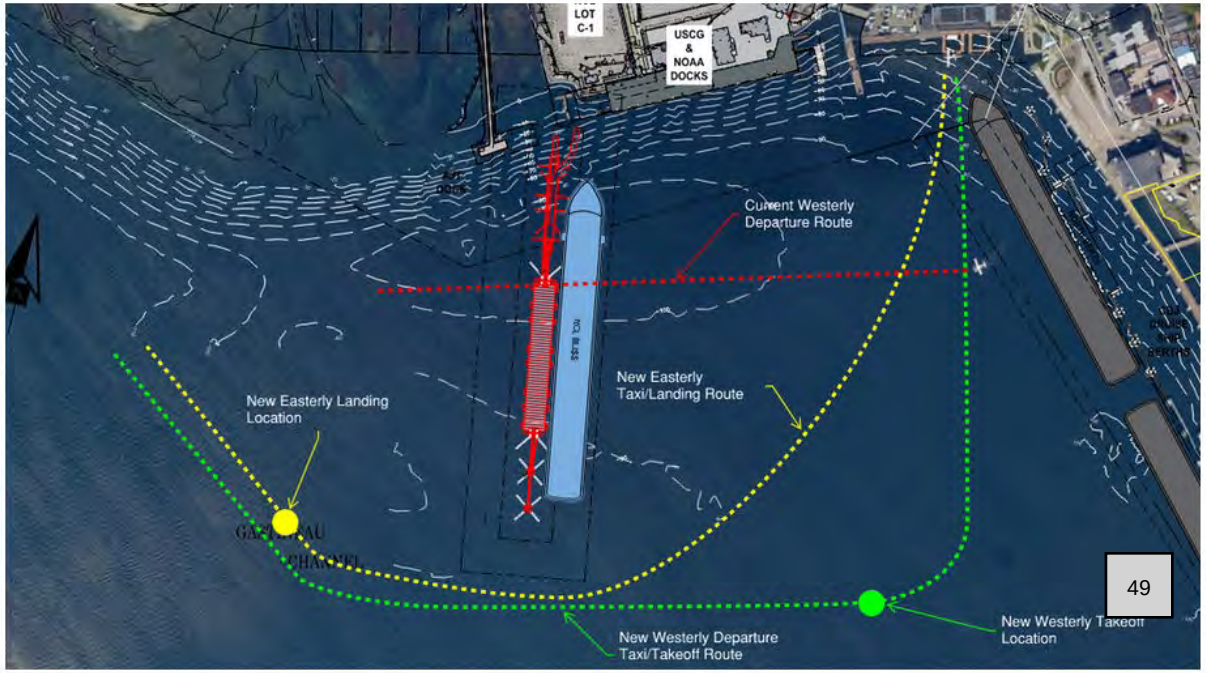
All AIS equipped vessels operating in the port of Juneau during the July 2024 cruise season with the proposed HTD.



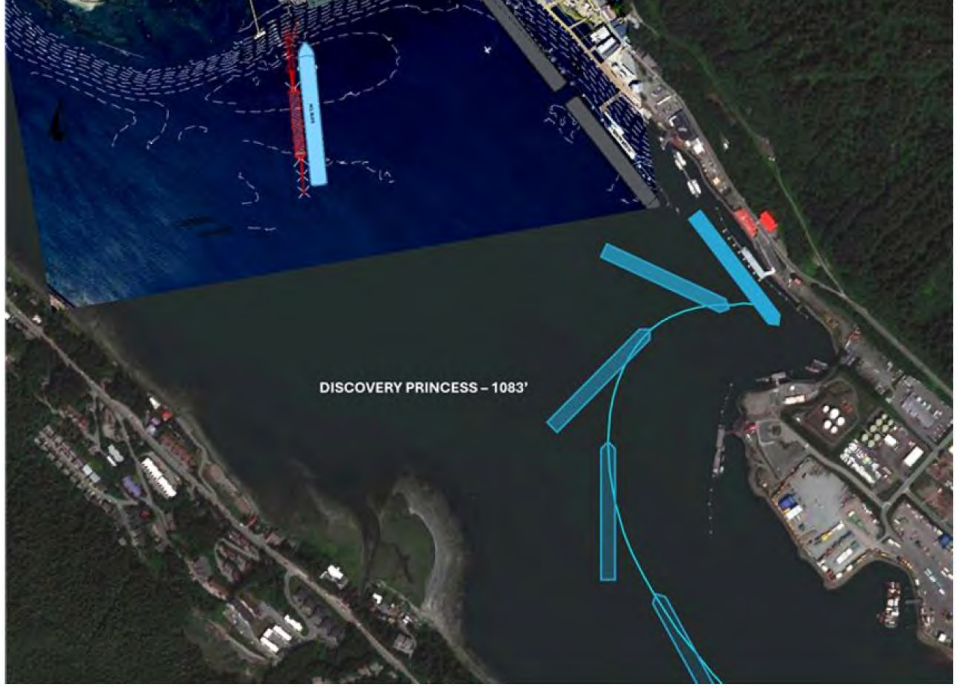
AIS tracks of all cruise ships operating in the port of Juneau during the July 2024 cruise season with the HTD overlayed.



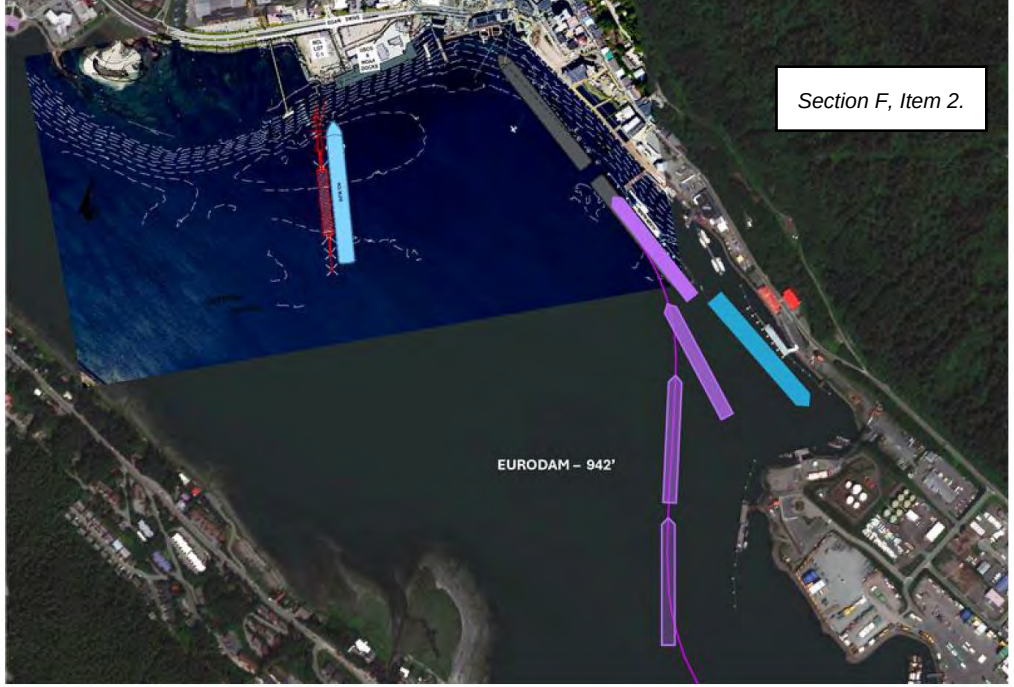
Cruise ship lifeboat transits (900 eastbound and 900 westbound) to and from port with passengers and crew in 2024. Transits cross the path of floatplanes landing and taking off.

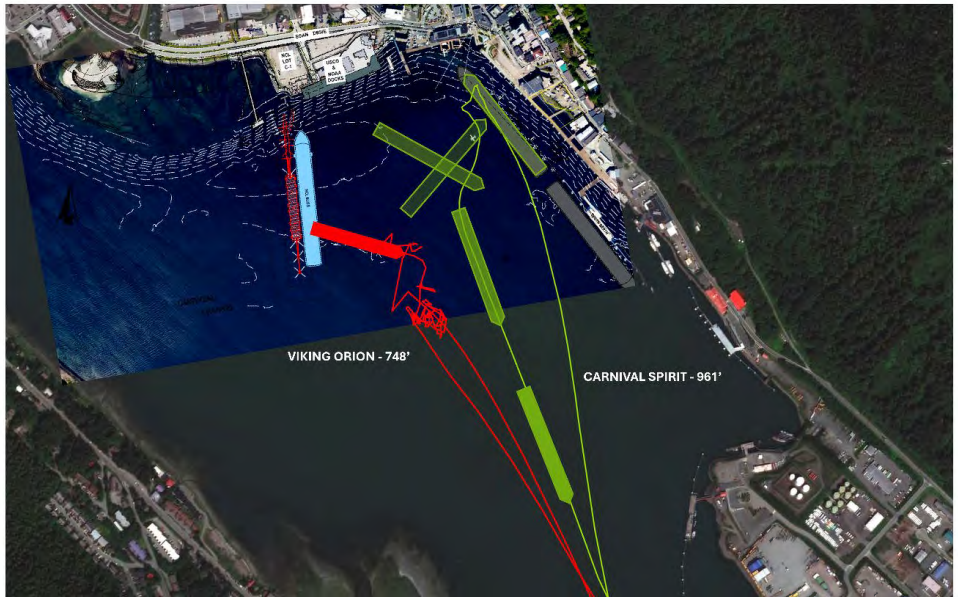


Approximate new floatplane takeoff and landing routes. Graphic provided by Wings Airways.

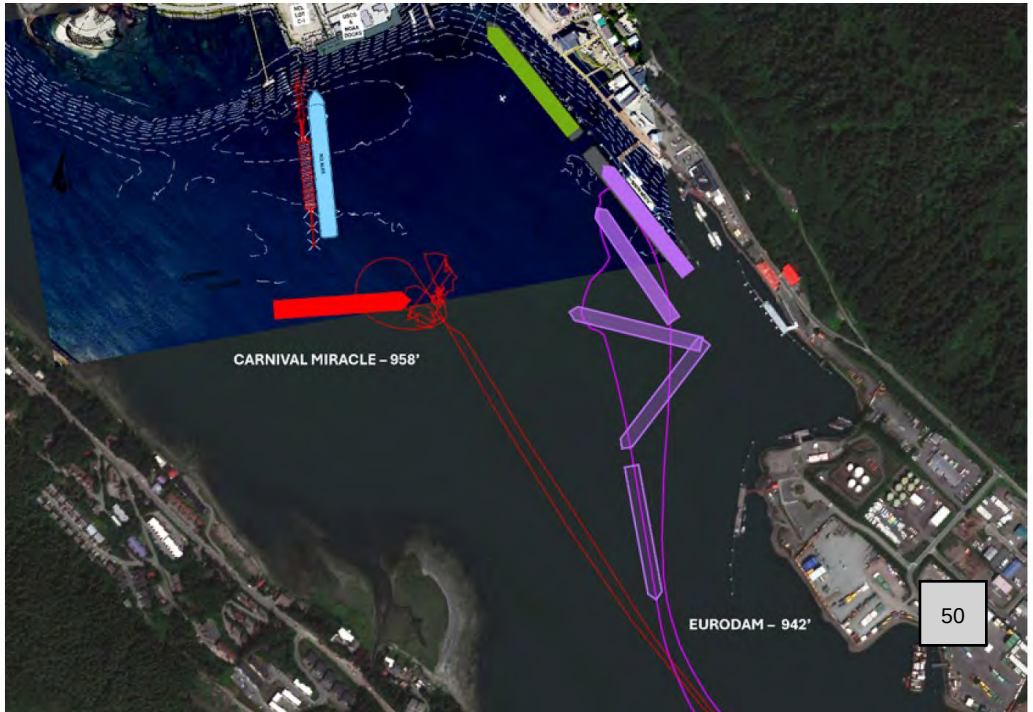


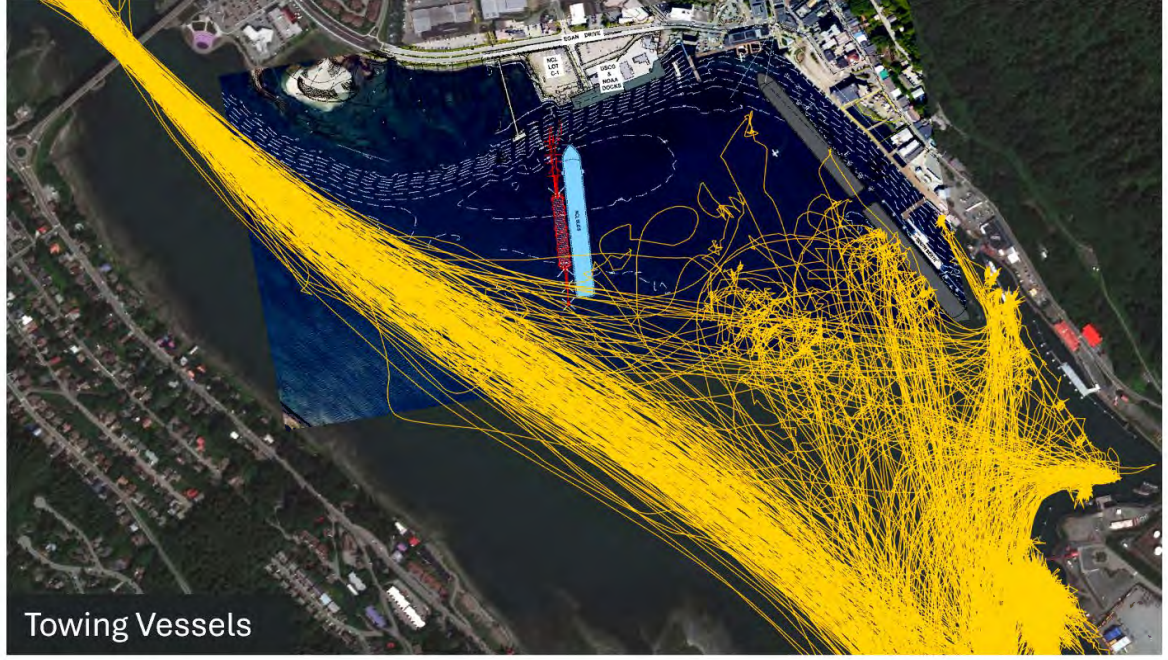
Arrivals

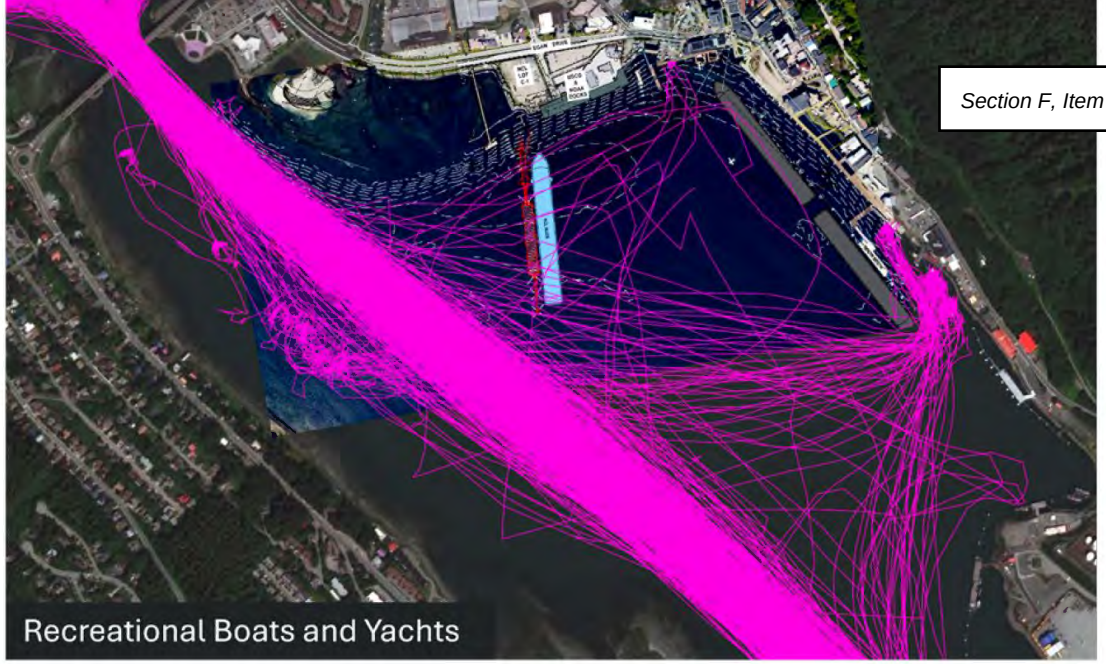


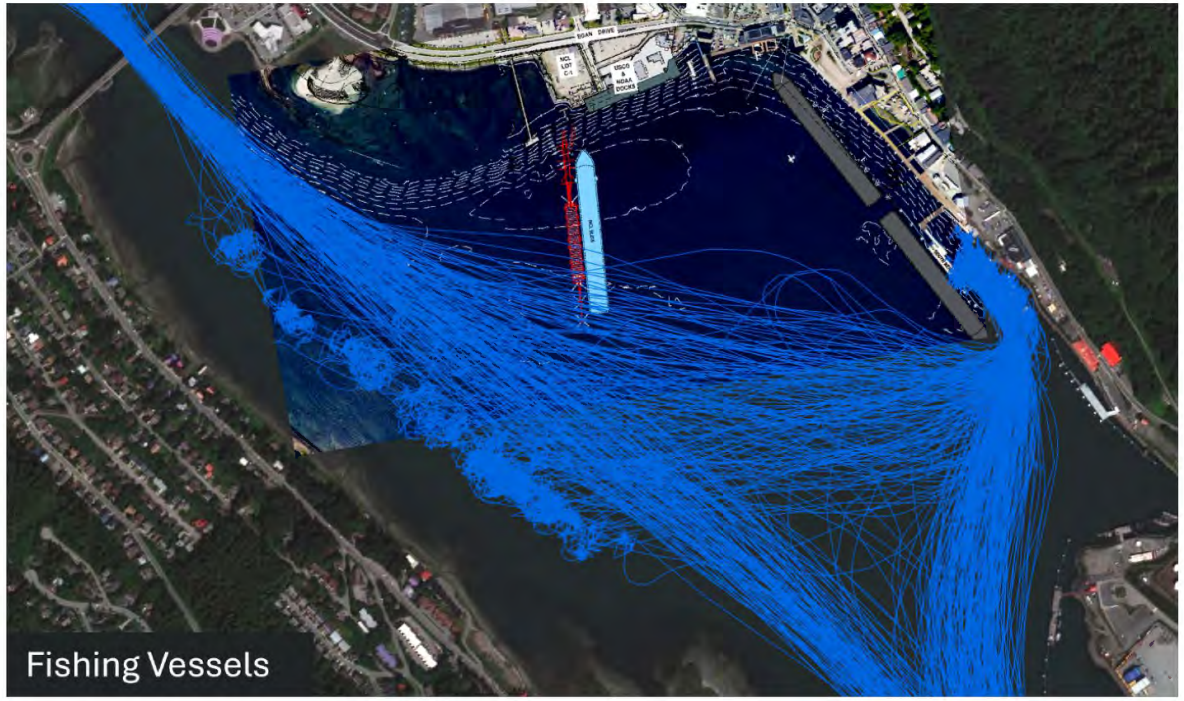


Departures, with anchored vessel

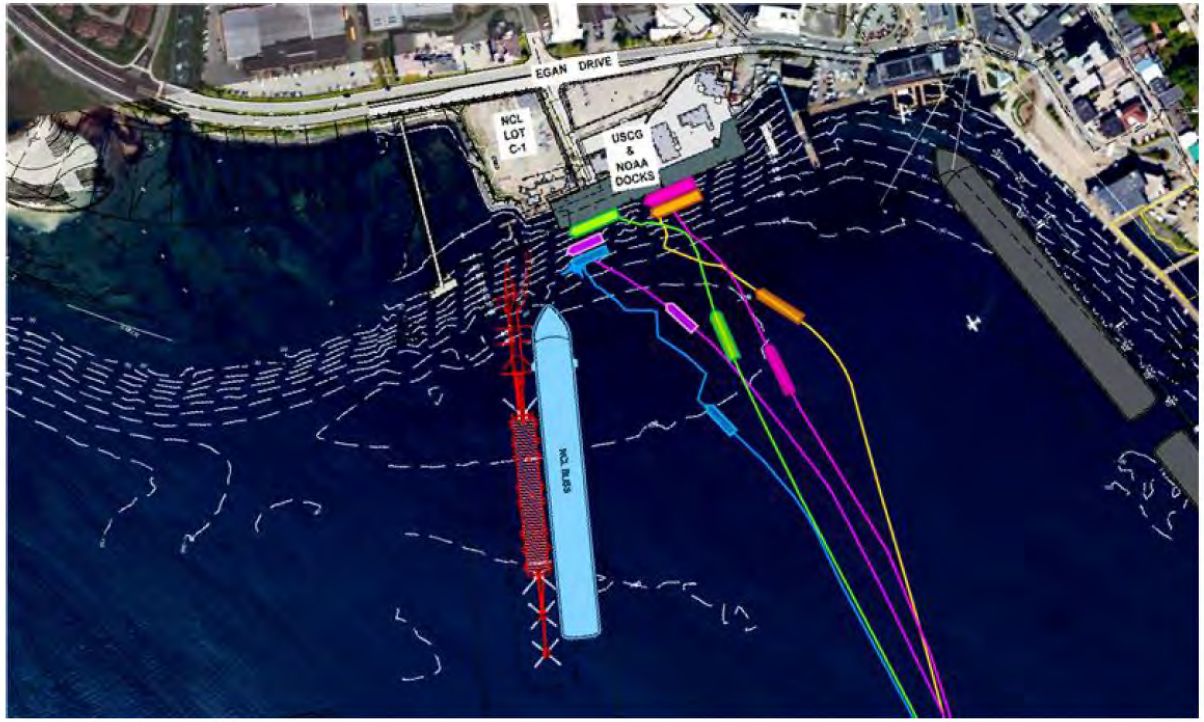



Towing Vessels


Recreational Boats and Yachts

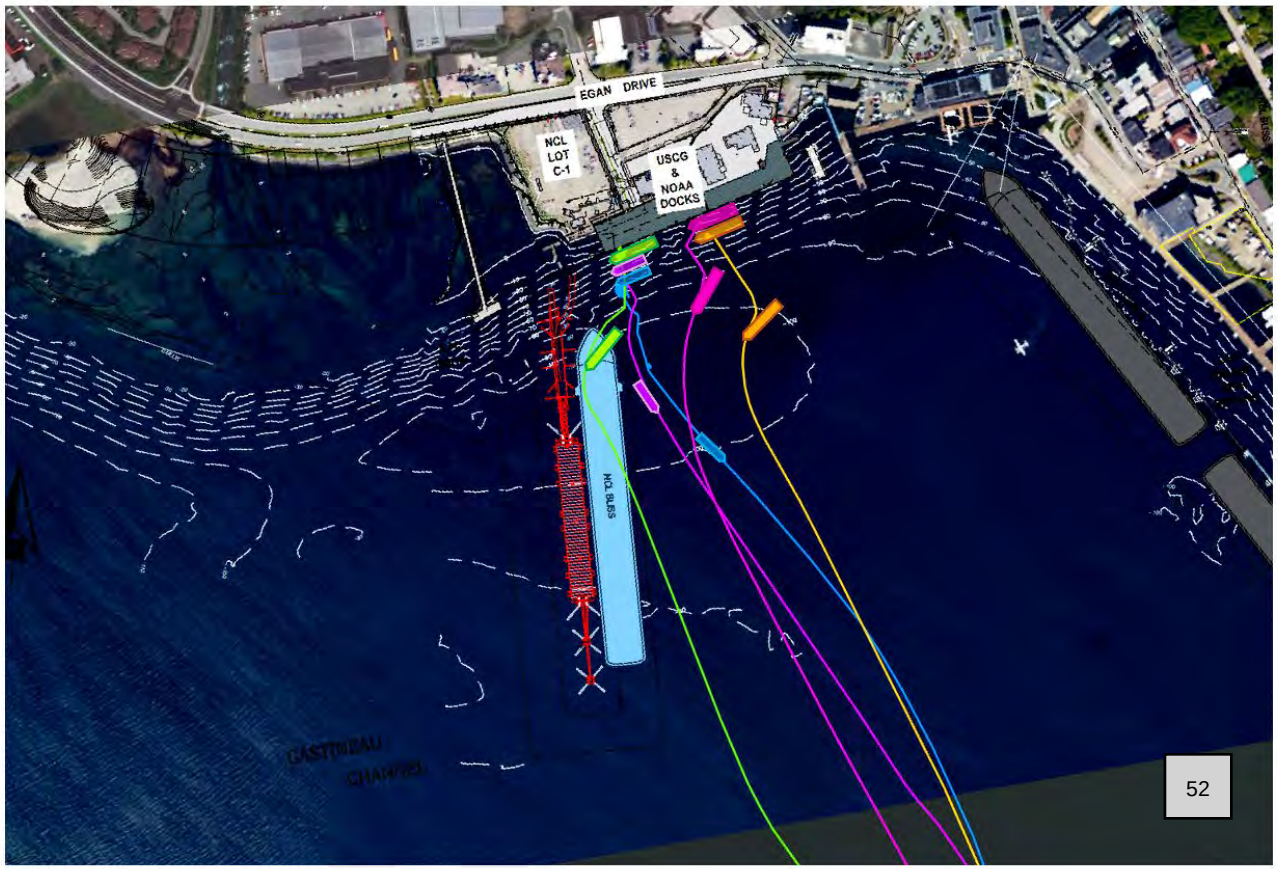

Fishing Vessels


Small Passenger Vessels



Maneuvers of Coast Guard 225-foot buoy tenders arriving at the Coast Guard's dock in Juneau in 2024 with the HTD dock overlayed.

Maneuvers of Coast Guard 225-foot buoy tenders departing the Coast Guard's dock in Juneau in 2024 with proposed HTD overlayed.



Maneuvers of Coast Guard 420-foot Coast Guard icebreaker HEALY to and from the Port of Juneau dock with two tugs assisting, with proposed HTD overlayed.

Traffic Impact Analysis

HUNATOTEM CORPORATION

Traffic Impact Analysis

- Conducted by DOWL (via Jensen Yorba Wall)
- Mechanism for traffic engineers to analyze impacts of future developments and traffic flows
- Examined existing and future conditions
- Utilized mathematical models developed with ADOT&PF and observations/counts from 2024

Existing Conditions Traffic Operations

Intersection	AM LOS	AM Delay	AM Critical Movement	PM LOS	PM Delay	PM Critical Movement
Egan/Main	A	8	--	B	11	--
Egan/Whittier	A	7	--	B	19	--
Egan/10th	C	27	--	C	31	--
Egan/Willoughby	A/B	14	NB	A/A	9	EBL
Willoughby/Whittier	A/B	10	NB	A/B	12	NB
Egan/Glacier	A/A	9	SBR	B/B	12	SBR

Projected Conditions Traffic Operations (2035)

Intersection	AM LOS	AM Delay	AM Critical Movement	PM LOS	PM Delay	PM Critical Movement
Egan/Main	A	9	--	B	11	--
Egan/Whittier	B	16	--	B	17	--
Egan/10th	C	31	--	C	33	--
Egan/Willoughby	A/B	14	NB	A/A	9	EBL
Willoughby/Whittier	A/B	11	NB	A/B	14	NB
Egan/Glacier	A/B	13	SBR	B/C	16	SBR

Note: With mitigations described in the DOWL report (page 24) and in the JYW Executive Summary

Thank You!

HUNATOTEM CORPORATION

Public Comments - HTC Tideland Lease Public Meetings

January 22 & 23, 2025

*Note that comments have been assigned a "support/oppose" value of "N/A" unless they directly express support or opposition.

Category	**Comment**	**Support/ Oppose**	**Staff Comments**
Public Use	Entertainment Space	N/A	
Public Use	I want to learn how to carve totem poles	N/A	
Public Use	Free binocular for public use (to watch the birds)	N/A	
Public Use	Unstructured down channel views for year round use	N/A	
Public Use	The dock being electrified is a must	N/A	
Public Use	I would like the public to be able to walk along the waterfront at all times. I have lived in downtown Juneau for 40 years. One of the great joys is to be able to see down the channel throughout the year.	N/A	
Public Use	No building until electricity is available.	N/A	
Public Use	Connection of seawalk to rest of the docks, more restrooms open year round, more open space for activities like Peratrovich Plaza	N/A	
Public Use	We really need a science center in town for all ages	N/A	
Public Use	Educating visitors on Alaska's peoples is always beneficial. MORE	N/A	
Public Use	Seawalk with stores, a park! Benches and trees, pet friendly!	N/A	
Public Use	Build new city hall on site (we need it!)	N/A	
Public Use	Will local tour operators be able to sell last minute tours? Will we be able to pick up pre booked guests who booked outside the cruise lines?	N/A	
Public Use	More general public use. Sealaska has wrapped up the indigenous education venues - just a block away from what Huna Totem would do - too much in too little area of downtown used by all Juneauites.	N/A	
Public Use	Make emphasis on first inhabitants and language of the region. I really want to see activity in the winter months.	N/A	
Public Use	More parking for one. I would like to see quaint shops and a place or 2 to eat - and stay open year round. I'm so done with businesses who station themselves in Juneau just for the summer months. No thank you.	N/A	
Public Use	Low, if any, entrance fee for local residents and guests so can bring visitors. Make sure SHI has control over exhibits, not local emphasis only.	N/A	
Public Use	What about winter activities - skate rink, outdoor fireplaces, etc.	N/A	
Public Use	How about including a much needed new city hall as part of the project? Year-round use & public good!	N/A	
Public Use	There is plenty of indigenous theme in this project. Also its developer is an indigenous entity. Couldn't ask for more!	N/A	
Public Use	The proposed project has sufficient elements and facilities.	N/A	
Public Use	This seems like a way to keep tourists on the docks and not spending money at local vendors and other businesses.	N/A	
Public Use	Just add to the charm of Juneau. A better dock walk.	N/A	
Public Use	More parking off season. Improves traffic flow.	N/A	
Public Use	The costs to infrastructure to Juneau's facilities should not be paid by Juneau's residents. Roads, sewer, garbage, & water should be supported by all users. Wear & tear on roads is immense.	N/A	
Public Use	The science/cultural center should be open to, and support, visits from JSD students during school year. All facilities should be open to the public year-round, including retail space.	N/A	
Public Use	I would like to see a purely "marine science" center w/out cultural overlay as envisioned by Bob Janes and others. Ideally, this would be open year round for educational purposes.	N/A	

Public Comments received at Huna Totem Corp. Tideland Lease Public Meetings held January 22 and 23, 2025

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Public Use	I would like to see events happen in this space year-round. Festivals, concerts, markets	N/A	
Public Use	Provide better ways to move visitors around downtown Juneau look for ways to incorporate the ideas adopted in the downtown blueprint document. Walkable spaces. People mover stops throughout downtown.	N/A	
Public Use	Include the many cultures of people who help make Alaska what it is	N/A	
Public Use	Parking, seawalk, mixed retail/exhibition	N/A	
Public Use	Planetarium is in Marie Drake building - especially the dome ceiling. CBJ should evaluate long-term plans for that building including the possibility of the planetarium being moved/built new in the science center.	N/A	
Public Use	Use of zero emission transportation for shore excursions	N/A	
Public Use	I don’t have any additional ideas for public use other than that the public use areas and rooms would be available year-round and especially overflow for CBJ Centennial Hall events.	N/A	
Public Use	Hands on aquarium, local and visiting artists can display & teach their craft, carving area totems, marble, granite, limestone	N/A	
Public Use	Music classes, arts like painting, carving, performing arts; boating classes; dance classes; fitness classes	N/A	
Public Use	Amphitheater for events & performances. Waterpark/fountain for summer play. Skating rink for winter.	N/A	
Public Use	Lots of benches, public bathrooms, could you have sleeping cells for people experiencing homelessness? Yes. How can we think outside the box.	N/A	
Public Use	Have sign/display that attempt to explain how tribes/kwanns, corps regional & village and other cultural government laws intersect. Yes this is a huge ask.	N/A	
Public Use	The commitment has made to keep it open year round and work with local school groups is enough.	N/A	
Public Use	I'd like to see the creation and nurturing of "third places" and foster as walkable of a downtown environment as possible. Less space wasted on parking lots! People friendly, not car friendly, infrastructure!	N/A	
Public Use	Partnering with other tribal non-profits for cultural content - placed based & CRE. Partner w/SHI to add to JSD cultural CRE programming. Use correct lingit spelling of cultural content & on materials.	N/A	
Public Use	Dog Park?	N/A	
Public Use	Cultural training for community & businesses	N/A	
Public Use	Open to all cultural events and open to available community events	N/A	
Public Use	Educational programs year round, cultural classes for community	N/A	
Public Use	Having indigenous science center participate in all cultural events and being part of the community	N/A	
Public Use	Year round use opportunities, open space programmed w/ events	N/A	
Public Use	Allow non congesting use by vendors. Pick clear restrooms. Crack down on panhandling.	N/A	
Public Use	An honest portrayal of where the native actually lived - Auke Bay and Taku River and how those were superior places compared to downtown Juneau	N/A	
Public Use	Partnership with culture w/ community education like: smoking fish, crab, weaving, beading, carving, dance groups Tlingit Haida, etc.	N/A	
Public Use	Consider adding additional public/CBJ docks adjacent to this project near gold creek	N/A	
Public Use	Use this space for public events: Brewfest, folk fest, maritime fest, ATIA, winter market, farmers market	N/A	
Public Use	Make bike and pedestrian friendly. We want facilities accessible year round.	N/A	
Public Use	Small local businesses and restaurants	N/A	
Public Use	The development may benefit the tourist trade, but I think as a resident, we have reached the saturation point with the summer influx of the shipborne passengers. I suspect the shops mentioned will only support tourists buying souvenirs and trinkets.	oppose	
Public Use	I would like this facility to not be built	oppose	

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Public Use	1. current docks can accommodate all permitted vessels. No more! 2. CBJ committed years ago in the debate on 16B, to build on this site so as not to block the down channel view. Keep the commitment. 3. Do not allow electrical infrastructure until ready to use	oppose	
Public Use	Would be an excellent location for a performing arts venue with outdoor and indoor capacity. Please don't waste our precious waterfront on yet another tourism-oriented facility and yet another cruise ship!	oppose	
Public Use	The seawalk is great. No growth of cruise ship tourism. 5 ships a day is too many.	oppose	
Public Use	I want no project. No new docks. No more cruise ship tourism. Stop the growth!	oppose	
Public Use	No new dock. The center is a great idea somewhere else. No more traffic problems downtown. No more cruise ships downtown.	oppose	
Public Use	Public use with extended seawalk to whale sculpture. We don’t need another dock. No lease of tidelands. Allow development of uplands.	oppose	
Public Use	Move all the toxic emissions from the hundreds of tour bus trips a day out of the downtown area. The valley now is filled with the toxic emissions as well as all the trips to and from the glacier.	oppose	
Public Use	A private facility providing public benefit is a plus. CBJ should invest in it!	support	
Public Use	The IKSCC will be an incredible investment and asset for the community. I hope we can share its space with all...inclusive	support	
Public Use	I LOVE the design and depictions of what could happen!! It will be such an improvement to the waterfront and derelict facilities currently in place.	support	
Public Use	Fabulous safety answer - get those vessels to dock and move passengers to shore.	support	
Public Use	I think this project is so important to developing our waterfront and making it accessible and enjoyable for all. I encourage strong, quick, approval of the lease!	support	
Public Use	The whale park and seawalk is unique and highly used by my family. Small kids love this area and I'd like to see more improvements to this area like seawalk extension and development of the Huna Totem dock.	support	
Public Use	The development of this property, as I understand, would provide bus parking. Anything that will help the traffic congestion that occurs in the summer months is welcomed!	support	
Public Use	Like having more parking + less bus congestion + more seawalk, more program space for tribal partners SHI, T&H, Goldbelt, etc. More meeting space! Exhibits, art + concerts	support	
Public Use	I am very supportive of this project. It will reduce congestion downtown. It will also increase economic activity at a time when Juneau needs it. When ships are docked people spend more time and money on shore.	support	
Public Use	Huge benefit based on its ability to absorb passenger (cruise) traffic out of the stressed areas in this community. Side benefit if the community has access to some of the facilities created.	support	
Public Use	Wonderful opportunity to strengthen/revitalize the Aak'w Kwáan Village district	support	
Public Use	Very supportive of the year round business, allowing for more employment in the winter & activities for locals. Wake up downtown in the winter!	support	
Public Use	I love the idea of buses/cars parking underground. I love the greatly reduced emissions and water traffic. I love the idea of an education/culture center year round.	support	

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Waterfronts	Roof top bar	N/A	
Waterfronts	There should be a method of making money for the CBJ from docking fees.	N/A	
Waterfronts	Year round business, traffic mitigation including pedestrian traffic, a view of the waterfront even when ships are docked.	N/A	
Waterfronts	Paying respect and recognizing the indigenous people of the area with totems and local art represented is powerful. It has the ability to impact millions of people.	N/A	
Waterfronts	There should be a covered walkway. With the amount of rain we receive, it should be covered.	N/A	
Waterfronts	I enjoy the seawalk often as a downtown resident. Unlike other private docks, I'm really impressed by the agreement to use HT funds, not CBJ or passenger fees, to extend the seawalk.	N/A	HTC has agreed to build the Seawalk on its property. Any off-site connections would be CBJ's responsibility
Waterfronts	Seawalk very important. Good lighting along length. Extend seawalk to AJ Dock in front of fuel tanks. Police Marine Park area better to control disruptive and rude people (drunk). Community service officer funding.	N/A	
Waterfronts	My family enjoys the seawalk and we are SO EXCITED that this project can make an extension possible.	support	
Waterfronts	I am a recreational day sailor. We have already been displaced from sailing in the harbor. This new proposed dock cause future reduction in the available area to recreate close to downtown.	N/A	
Waterfronts	A great view from Douglas	N/A	
Waterfronts	Rather not host food trucks on or near the seawalk. Encourage interior restaurant with optional outdoor area.	N/A	
Waterfronts	Access to the waterfront that connects through to downtown/existing docks. Access to include biking and walking paths.	N/A	
Waterfronts	Open/covered areas, public showers, water park	N/A	
Waterfronts	1. Working boat harbor 2. more harbor space. A community cold storage. 3. take a ship out of the channel and eliminate the lightering of passengers.	N/A	
Waterfronts	1. The view 2. the oceanfront walk and whale park. 3. the opportunity for locals to enjoy Juneau's small town atmosphere 4. quiet 5. peace 6. fewer, not more, tourist shops	N/A	
Waterfronts	Seawalk, moving or alleviating traffic from downtown, additional retail and meeting spaces, jobs - construction of and then year-round, highlight and feature additional master and world class Tlingit art to add to that recently created downtown.	N/A	
Waterfronts	Public kayak dock & place to lock kayak during the day. I live in Douglas and work downtown and would love to commute via kayak, but there is nowhere to leave the kayak. This would be so cool!	N/A	
Waterfronts	Complete seawalk to whale park, will be a step towards completing this	N/A	
Waterfronts	Spreading out the current "mass" of congestion will be a huge benefit. Allowing businesses further down the line to get more engaged tourists.	N/A	
Waterfronts	Looking forward to a more complete seawalk that locals can access year-round.	N/A	
Waterfronts	Ships shouldn't be emitting toxic diesel into the air. Known carcinogens are not just bad for Alaska's marine environment but Juneau residents have a right to clean air.	N/A	
Waterfronts	Unstructured down channel view. The project does not contribute. We do not need more downtown crowds and buses.	oppose	
Waterfronts	I love the long view down the channel. I would not like to see any additional development in this area.	oppose	
Waterfronts	Do it somewhere else. Downtown does not need another dock. The traffic will be terrible.	oppose	
Waterfronts	Extend the seawalk but no tidelands permit for a dock.	oppose	

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Waterfronts	The CBJ has contributed a great deal of cooperation with the cruise ship industry and not quite enough to the downtown area and Thane residents who are highly impacted by the in my opinion "over tourism". Most residents of Juneau who do not live downtown or Thane don't visit downtown in the summer because of the presence of tourists. I am very opposed to a dock and additional development at the waterfront especially for a NCL mega tour ship which would occlude the view of the water for everyone. The notion of having a dock that is 90 degrees to the walkway as opposed to broadside is not a solution. I would encourage the City to continue the Seawalk and call it good.	oppose	
Waterfronts	Facilities of mooring for visitors. This projects adds to the lifeblood of the Juneau economy.	support	
Waterfronts	I enjoy seeing people visit our community, especially the folks that otherwise might not make it here (most cruise ship tourists). Infrastructure development helps make this work. Please approve the project/lease.	support	
Waterfronts	All activity I enjoy on the waterfront - walking on the dock even on rainy days, seeing the bustling of activity. CBJ has a poor history of its native people and I want to think that is no more, and embrace this opportunity that Huna Totem is offering.	support	
Waterfronts	Aak'w dock will reduce congestion in the rest of the tourist zone downtown, help traffic flow and improve the waterfront and town by extension. Build it now!	support	
Waterfronts	Revenue generation is significant. Waterfront development have the ability to offer a catalyst to business and income (revenue for our residents). Multiple range of business endeavors could be considered - startup, significant, family owned, established, etc. Great benefit to Juneau and region.	support	
Waterfronts	This project wills substantially improve downtown waterfront appearance and experience. It eliminates a large tract of vacant bare waterfront land without additional CBJ expenditures. Please approve this excellent and much needed project. It will substantially benefit that portion of the CBJ harbor waterfront making Juneau more attractive to visitors.	support	
What Else Would You Like to Tell Us?	I believe that the long range waterfront plan has a height limit of 35'. An ordinance passed in 2022 said height will be addressed in the Conditional Use Permit. What is the status of this	N/A	The Conditional Use Permit has been granted and the development conforms to Title 49 and the Land Use Code
What Else Would You Like to Tell Us?	Who is paying for the AEL&P power hook up for ships?	N/A	
What Else Would You Like to Tell Us?	My main concern is pedestrian and vehicle traffic. How will this affect flow of traffic through downtown. Will crossing guards be needed to manage pedestrians crossing Egan if they jay walk or don’t use the light? Mainly, please consider how to keep pedestrians out of the street.	N/A	
What Else Would You Like to Tell Us?	What about pollution? Smoke, noise, sound. This dock is close to many residential areas. Flats, West Juneau, Etc.	N/A	
What Else Would You Like to Tell Us?	Maintain ship and passenger limits (thank you for those!)	N/A	
What Else Would You Like to Tell Us?	Please make sure dock electrification is set up and ready before any cruise ships. I'm concerned about it getting pushed back if not set initially.	N/A	
What Else Would You Like to Tell Us?	The city is doing a good job of mitigating impacts while allowing forward thinking projects that create economic opportunity and tax revenue.	N/A	

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What Else Would You Like to Tell Us?	Excited for growth in Juneau! Need to bring back younger folks so business can survive!	N/A	
What Else Would You Like to Tell Us?	No west Douglas cruise ship dock development! Save our open spaces!	N/A	
What Else Would You Like to Tell Us?	The business relationship between Huna Totem and NCL should be required to be fully disclosed as part of the lease arrangement. This would benefit the public and decision makers.	N/A	
What Else Would You Like to Tell Us?	Should focus on what the facility would offer for the October-April time. Don't need more vacant closed downtown buildings.	N/A	
What Else Would You Like to Tell Us?	The applicant should pay the cost of getting the electrical to the site - this should not fall, ultimately, on other rate payers.	N/A	
What Else Would You Like to Tell Us?	Please address this project and the proposed North Douglas dock project as part of the same big picture. Say NO to Goldbelt docks. Keep downtown our business district.	N/A	
What Else Would You Like to Tell Us?	Please design in such a way as to facilitate foot traffic across the street (to) the JAHC and Museum.	N/A	
What Else Would You Like to Tell Us?	The tidelands lease should conform to other tidelands leases the city has granted. Franklin Dock & AJ Dock example. Shore power should be paid by head tax fees. Franklin Dock used head tax fees.	N/A	
What Else Would You Like to Tell Us?	Navigation study is critical PRIOR to design. Involvement of pilots and captains to collaborate on viability is critical so success. Data collection for environmental conditions at the specific location (maybe a buoy in the harbor) should be required. Simulation work (could be UAS Ketchikan) is a viable option. City should insist on SEAPA involvement for expertise.	N/A	SEAPA is the marine pilots' organization
What Else Would You Like to Tell Us?	Rationally, this project is well designed. However, we have too much tourism in Juneau. All guest experiences are being degraded due to high volume. #1 worry: do not impede coast guard use or expansion of their future or present uses.	N/A	
What Else Would You Like to Tell Us?	1. The lessee is fully responsible for all insurance requirements, risk, loss, and liability. The municipality is not responsible for lessee's choices on how to permit, construct, operate, maintain or otherwise occupy the property. 2. The lease may be amended by the Assembly at any time for its own reasons and purposes including future citizen initiatives, litigation, and comprehensive port management. 3. No option for purchase. 4. Lessee acknowledges that the uniform building code and the uniform fire code apply to the property. The Coast Guard may have its own regulation, they do not supersede the UBC or UFC, as adopted by the municipality. 5. There is not financial support from the municipality for this project, for construction or maintenance. 6. Expect marine passenger fee program to be repealed by citizens during the design life of this project. Anticipate how that will play into ongoing operations such as security, sanitation, and other operational needs. 7. If, for an unforeseen reason, funding from the municipality or MPF is used, all shoreside commercial tour operations will be limited to 8am - 6pm. 8. Lease the property at market rate and provide an annual rent increase table inclusive of CPI. If rent adjustments are needed, the CBJ may waive rent as otherwise required by federal law. 9. Apply this to all leases.	N/A	
What Else Would You Like to Tell Us?	It should be a condition of the lease that no cruise ships can berth at the dock before the dock has electricity to support the ship. No electrification, no ship.	N/A	

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What Else Would You Like to Tell Us?	I would like to see language regarding the electrification of the "new dock" firmed up to require electrification before approving. As it reads there is nothing to compel AEL&P to provide infrastructure so Huna can electrify.	N/A	
What Else Would You Like to Tell Us?	Juneau should develop a comprehensive waterfront plan instead of this piecemeal approach. 2 docks back of Douglas, 5 docks downtown if Huna Corp's dock is approved, 1 icebreaker dock for coast guard = 8 docks. We need a plan before any of this happens.	N/A	The Long Range Waterfront Plan, as amended, considers the downtown waterfront, but does not take any future development on Douglas into consideration.
What Else Would You Like to Tell Us?	Shore power is a long lead infrastructure project. Condition "commission/first use" such that this project is operational on day one.	N/A	
What Else Would You Like to Tell Us?	1. There is no room for the additional vehicular and pedestrian traffic period. 2. There is no means of providing electricity at the docks. Use of ship generators at dock creates more air and sound pollution. Don't build a dock without a power source. 3. Is the limit on the number of tourists being considered? Goldbelt's 2 new docks will raise # of visitors to limit this project will exceed the limit.	N/A	The MOAs between CBJ and the cruise industry apply to the entire borough.
What Else Would You Like to Tell Us?	Publicize this comment period better and the comment periods in the future. Many people did not know about this chance to communicate with the city and planning.	N/A	
What Else Would You Like to Tell Us?	Partnership of helping with congestion of traffic location of all guest congregate to exit town to activities. Ship access to electrify/charge ship. Emission reasons/sound etc..	N/A	
What Else Would You Like to Tell Us?	The lease term should be limited to 5 years so that CBJ retains control over the waterfront. Renewal should be readily granted but conditioned on public approval.	N/A	
What Else Would You Like to Tell Us?	I work down by the bridge and I & several locals use the seawalk regularly. Extending the seawalk with private investment is wonderful, more foot traffic of visitors close to downtown businesses, another possible venue for public and community events.	N/A	
What Else Would You Like to Tell Us?	Downtown is largely a dead zone for much of the year. There is a need to diversify the economy and revitalize the downtown area. Moving more into tourism makes Juneau a one trick pony and is not beneficial.	oppose	
What Else Would You Like to Tell Us?	Not in support of the project	oppose	
What Else Would You Like to Tell Us?	The current docks were supported public with the idea that a shared view would be kept open on the property. Keep the promise!	oppose	difficult to read writing - may include transcription errors
What Else Would You Like to Tell Us?	Please find ways to actually benefit the residents of downtown Juneau. Affordable housing would be a great start, my preference is to not have the intertidal area disrupted, Juneau seems past the capacity for cruise ships, why add more?	oppose	

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What Else Would You Like to Tell Us?	This causes too much congestion closer to the bridge. When folks list congestion as a high priority it means they want fewer tourists, not spreading congestion over greater areas, Juneau needs housing, Huna can afford to subsidize housing for the privilege of increasing tourism congestion closer to the bridge. Juneau residents should not foot the bill for AEL&P to get power to the "landing". Juneau is the crown jewel of cruise destinations. We provide a massive pipeline of revenue to this industry. The tidelands lease is where we have control. We need to clearly specify the needs of our residents and stand firm against exploitation. They will not quit coming if we demand what we need.	oppose	
What Else Would You Like to Tell Us?	I'm pro tourism in moderation. I say no to this project as we don't need more stand alone cruise facilities in this city	oppose	
What Else Would You Like to Tell Us?	We are maxed out on cruise ships. We are barely addressing the issues, but want to add another dock? It's like turning the water higher on an overflowing tub. Please stop.	oppose	
What Else Would You Like to Tell Us?	Please no further tourist development downtown	oppose	
What Else Would You Like to Tell Us?	This is an excellent, well thought out and well planned project. This moves one ship's passenger load some 1/2 mile from the core of downtown Juneau. It will reduce congestion in the downtown core area by at least 20% with fewer passengers disembarking in the core area and reduce bus traffic as well. This project should be give the assembly's blessing to allow construction to move forward asap.	support	
What Else Would You Like to Tell Us?	This is a great project and needs to get moving. The notion that the lease will take a year is unacceptable. This provides property taxes, parking, open space, facilities for community use.	support	
What Else Would You Like to Tell Us?	I'd like to see more action electrifying buses and right sizing bus transportation to the number of visitors in town each day. Otherwise supportive of the project at the Huna Totem dock.	support with conditions	
What Else Would You Like to Tell Us?	CBJ should approve without conditions!	support	
What Else Would You Like to Tell Us?	We need job opportunities in Juneau. Our economy is based on Gov, tourism, and mining. Please move this project forward to create jobs.	support	
What Else Would You Like to Tell Us?	Please approve lease. Juneau's economy direly needs this project.	support	
What Else Would You Like to Tell Us?	I like the project. Let's proceed ASAP.	support	
What Else Would You Like to Tell Us?	This is a very rare opportunity for a large scale project and investment in Juneau. CBJ should do everything possible to allow and encourage development with minimal incumbrancers and requirements outside what the developer and CBJ can negotiate for what fits in their business planning.	support	
What Else Would You Like to Tell Us?	I would like to express my full, and complete support for the Huna Totem/NCL project. Please agree to a tidelands lease ASAP so the project can create jobs and open in 2027! Thank you!	support	
What Else Would You Like to Tell Us?	The CBJ should approve all long-term and renewable leases necessary to bring this excellent project to fruition as quickly as possible. Not only will this project favorable impact Juneau's short-term and long-term economy, it will provide a substantial additional property tax base, as well as year-round sales taxes. Very happy that it will reduce bus traffic from the congestion downtown.	support	

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What Else Would You Like to Tell Us?	Totally support the 5th dock project	support	
What Else Would You Like to Tell Us?	I want the dock!	support	
What Else Would You Like to Tell Us?	The Juneau Chamber supports the 5th dock. We believe it will be a benefit to Juneau. Tourism is vital to our economy providing jobs, supporting locals. Additional the added infrastructure creates construction jobs and moves traffic around downtown.	support	
What Else Would You Like to Tell Us?	Project is private funds! Economic benefit to Juneau! Private sector employment!	support	
What Else Would You Like to Tell Us?	Good jobs in construction phase, good jobs upon completion, honors 5 ship limit, does not increase # of ships, honors pax capacity limit beginning 2026, reduces traffic on S Franklin, eliminates ships at anchor, close to downtown, easy walking distance.	support	
What Else Would You Like to Tell Us?	Amazing project and can't wait!	support	
What Else Would You Like to Tell Us?	This project will improve the visitor experience by removing lightering. Great investment! This will balance out visitors to Juneau across a little more space and across more local businesses!	support	
What Else Would You Like to Tell Us?	Kudos to HTC for all the community engagement. The concerns have been taken into consideration and it shows! Doesn't increase tourism, reduce congestion, 365 businesses.	support	
What Else Would You Like to Tell Us?	CBJ should approve this project. It is an obvious economic benefit it will enhance the visitor experience and relieve congestion. If CBJ denies it, the conflict of interest is quite obvious and the city should expect a lawsuit. The prior City Manager put CBJ in a bad position when he cautioned prospective property bidder against bidding against CBJ for the property.	support	
What Else Would You Like to Tell Us?	My only problem with how the CBJ deals with cruise tourism is that it seems to acquiesce and prioritize the needs of the cruise corporations and business owners before the needs of the community. I think the Huna Totem dock can be a good idea as long as it fosters real growth in our community. More people, more meeting places, more good paying jobs. This plan is FAR superior to the Goldbelt dock on North Douglas, we must oppose that at all costs for reasons I don't have enough space on this paper.	support with conditions	
Your Great Idea	Where does Huna make money from this project? Do they get a fee from each ship/passenger, or are they making their money (planning to) by selling tickets? If they are getting a fee from the ships, CBJ should get a percentage of the fee. Put that in the lease.	N/A	
Your Great Idea	Require ships that dock not to use exhaust scrubbers anywhere in Alaska waters if they are going to use the dock. Stop creating scrubber pollution!	N/A	
Your Great Idea	Radar set on 60 ft tower, with display & control scope in the "science" building, for visitor up close viewing, maybe even limited controls interaction. I have the original radar from AMHS "Columbia" bought from State of AK surplus, plus a 60 ft tower. I will donate all. If it's a success, you can buy a more modern one to replace it. The rotating bar on the tower top is "Free advertising" Beacon" "mommy, what's that? " "Let's go see, Wilbur." Off they go. Radar has been very important to Alaska's success and safety. We only need anchor bolts and electric conduit installed somewhere on the site. Rest of installation is easy. Need an indoor site for the scope, controls console.	N/A	

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Your Great Idea	Do not cut off locals' access to area (except for actual dock security) CBJ agreement with Huna Totem.	N/A	
Your Great Idea	Allow only ships that do not have scrubbers to use this dock.	N/A	
Your Great Idea	Hold firm on current (or lower) passenger and ship limits and expand limits to cover the whole City and Borough of Juneau so covers all of our community.	N/A	
Your Great Idea	Businesses that operate year round. Most all businesses in downtown Juneau LEAVE for the winter. Huna Totem can make this happen.	N/A	
Your Great Idea	Please require any ship using dock to meet highest clean fuel standards - no scrubbers present on any ships using dock!	N/A	
Your Great Idea	It will be no problem to get power to the docks	N/A	
Your Great Idea	Prioritized use for operators (tour companies) who are locals and contracted with NCL	N/A	
Your Great Idea	Partner with CBJ to create amphitheater style gathering space for events, concerts, etc.	N/A	
Your Great Idea	Extend landing - make bigger to support all of Juneau services to be a location of enter or an exit. Hoonah Totem Hit survey line. Use all land (fill). City add more land to partnership.	N/A	
Your Great Idea	Hopefully something like the ocean center that Bob Janes proposed.	N/A	
Your Great Idea	Juneau's greatest need is housing. Assembly members had mentioned this as an important use for the land. With the valley being a flood zone and getting worse Juneau would benefit from having more housing.	N/A	
Your Great Idea	No dock. Juneau needs a master waterfront plan before approving the Huna Totem Dock	oppose	
Your Great Idea	Not in support. It might be beneficial for the tourist trade, but I don’t think that as a resident I can support more traffic downtown.	oppose	
Your Great Idea	My great idea is to leave the property alone	oppose	
Your Great Idea	This project should not be connected to a dock. We are being manipulated by NCL. Don't sell the tidelands. I'm am not in favor of this project. I also would take more control of the "head tax" or the CBJ should have an additional head tax for the amount of pounding our town's infrastructure take, roads, trails, hospital, facilities.	oppose	
Your Great Idea	Build it now!	support	
Your Great Idea	Yes to dock on all counts: traffic is shifted from downtown, vacant waterfront is beautified and developed per master plan. Tourist impacts spread out more. Parking is enhanced, native culture is shared with all. Lightering is eliminated and shore power is possible. All good!! Build the dock.	support	
Your Great Idea	Approve expeditiously. City can make this happen. We need jobs.	support	
Your Great Idea	The best idea is for CBJ Assembly to expedite approval of all necessary leases and permits to get this project done ASAP! Thanks! Six years in the making: let's start construction in 2025!	support	
Your Great Idea	The best thing to do is issue the tidelands lease as quickly as possible. The Huna Totem dock is a fantastic community asset and needs to be built. CBJ must complete this step by April 2025.	support	

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

Designing Community Since 1935

Date: February 18, 2025
To: CBJ Lands, Housing, and Economic Development Committee
Cc: Russell Dick, Susan Bell
From: Corey Wall
Re: Aak'w Landing (JYW No. 21022)
Traffic Impact Analysis Executive Summary

The Traffic Impact Analysis (TIA) from DOWL is now completed and ready for submission to CBJ and DOT. The TIA is somewhat dense and technical, so this memo will summarize and contextualize the key findings.

TIA Purpose

The TIA is the mechanism for the traffic engineers at DOT to analyze potential impacts of new developments on controlled vehicular intersections. As such, the methodology used to predict future traffic flows is developed from mathematical models and resources approved by DOT. Because the traffic caused by a new cruise ship development like Aak'w Landing was unusual, the traffic engineers at DOWL worked closely with DOT to develop an accurate and acceptable method to predict vehicle and pedestrian traffic increases. The complex mathematical model developed by DOWL is described in the report on pages 11 -13 and utilizes traffic numbers from published sources as well as from actual counts performed during the 2024 season.

Although the TIA can be used by non-traffic engineers to understand the potential traffic changes, that is not its primary purpose. Many of the specifics used in the model, such as the percentage of traffic turning at a given intersection, may not mesh exactly with a layperson's understanding of traffic patterns. However, the model and methodologies have been negotiated directly between DOWL and DOT to help develop the most accurate findings for the technical purpose of analyzing vehicular traffic impacts to the selected DOT-controlled intersections and determining whether any modifications are required to eliminate or reduce loss of service at these intersections.

TIA Conclusions

Level of Service (LOS) qualitatively describes the operating conditions of an intersection based on factors such as speed, travel time, maneuverability, delay and safety. LOS categories range from A (unimpeded traffic flow) to F (traffic flow at or above capacity with queues forming).

Acceptable Level of Service (LOS) changes at intersections due to new developments are discussed on Page 2. Essentially, DOT wants the LOS at each intersection to be no lower than LOS C, but LOS D is acceptable if the existing condition is already a LOS D. CBJ code requires a minimum standard of LOS D for any roadway or intersection affected by a new development.

The existing LOS at each studied intersection is shown in Table 6 on Page 10.

Table 6: Existing Conditions Traffic Operations

Intersection	AM Peak Hour[2,3]			PM Peak Hour[2,3]		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & Main Street[1]	A	8	—	B	11	—
Egan Drive & Whittier Street	A	7	—	B	19	—
Egan Drive & 10th Street	C	27	—	C	31	—
Egan Drive & Willoughby Avenue	A/B	14	NB	A/A	9	EBL
Willoughby Avenue & Whittier Street	A/B	10	NB	A/B	12	NB
Egan Drive & Glacier Avenue	A/A	9	SBR	B/B	12	SBR

[1] Non-NEMA intersection phasing.
[2] LOS for unsignalized intersection shown as worst LOS for the Major/Minor approaches.
[3] Critical Movement listed for unsignalized intersections.

The intersection operations in the year 2035, with the addition of the Aak'w Landing project and after some mitigating modifications, are shown on Table 19 on Page 24.

Table 19: 2035 Intersection Operations with Development (with Mitigation)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & Main Street	A	9	—	B	11	—
Egan Drive & Whittier Street	B	16	—	B	17	—
Egan Drive & W 10th Street	C	31	—	C	33	—
Egan Drive & Willoughby Avenue	A/B	14	NB	A/A	9	EBL
Willoughby Avenue & Whittier Street	A/B	11	NB	A/B	14	NB
Egan Drive & Glacier Avenue	A/B	13	SBR	B/C	16	SBR

As shown in Table 19, **after Aak'w Landing is constructed, the LOS at each intersection will be fairly close to existing conditions and all are above the minimum standards set by DOT and CBJ.**

The LOS conditions without mitigations are shown on Table 16 on Page 20 and the mitigation summary is on Page 24. The mitigations include modifying the signal timing at the Egan/10th and Egan/Whittier intersections as well as some striping changes which will alter turn- and through-lanes. Elimination of one of the crosswalks at Egan/10th is also recommended. The mitigations do not require major changes to the roadways and no new lanes or turn lanes will need to be constructed.

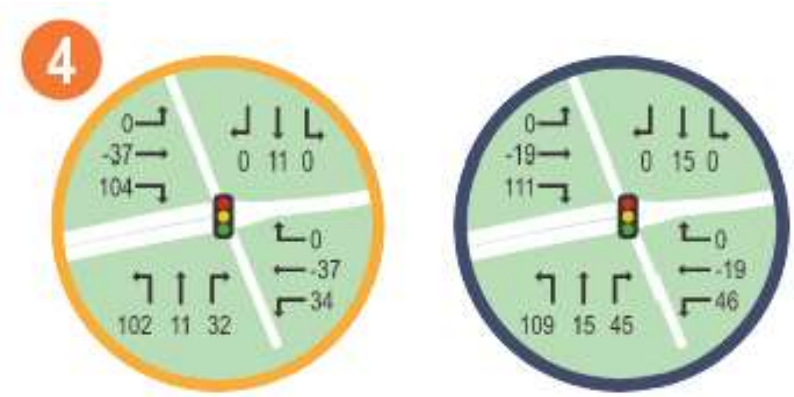
TIA Traffic Count Summaries

The anticipated peak traffic increases caused by the Aak'w Landing project are shown in Table 11 on page 13 of the report. The last line of the Table 11 shows anticipated vehicle traffic increases of **294 vehicles in the Peak AM Hour** (149 entering and 145 exiting) and **341 vehicles in the Peak PM Hour** (172 entering and 169 exiting).

The table also shows the anticipated number of pedestrian increases in the "Less Cruise Ship Passengers (Pedestrians)" line reading, **439 pedestrians in the Peak AM Hour** (8 entering and 431 exiting) and **952 pedestrians in the Peak PM Hour** (741 entering and 211 exiting). Note that this number is negative in the table even though it is an increase because the way it is used in the model to develop the vehicle traffic numbers.

Because of the 5-ship limit, ships at the Aak'w Landing dock will be a combination of replacing ships at anchor, hot-berthing, or new lines entering the market such as MSC Cruises. As a result, some of the existing vehicle traffic to and from these locations will be reduced when the ships are docked instead at Aak'w Landing. However, the report took the conservative position that the traffic reductions would be much less than the full load of vehicles being added by Aak'w Landing. For example, in the morning, the TIA shows vehicle increases of 294 due to Aak'w Landing and a reduction of only 74 due to the elimination of a ship further down South Franklin.

The increased vehicle traffic caused by Aak'w Landing is shown graphically in the excerpt below from Figure 3 which shows traffic changes at the Whittier / Egan intersection at AM (gold) and PM (blue) peak hours. For example, in the morning, the diagram shows that the traffic entering the site from all sides will increase by 149 (as calculated in Table 11, above) with 104 coming east on Egan, 11 coming south down Whittier, and 34 coming west on Egan. The diagram also shows a decrease of 37 vehicles proceeding through the intersection westbound on Egan due to the replacement of a ship and associated vehicle traffic somewhere downtown with the one now at Aak'w Landing. Thus, the TIA calculates the total amount of vehicles increasing on the roadway in the AM leaving the site is 112 (149 - 37).



(*Excerpt from Figure 3, traffic changes at the Whittier / Egan intersection*)

TIA Numbers Compared to Actual Counts

JYW staff performed on-site counts of the vehicle and pedestrian traffic at the AJ Dock during mid-summer visits of the *Norwegian Bliss* and *Norwegian Encore* during 5 different ship visits in 2023 and 2024. The AJ was good for observation since all traffic was clearly coming or going to the ship at this location.

However, because the AJ Dock is located a fair distance from the center of town (1.1 miles walking distance to the Tram), many pedestrians utilized the free Circulators bus which ran continuously to/from the parking lot in front of the Tram. During peak traffic times, a Circulator entered and exited the site almost every 2 minutes. These Circulator vehicles were half of all the large (bigger than a van) vehicles visiting the site during the counts. Because Aak'w Landing is located much closer to town (0.35 miles to Marine Park), Circulators are unlikely to be used in significant numbers at the new project location.

The maximum number of vehicles, including Circulators, counted entering and exiting the site per hour was fairly consistent each ship visit with 259/hour in the morning and 262/hour in the afternoons. During the busiest hour of 2:30 – 3:30 on June 11, 2024, 126 vehicles entered and 136 exited the AJ Dock site resulting in an actual count of **262 vehicles in the Peak PM Hour.** This compares to 341 used in the TIA for the PM Peak, as discussed above. This gives confidence that the numbers used in the TIA are accurate, if not conservative.

DOWL

MEMORANDUM

TO: Corey Wall (Jensen Yorba Wall, Inc.)

FROM: LaQuita Chmielowski, P.E. (DOWL)
Cynthia Roe, EI (DOWL)

DATE: January 15, 2025

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 Lot C1, Juneau Subports, in Downtown Juneau, Alaska. The first two phases of the development will consist of an 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 been finalized as a cultural museum, though for analysis purposes 20,000 square feet of retail space is assumed. A new driveway is to provide access to the development at the base level of the parking garage on Whittier Street. Opening year for the development is expected to be 2026. The proposed development site plan is included in the Appendix.[1]

This study examines the applicable state and municipal codes and compliance requirements, existing intersection operations in the study area, and the impact of the proposed development both now (2026) and in the future (2036).

CODE AND COMPLIANCE REQUIREMENTS

Due to the location and the nature of the Aak'w Landing development, several code and site-specific requirements apply and are included as part of this traffic impact analysis. This section details the Traffic Impact Analysis (TIA) requirements, Mobility Standards, and Site-specific requirements.

TIA Requirements

In accordance with the City and Borough of Juneau (CBJ) policy, a TIA is required for "… (1) a development projected to generate 500 or more average daily trips (ADT)."

According to CBJ code, if a TIA is prepared it "…must identify and assess the impacts of the proposed development on all affected transportation systems... The study area for the TIA shall be that area in which it is anticipated that the proposed development will increase ADT by five percent or more."[2] Based on this code requirement, a TIA for this development would analyze traffic operations for intersections along roadways with less than approximately 18,000 ADT.

For this development, these intersections include:

- Egan Drive / W 10th Street
- Egan Drive / Glacier Avenue
- Egan Drive / Whittier Street
- Egan Drive / Willoughby Avenue
- Egan Drive / Main Street

[1] Site Plan provided by Jensen Yorba Wall, March 31, 2023.

[2] Title 49 CBJ Code Chapter 49.40.305
https://library.municode.com/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_TIT49LAUS_CH49.40PATR

Additionally, since the study area is adjacent to Alaska Department of Transportation and Public Facilities (DOT&PF) transportation facilities, State of Alaska TIA requirements are also applicable. The State of Alaska requires a TIA "If a development is projected to generate more than 100 vehicle trips on a highway during any hour of the day."[3] DOT&PF provides a standard TIA checklist which outlines the minimum requirements of a TIA compliant with DOT&PF standards.

Other governing documents include the Highway Capacity Manual (HCM) 2010 (5th Edition) consistent with the DOT&PF Highway Preconstruction Manual (HPCM) and HCM 2000 (4th Edition) for all non-NEMA phased intersections and the driveway Standards Section of the Highway Preconstruction Manual (HPCM).[4] [5,6,7]

Mobility Standards

The Alaska Administrative Code (AAC)[8] establishes a vehicle and pedestrian 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).

CBJ code establishes minimum standards for acceptable LOS, stating "The minimum acceptable LOS for a roadway segment or intersection within the area affected by the development, on the projected opening date of the development, or full build out of the development, is LOS D". [9]

Driveway Standards

The HPCM states "Where two driveways are provided for one frontage less than 1,000 feet long, the clear distance between driveways should not be less than the minimum distances presented in 1190.5., Control Dimensions. Corner clearances at intersections should also be in accordance with the distance shown in 1190.5." Upon review of the HPCM, the driveway clear zone and corner clearance for this site are not defined given the posted speed on Whittier Street is 20 miles per hour.

[3] Section 17 Alaska Administrative Code 10.060, https://www.akleg.gov/basic/aac.asp#17.10.050.

[4] Section 1190 Driveway Standards, Highway Preconstruction Manual, DOT&PF, 2017.

[5] Alaska Highway Preconstruction Manual, p. 1100-10, Alaska DOT&PF, March 31, 2019.

[6] HCM 2010: Highway Capacity Manual, 5th Edition, Transportation Research Board, 2015.

[7] HCM 2010 Calculations are not compatible with non-NEMA phasing plans. Therefore, an older calculation model which does allow non-NEMA phasing is required.

[8] Section 17 Alaska Administrative Code 10.070, https://www.akleg.gov/basis/aac.asp#17.10.070

[9] Title 49 CBJ Code Chapter 49.40.310

Site Specific Requirements

The CBJ and major cruise lines (Carnival Corp, Disney Cruise Line, NCL, and Royal Caribbean) operating in Juneau ports entered into a Memorandum of Agreement (MOA), in March of 2023, to limit the number of large cruise ships (carrying more than 950 passengers) permitted to dock per day. This MOA limits cruise lines to a maximum of five ships per day calling at or intending to call at Juneau for the 2024 cruise season.[10] This MOA was in response to the 2023 season when there were 34 days with more than five ships at port.[11]

The MOA was further amended in May 2024 to limit port calls to a maximum of 16,000 passengers Sunday through Friday and 12,000 passengers on Saturday from among all cruise ships calling at or intending to call at Juneau.[12]

Cruise ships without the ability to dock at Port, currently lighter passengers to Marine Park or hot berth with another ship at an existing dock (such as currently occurs at the AJ dock).[13] Per the 2023 MOA the proposed development will not be increasing the total number of cruise ships allowed to dock in Juneau for a single day. Effective in 2026, the proposed development will not be allowed to increase the number of passengers allowed for a single day. Instead, the proposed development will re-assign a portion of the existing cruise ships and/or passengers from their current destinations to the proposed development site. As a result, no net new additional trips associated with a cruise ship will be added to the transportation system.

Cruise ship passengers and associated traffic are assessed for the proposed development to confirm site specific requirements of the new location, and any added traffic associated with the multi-use development portion of the site.

[10] Memorandum of Agreement between the City & Borough of Juneau and Cruise Lines Docking in Juneau, CBJ, March 16, 2023.

[11] Cruise Line Agencies of Alaska Cruise Ship Calendar for 2023, CBJ, February 27, 2023. https://claalaska.com/wp-content/uploads/2023/02/JNU-Juneau-2023.pdf

[12] Memorandum of Agreement between the City & Borough of Juneau and Cruise Lines Docking in Juneau, CBJ, May 24, 2024.

[13] Lighter: Use of flat-bottomed barge to transfer goods and passengers from moored ships.

EXISTING CONDITIONS

Existing intersection and study area conditions were assessed prior to inclusion of development traffic to establish a baseline. The following sections describe the existing transportation network, crash history, traffic volumes, and intersection operations.

Transportation Network Description

This section details the existing vehicle and active transportation networks. This summary includes roadway functional classification, posted speed, pedestrian facilities, bicycle facilities, and transit facilities in the study area.

Roadway Network

Table 1 includes the functional classification, posted speed limit, and cross section for the roadways in the study area.

Table 1: Study Area Roadway Characteristics

Roadway	Functional Classification	Posted Speed (mph)	Number of Lanes
Egan Drive	Principal Arterial	35 mph / 20 mph[1]	4 / 3[2]
W 10th Street	Major Collector	20 mph	2
Whittier Street	Major Collector	20 mph	2
Willoughby Street	Major Collector	20 mph	2
Main Street	Major Collector	20 mph	2
Glacier Avenue	Minor Collector	20 mph	2

[1] Speed is 35 mph from 10th Avenue to Whittier Street and 20 mph from Whittier Street to Main Street.
[2] Number of lanes reduces from 4 to 3 at Willoughby Avenue.

Intersection Control

The proposed development is located on Lot C1; the majority of development traffic is expected to travel via Egan Drive. The Egan Drive / 10th Street, Egan Drive / Whittier Street, and Egan Drive / Main Street intersections are signalized with protected permitted left-turn phasing. Additionally, the Egan Drive / Main Street intersection operates with pedestrian-only phases for the east and west legs. Figure 1 shows the study area and intersections of interest with their respective traffic control devices.

Figure 1: Study Area Intersections Map

Pedestrian Network

Table 2 includes the sidewalk dimensions in feet, sidewalk surface type, obstructions, and presence of an Americans with Disabilities Act (ADA) accessible curb ramp by roadway in the study area.

Table 2: Study Area Pedestrian Facility Characteristics

Roadway	Sidewalk Dimensions (ft)	Sidewalk Surface	Obstructions	ADA Curb Ramp
Egan Drive	6 (East Side)[1]	Concrete	Lighting and Signal Poles[2]	Yes
	6 (West Side)[3]	Concrete	Lighting and Signal Poles[4]	Yes
W 10th Street	6 (North Side)[5]	Concrete	None	Yes
	6 (South Side)[6]	Concrete	None	Yes
Whittier Street	6 (North Side)[7]	Concrete	None	Yes
	6 (South Side)	Concrete	None	Yes
Willoughby Street	5 (North Side)	Concrete	None	Yes
	6 (South Side)	Concrete	None	Yes
Main Street	6 (North Side)	Concrete Pavers	None	Yes
	7 (South Side)	Concrete Pavers	Lighting Pole[8]	Yes
Glacier Avenue	6 (North and South Side)	Concrete	None	Yes

[1] RRFB located at the Egan Drive / Glacier Avenue intersection.
[2] Poles located in front of the Downtown Transit Center.
[3] Narrows to 3-foot section at the Egan Drive / Main Street intersection in front of The Hangar on the Wharf.
[4] Poles located in front of The Hangar on the Wharf.
[5] Sidewalk does not continue across the Douglas Island bridge.
[6] Use of the sidewalk is shared between pedestrians and bicyclists.
[7] Gaps in sidewalk in front of the Alaska State Museum and adjacent to the proposed development.
[8] Lighting pole in the center of the sidewalk at Main Street / 2nd Street intersection.

Bicycle Network

Table 3 provides a summary of the bicycle facilities available on the study area roadways including the bike lane width, location, and indicates shared use with vehicles.

Table 3: Study Area Bicycle Facility Characteristics

Roadway	Bicycle Lane Width (ft)	Side of Roadway	Shared Use
Egan Drive	5	East	Yes[1]
	5	West	Yes[1]
W 10th Street	—	North	—
	5	South	Yes[2]
Whittier Street	—	—	—
Willoughby Street	—	—	—
Main Street	—	—	—
Glacier Avenue	—	—	—

[1] Dedicated bicycle lane between 10th Street and Main Street. South of Main Street traffic is notified of shared roadway use through "sharrow" pavement striping.
[2] Dedicated bicycle lane between Egan Drive and F Street. Use of the sidewalk is shared between pedestrians and bicyclists across the Juneau Douglas bridge.

Transit Network

Capital Transit operates a circular transit service in Juneau with six routes, some of which travel the frontage of the proposed development. The Capital Transit routes include the Douglas, Counterclockwise Mendenhall Loop, Clockwise Mendenhall Loop, Egan Express, Lemon Creek Commuter, and Downtown/Valley Express routes. The nearest stop location to the development is on Whittier Street in front of the State Library. Transit vehicles circulate each route once every hour between 6:00 AM. and 11:00 PM all days of the week.[14]

Crash History

Both Tables 4 and 5 include crash history for the study intersections for the seven most recent years of available crash data (January 1, 2015, to December 31, 2021).[15] The Egan Drive and Whittier Street intersection experienced six crashes over this seven-year period.

Table 4 focuses on the crash rate at each study intersection, compared to the statewide crash rate, based on intersection traffic control and number of approaches. The statewide intersection averages are based on data from 2008 to 2012 and represent the most recent data available.[16] All of the intersections identified have crash rates that are below the statewide average for intersection types. Table 5 includes the breakdown of crashes by crash type at the intersections.

[14] Juneau Capital Transit, Accessed September 2024. https://juneaucapitaltransit.org/

[15] Crash data provided by DOT&PF, April 3, 2023.

[16] Alaska Highway Safety Improvement Program Handbook, Alaska DOT&PF, January 2017.

Table 4: Total Crashes and Crash Rate by Intersection (2015 – 2021)

Intersection	Crash Rate [1]		Crash Severity			Total Crashes
	Intersection	Statewide Average	Fatal	Injury	PDO[2]	
Egan Drive & Willoughby Street	0	—	0	0	0	0
Willoughby Avenue & Whittier Street	0	0.52	0	0	0	0
Egan Drive & Whittier Street	0.15	1.57	0	2	4	6
Egan Drive & Glacier Avenue	0.06	—	0	1	1	2
Egan Drive & W 10th Street	0.63	1.57	0	7	21	28

[1] Crash rate for intersections = Crashes per million entering vehicles (MEV).
[2] PDO = Property Damage Only

Table 5: Crash Type by Intersection (2015 – 2021)

Intersection	Angle	Single Vehicle Run-off	Rear End	Sideswipe	Bicycle	Motorcycle
Egan Drive & Willoughby Avenue	0	0	0	0	0	0
Willoughby Avenue & Whittier Street	0	0	0	0	0	0
Egan Drive & Whittier Street	2	0	4	0	0	0
Egan Drive & Glacier Avenue	0	0	1	0	1	0
Egan Drive & W 10th Street	12	1	12	2	0	1

Existing Traffic Volumes

The study team collected existing traffic volumes on Tuesday, March 21, 2023. The data was collected at the six existing study intersections using 16-hour turning movement counts (6:00 AM to 10:00 PM). In addition, traffic volume and speed count over 24-hours were collected on Egan Drive. 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 DOT&PF permanent count station located on Egan Drive, northwest of Glacier Highway Access Road.[17] Figure 2 shows the seasonally adjusted existing AM and PM peak hour turning movement volumes at the study intersections.

[17] Data from DOT&PF CCS 16070806 (Juneau – Egan @ 3 mile), https://alaskatrafficdata.drakewell.com

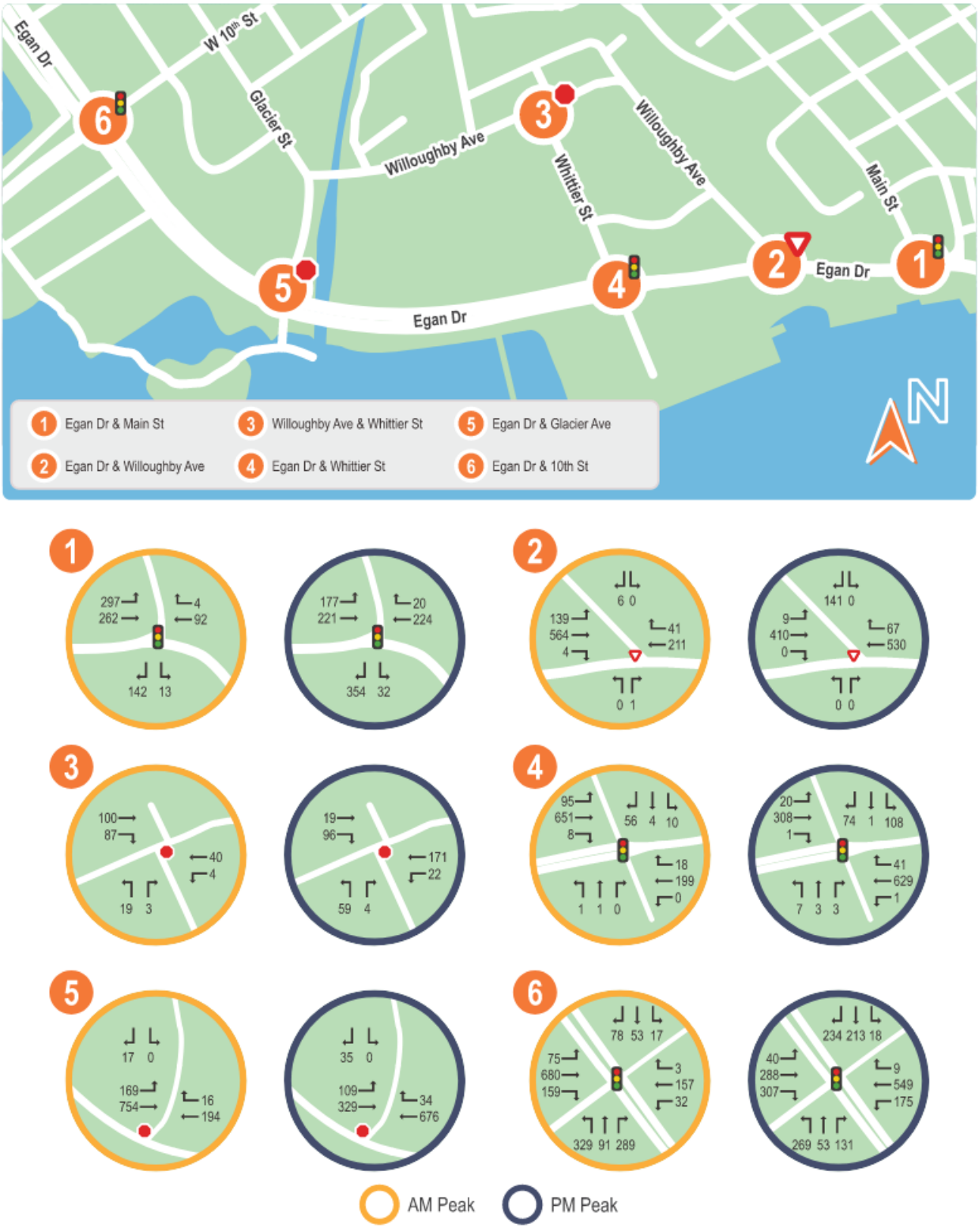


Figure 2: Existing AM and PM Peak Hour Traffic Volumes

Existing (2023) Operations Analysis

Operations of the existing transportation system were evaluated using HCM 5th Edition and 2000 delay methodologies. Intersection operations analysis includes evaluation of both vehicle and pedestrian traffic. All signalized intersections were modeled using timing reports provided by DOT&PF.[18]

Intersection Operations

Table 6 includes the existing delay and LOS at the study intersections (reported using the 5th Edition and 2000 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. No intersections within the study area currently operate worse than LOS C with existing signal timing and turn movement configuration during the AM or PM peak hour.

Table 6: Existing Conditions Traffic Operations

Intersection	AM Peak Hour[2,3]			PM Peak Hour[2,3]		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & Main Street[1]	A	8	—	B	11	—
Egan Drive & Whittier Street	A	7	—	B	19	—
Egan Drive & 10th Street	C	27	—	C	31	—
Egan Drive & Willoughby Avenue	A/B	14	NB	A/A	9	EBL
Willoughby Avenue & Whittier Street	A/B	10	NB	A/B	12	NB
Egan Drive & Glacier Avenue	A/A	9	SBR	B/B	12	SBR

[1] Non-NEMA intersection phasing.
[2] LOS for unsignalized intersection shown as worst LOS for the Major/Minor approaches.
[3] Critical Movement listed for unsignalized intersections.

Pedestrian Operations

Table 7 includes the LOS at the study area intersections for pedestrians (reported using the 5th Edition HCM delay methodology). All study area intersections perform at LOS D or better during the AM and PM peak hour.

Table 7: Existing Conditions Pedestrian Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Approach Delay[1]	X-Walk Score[2]	LOS	Approach Delay[1]	X-Walk Score[2]
Egan Drive & Main Street	B	—	2.6	B	—	2.5
Egan Drive & Whittier Street	B	—	2.6	B	—	2.6
Egan Drive & 10th Street	C	—	2.9	C	—	2.9
Egan Drive & Willoughby Avenue	C	15.0	—	C	16.2	—
Willoughby Avenue & Whittier Street	A	2.2	—	B	3.9	—
Egan Drive & Glacier Avenue	C	10.0	—	C	14.8	—

[1] Approach delay for two-way stop-controlled intersections only.
[2] X-Walk Score = Crosswalk LOS Score for signalized intersections only.

[18] Email providing signal timing files, DOT&PF, June 27, 2023.

IMPACT ANALYSIS

In conformance with AAC and CBJ code, trips associated with the proposed development were developed. These trips were then added to the transportation system where vehicle and pedestrian operations analysis was performed. A summary of the trip generation and trip distribution processes as well as operational analysis results are provided in the following sections.

Proposed Development

The proposed development would include an added cruise ship dock (no increase in ship traffic) and an approximately 83,000 square foot mixed-use structure. The following sections outline the trips added to the transportation network associated with the mixed-use structure, designated as net new trips.

Trip Generation

Trip generation rates for the proposed development are based on the data published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual (Trip Generation Manual), 11th Edition* [19] and traffic counts collected by DOWL in August 2024.[20] Due to the proximity of the proposed development to Juneau's downtown the August 2024 pedestrian counts are used in this analysis for the identification of mode choice and volume of cruise ship passengers anticipated during the peak hours relative to the size of cruise ship. Of the passengers and crew that disembarked the observed cruise ship, approximately 65 percent traveled off-site via bus, van, or taxi; 30 percent traveled off-site as pedestrians, and the remaining 5 percent remained on the cruise ship. Table 8 models this mode split across a larger ship that would be typical at Aak'w Landing.

Table 8: Cruise Ship Passenger Travel Mode (5,700 Passenger Ship)

Cruise Ship Travel Mode	Daily			AM Peak Hour[2]			PM Peak Hour[2]		
	Split	Passengers	Person Trips[1]	Enter	Exit	Total	Enter	Exit	Total
Pedestrians	30%	1,710	3,420	8	431	439	741	211	952
Bus/Coach Trips[3]	60%	3,420	6,840	0	540	540	301	0	301
Van Trips[4]	4%	228	456	0	35	35	19	0	19
Taxi Trips[5]	1%	57	114	0	11	11	6	0	6
Stay Onboard	5%	285	-	-	-	-	-	-	-
Totals	100%	5,700	10,830	8	1,017	1,025	1,067	211	1,278

[1] Number of trips assumes each assigned passenger disembarks and embarks once.
[2] Peak hour person trips shown in table.
[3] Average Bus/Coach occupancy measured 25 occupants per bus/coach.
[4] No Van Trips noted in observation data. Occupancy estimated at 4 occupants per vehicle, and 4% of total passenger mix.
[5] Average Taxi occupancy measured 2 occupants per vehicle.

[19] *ITE Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021.

[20] Celebrity Summit counted by DOWL at Marine Park, August 20, 2024. Multiple camera angles captured total passengers disembarking, passengers walking to off-site locations, and passengers going to motorized tours/taxis.

Table 9 includes the size and type of unit expected at the development by land use code and development phase.[21]

Table 9: 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	Museum	580	20	KSF

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 and PM peak hours as indicated in Table 10. 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 *Trip Generation Handbook*.[22] 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 a conservative vehicle occupancy rate of 1.2 was used to estimate the number of people per vehicle trip. The total number of person trips reflects the number of people this site could expect in a given time period under typical conditions. As shown in Table 10, the site generates a large amount of activity before considering the effect of cruise ship passengers on the site. This affect is further detailed in Table 11 to separate cruise ship vehicle traffic from other site traffic (employees, Juneau residents, etc.).

Table 10: 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]	1	—	—	—	—	—	—	—	—	—	—
1	Shopping Plaza (40-150k)	32	94.49	3,024	3.53	57	56	113	9.03	139	150	289
1	High-Turnover (Sit-Down Restaurant)	11	107.2	1,179	9.57	53	52	105	9.05	61	39	100
2	Shopping Plaza (40-150k)	20	94.49	1,890	3.53	36	35	71	9.03	87	94	181
3	Museum	20	0.66	13	0.35	4	3	7	0.18	2	2	4
Total Development Generated Trips			6,106		296				574			
Total Development Person Trips			**7,327**		**355**				**689**			

[1] Trips associated with the cruise ship are detailed in Table 8 and included in Table 11.

[21] Estimated from concept drawing provided by Jensen Yorba Wall, Concept Drawings Email January 6, 2023.

[22] *ITE Trip Generation Handbook*, 3rd Edition, Institute of Transportation Engineers, September 2017.

With guidance from the National Cooperative Highway Research Program (NCHRP) Report 684[23] and the August 2024 cruise ship counts, the total number of site vehicles can be estimated. Table 11 includes the estimated total site vehicle and pedestrian trips entering and exiting the proposed development site during the AM and PM peak hours. The development is expected to add 293 AM peak hour and 341 PM peak hour trips to the roadway network.

Table 11: Peak Hour Development Trips

Vehicle Trip Inventory	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Development Person Trips – All Phases	180	175	355	347	342	689
Cruise Ship Person Trips	8	1,017	1,025	1,067	211	1,278
Less Internal Trip Capture	-46	-46	-92	-163	-163	-326
Person Trips Subtotal - All Phases	142	1,146	1,288	1,251	390	1,641
Less Cruise Ship Passengers (Pedestrians)	-8	-431	-439	-741	-211	-952
Less Cruise Ship Passengers (Motorized)	0	-586	-586	-326	0	-326
Non-Cruise Ship Person Trips	134	129	263	184	179	363
Non-Cruise Ship Vehicle Trips	112	108	220	153	150	303
Cruise Ship Related Motorized Trips[1]	37	37	74	19	19	38
Total External Vehicle Trips	**149**	**145**	**294**	**172**	**169**	**341**

[1] Motorized trips are the sum of all Bus/Coach, Van, and Taxi trips from Table 8 at listed occupancy rates.

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. [24] All modes of development traffic were distributed using the following assumptions for trip origins and destinations:

- 60% to/from Egan Drive to the West
- 30% to/from Egan Drive to the East
- 10% to/from Whittier Street to the North

Future Volumes

Volumes for the future year (2035) were developed based on applying a background growth rate to the existing condition volumes and adding development related traffic as described in the following sections.

Background Growth Rate

The background growth rate is estimated based on data from five permanent count stations in Juneau and the recently approved Juneau Douglas North Crossing PEL Study. Growth rates are shown in Table 12. Juneau, on average, experience a -0.3% per year growth rate on traffic

[23] *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board, 2011.

[24] Email from DOT&PF staff on May 5, 2023.

volumes since 2013. Similarly low growth rates are currently projected in the DOT&PF adopted Juneau Douglas North Crossing PEL Study at 0.25% per year positive growth. For the purpose of this study, a conservative 0.25% per year compounding growth rate is assumed for future traffic volumes.[25]

Table 12. Historic and Adopted Growth Rates

Source	AADT		Annual Growth Rate
	2013	2023	
CCS 16070805 – Auke Bay TMAS 000805	2,107	2,380	1.2%
CCS 16170896 – Sunny Pt TMAS 000896	25254	23200	-0.8%
CCS 16070806 – Egan @ 3-mile TMAS 000806	21225	19300	-0.9%
CCS 16070918 – S Douglas Highway TMAS 000918	7967	6980	-1.3%
CCS 16070809 – Mendenhall River Bridge TMAS 160708	4508[1]	4780	0.5%
Juneau 10-yr Historic Average	-	-	-0.3%
Juneau Douglas North Crossing PEL	-	-	0.25%
Final Aak'w Landing TIA Future Growth Rate	**-**	**-**	**0.25%**

[1] Mendenhall River Bridge CSS not operational in 2013. Data from 2012 used instead.

Future Build Volumes

Figure 3 shows how trips generated by the proposed development are distributed throughout the transportation system at study area intersections by movement during the AM and PM peak hour.

As noted in the site-specific requirements, for compliance with the 2023 MOA the proposed development will not be increasing the total number of cruise ships allowed to dock in Juneau for a single day. Effective in 2026, the proposed development will not be allowed to increase the number of passengers allowed for a single day. Instead, the proposed development will re-assign existing cruise ships and/or passengers from their current destinations to the proposed development site.

Cruise ship motorized trips shown in Table 11 are shown in Figure 3 as diverted link trips instead. This allows these trips to show the additional impact to turning movement at the Egan Drive / Whittier Street intersection and reduced impact to intersections east of Whittier Street.

In addition, the peak hour factor typically increases as volumes increase to reflect congestion creating a homogeneous peak hour. For the purpose of this analysis existing peak hour factors have been carried forward to future years without adjustment. This creates a conservative future year operations projection.

[25] A future growth rate of 0.25% was identified in the Juneau Douglas North Crossing PEL Study. Volume to Capacity of the Existing Juneau-Douglas Bridge, DOWL, April 2022.

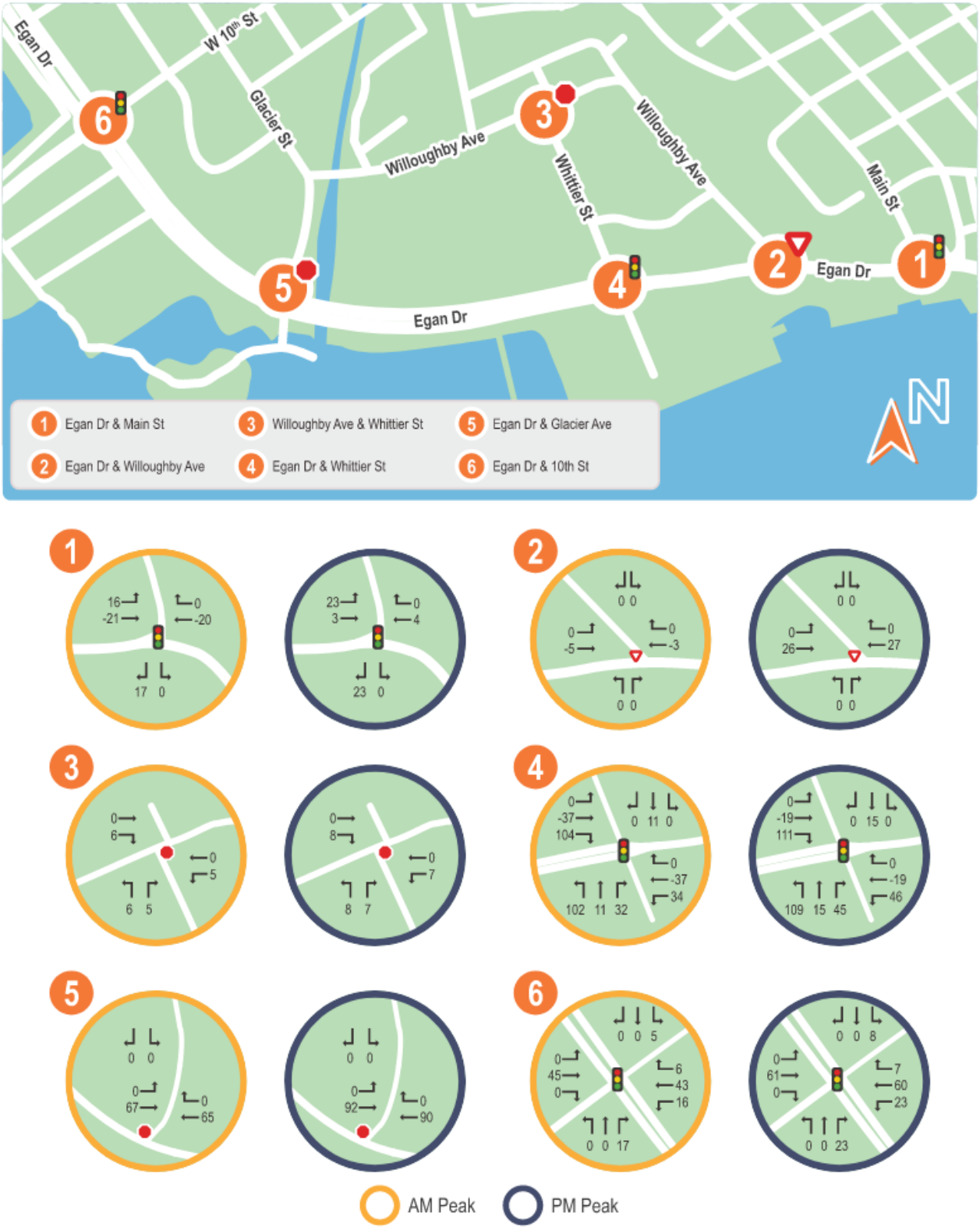


Figure 3: Added Development Traffic Volumes

Future Traffic Operating Conditions

Operations of the study area transportation system were evaluated for the future year 2035 under no-build and build conditions for the AM and PM peak hours. Operational analysis of pedestrian and vehicle traffic uses HCM 5th Edition and 2000 delay methodologies as applicable.

Future Year (2035) No-Build Operations Analysis

Intersection Operations

Figure 4 shows the expected AM and PM peak hour turning movement counts in 2035 without the proposed Aak'w Landing development. Table 13 includes the expected delay and LOS at study intersections in 2035 without the Aak'w Landing development. In this scenario, with existing signal timing and turn movement configuration during the AM and PM peak hour, the Egan Drive / 10th Street intersection continues to degrade and operates at LOS D. All study area intersections operate within an acceptable level for mobility standards.

Table 13: Future Year (2035) No-Build Traffic Operations

Intersection	AM Peak Hour[2,3]			PM Peak Hour[2,3]		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & Main Street[1]	A	8	—	B	11	—
Egan Drive & Whittier Street	A	7	—	C	23	—
Egan Drive & W 10th Street	C	29	—	C	29	—
Egan Drive & Willoughby Avenue	A/B	14	NB	A/A	9	EBL
Willoughby Avenue & Whittier Street	A/B	11	NB	A/B	12	NB
Egan Drive & Glacier Avenue	A/A	9	SBR	B/B	12	SBR

[1] Non-NEMA intersection phasing.
[2] LOS for unsignalized intersection shown as worst LOS for the Major/Minor approaches.
[3] Critical Movement listed for unsignalized intersections.

Pedestrian Operations

Table 14 includes the expected delay and LOS at study area intersections for pedestrians (reported using the 5th Edition HCM delay methodology) in 2035, without the Aak'w Landing development. As shown in the table, all study area intersections operate at LOS C or better.

Table 14: Future Year (2035) No-Build Pedestrian Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Approach Delay[1]	X-Walk Score[2]	LOS	Approach Delay[1]	X-Walk Score[2]
Egan Drive & Main Street	C	—	2.8	B	—	2.6
Egan Drive & Whittier Street	C	—	2.8	B	—	2.6
Egan Drive & 10th Street	C	—	2.8	C	—	3.0
Egan Drive & Willoughby Avenue	C	15.8	—	C	13.2	—
Willoughby Avenue & Whittier Street	A	2.3	—	A	3.3	—
Egan Drive & Glacier Avenue	C	16.4	—	C	12.4	—

[1] Approach delay for two-way stop-controlled intersections only.
[2] X-Walk Score = Crosswalk LOS Score for signalized intersections only.

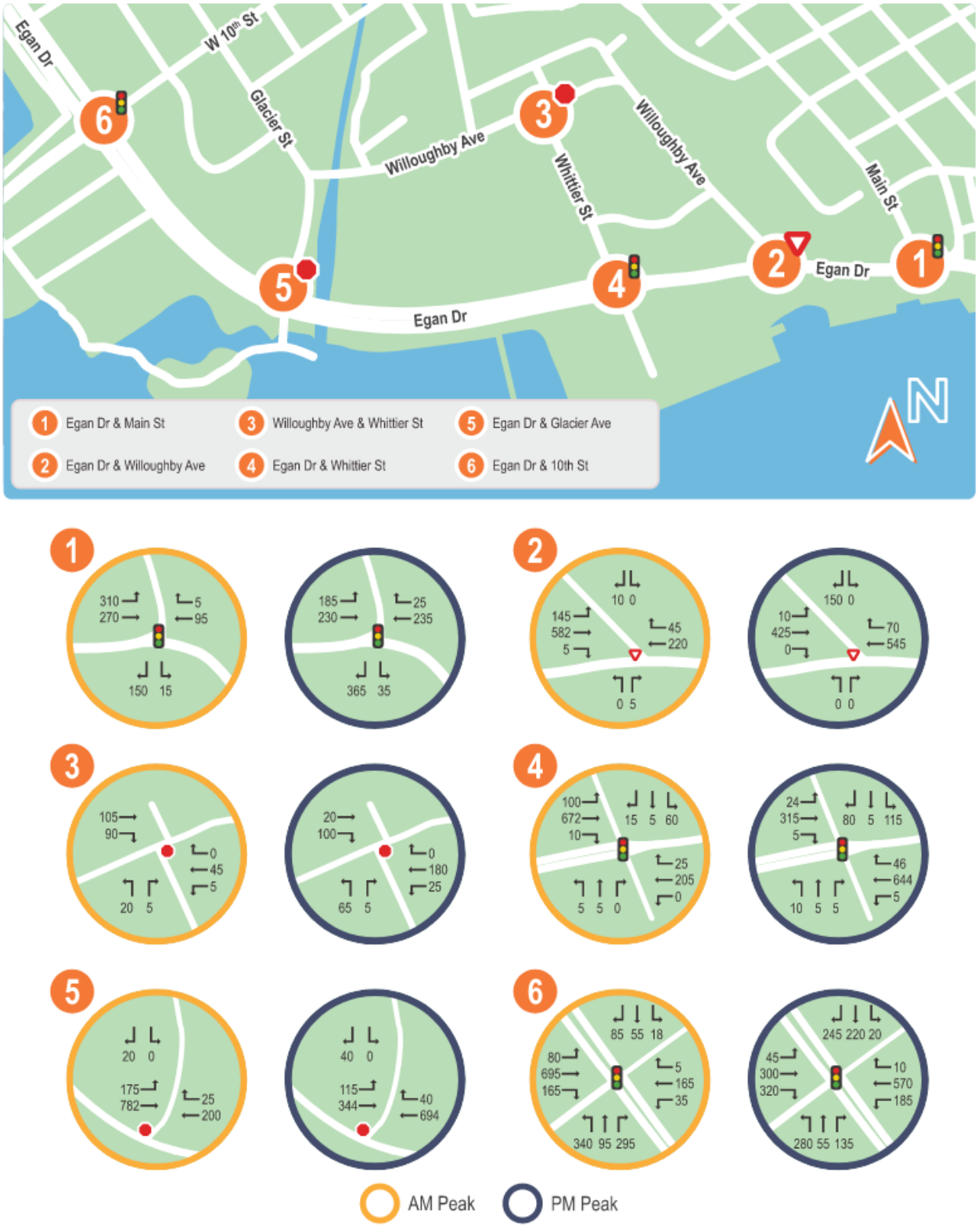


Figure 4: Future 2035 No-Build Traffic Volumes

Queue Length Analysis

Table 15 includes the expected 95th percentile queue at each study intersection approach. As shown, no queue exceeds available storage during the AM and PM peak hours.

Table 15: Future Year (2035) No-Build Queue Lengths

Intersection	NB			SB			EB			WB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Egan Drive & Main Street												
Available Storage				-		140	150	-			-	
AM 95th Percentile				40		0	120	60			60	
PM 95th Percentile				40		60	80	80			100	
Egan Drive & Whittier Street												
Available Storage		-	100		-	100	200	-		100	-	
AM 95th Percentile		20	0		60	40	80	180		0	60	
PM 95th Percentile		20	20		100	60	40	120		20	160	
Egan Drive & W 10th Street												
Available Storage	350	-		200	-	230	330	-	150		-	150
AM 95th Percentile	60	80		140	280	0	180	220	140		100	60
PM 95th Percentile	200	200		60	160	0	160	160	0		200	140
Egan Drive & Willoughby Avenue[1]												
Available Storage		-				-	570					
AM 95th Percentile		20				0	100					
PM 95th Percentile		0				0	20					
Willoughby Avenue & Whittier Street[1]												
Available Storage		-						-			-	
AM 95th Percentile		40						0			20	
PM 95th Percentile		60						0			20	
Egan Drive & Glacier Avenue[1]												
Available Storage						400	200				-	
AM 95th Percentile						0	60				0	
PM 95th Percentile						0	80				0	

[1] Queues provided for stopped movements only.

Future Year (2035) Operations with Development

Intersection Operations

Figure 5 shows the total traffic expected at study intersections in 2035, with the Aak'w Landing development. Table 16 includes the expected traffic operations at each study intersection under existing signal timing and turn movement configuration conditions. These conditions result in LOS D at the Egan Drive / 10th Street and Egan Drive / Whittier Street intersections during the AM and PM peak hours. All other intersections operate within an acceptable level for mobility standards.

Table 16: 2035 Intersection Operations with Development

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & Main Street	A	9	—	B	11	—
Egan Drive & Whittier Street	**D**	**40**	**—**	**D**	**37**	**—**
Egan Drive & W 10th Street	**D**	**40**	**—**	C	33	—
Egan Drive & Willoughby Avenue	A/B	14	NB	A/A	9	EBL
Willoughby Avenue & Whittier Street	A/B	11	NB	A/B	14	NB
Egan Drive & Glacier Avenue	A/B	11	SBR	B/C	15	SBR

[1] Non-NEMA intersection phasing.
[2] LOS for unsignalized intersection shown as worst LOS for the Major/Minor approaches.
[3] Critical Movement listed for unsignalized intersections.

As required by AAC, mitigation is needed at the Egan Drive / W 10th Street and Egan Drive / Whittier Street intersections due to the identification of unacceptable levels of operation (LOS D or worse).

Pedestrian Operations

Table 17 includes the existing delay and LOS at study area intersections for pedestrians (reported using the 5th Edition HCM delay methodology). Pedestrian delay for the intersection leg expected to experience the most delay is reported. All study area intersections are expected to operate within an acceptable level for mobility standards during the AM or PM peak hours.

Table 17: 2035 Pedestrian Operations with Development

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Approach Delay[1]	X-Walk Score[2]	LOS	Approach Delay[1]	X-Walk Score[2]
Egan Drive & Main Street	C	—	2.8	B	—	2.2
Egan Drive & Whittier Street	C	—	2.8	C	—	2.8
Egan Drive & 10th Street	C	—	3.0	C	—	3.0
Egan Drive & Willoughby Avenue	C	15.6	—	C	14.4	—
Willoughby Avenue & Whittier Street	A	2.3	—	A	3.3	—
Egan Drive & Glacier Avenue	C	17.0	—	C	20.0	—

[1] Approach delay for two-way stop-controlled intersections only.
[2] X-Walk Score = Crosswalk LOS Score for signalized intersections only.

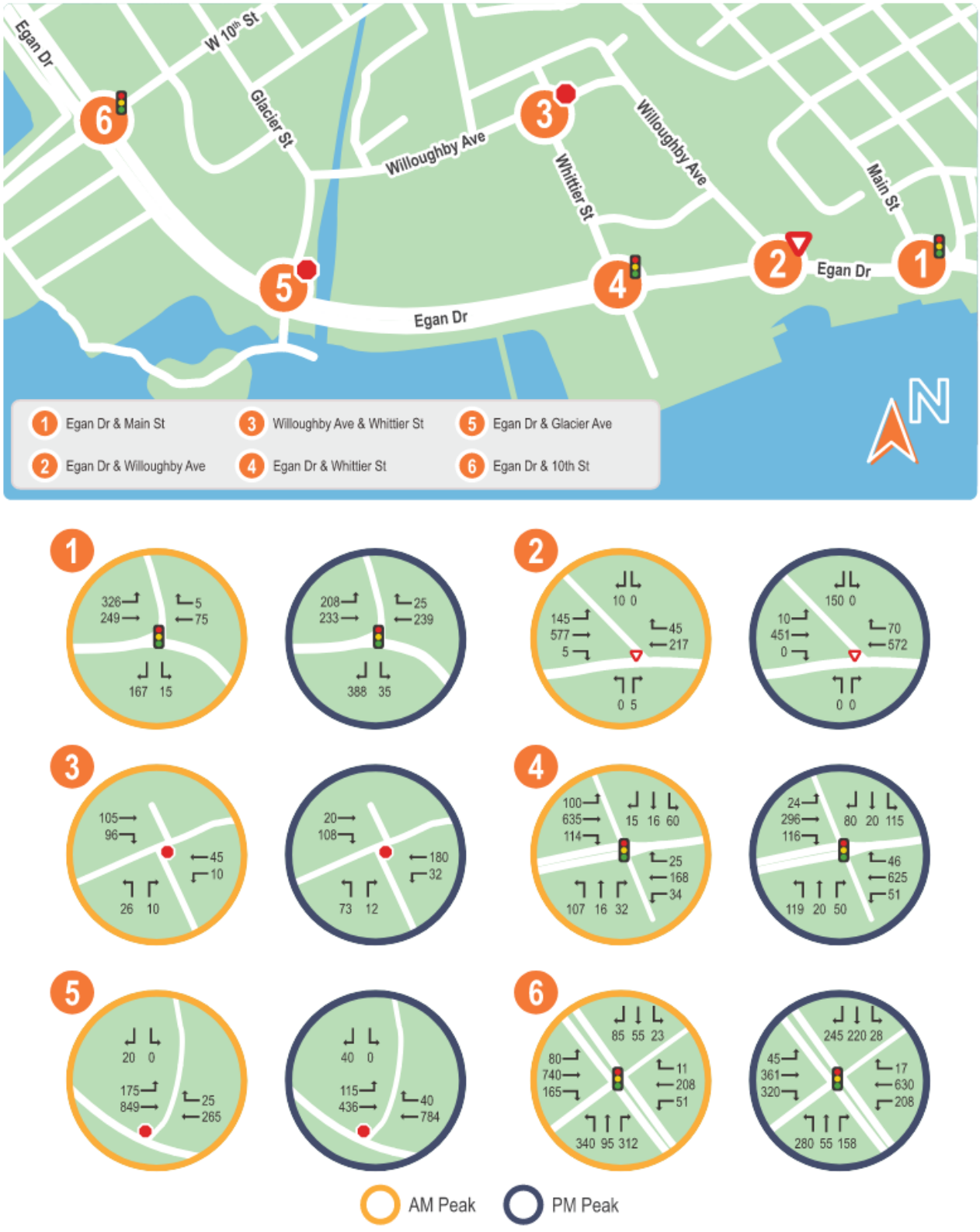


Figure 5: Future 2035 Build Volumes

Queue Length Analysis

Table 18 includes the expected 95th percentile queue at each study intersection approach. As shown, the only queue which exceeds available storage during the AM and PM peak hours is the eastbound left from Egan Drive onto Main Street at the Egan Drive / Main Street intersection.

Table 18: Future Year (2035) with Development Queue Lengths

Intersection	NB			SB			EB			WB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Egan Drive & Main Street												
Available Storage				-		140	150	-			-	
AM 95th Percentile				40		0	**160**	100			60	
PM 95th Percentile				80		120	100	100			120	
Egan Drive & Whittier Street												
Available Storage		-	100		-	100	200	-		100	-	
AM 95th Percentile		120	40		80	40	100	280		40	80	
PM 95th Percentile		100	40		100	60	40	200		60	180	
Egan Drive & W 10th Street												
Available Storage	350	-		200	-	230	330	-	150		-	150
AM 95th Percentile	80	100		160	280	40	220	220	160		100	60
PM 95th Percentile	200	200		60	160	0	140	160	0		200	140
Egan Drive & Willoughby Avenue[1]												
Available Storage		-				-	570					
AM 95th Percentile		20				0	120					
PM 95th Percentile		0				0	40					
Willoughby Avenue & Whittier Street[1]												
Available Storage		-						-			-	
AM 95th Percentile		60						20			20	
PM 95th Percentile		60						20			40	
Egan Drive & Glacier Avenue[1]												
Available Storage						400	200					
AM 95th Percentile						0	60					
PM 95th Percentile						0	80					

[1] Queues provided for stopped movements only.

Site Circulation Review

In addition to typical engineering analysis considerations, the current site plan (Figure 7) was evaluated for qualitative site circulation considerations that should be taken under advisement prior to finalizing the site plan. The site currently plans two access points on Whittier Street, one in the approximate location of the existing driveway used to access the parcel and a second to the south. No additional access to Egan Drive is proposed with the current site plan.

Site circulation concerns include the following:

- Eastbound turning radius from Egan Drive: Final site plans should confirm design vehicles (busses/coaches) can safely turn from Egan Drive to Whittier Street. The turning radius of the southwest intersection corner should be modified as needed.
- Parking and loading of all commercial vehicles is currently anticipated within the site's parking garage levels. This will allow for minimized conflict between development related traffic and other network traffic.

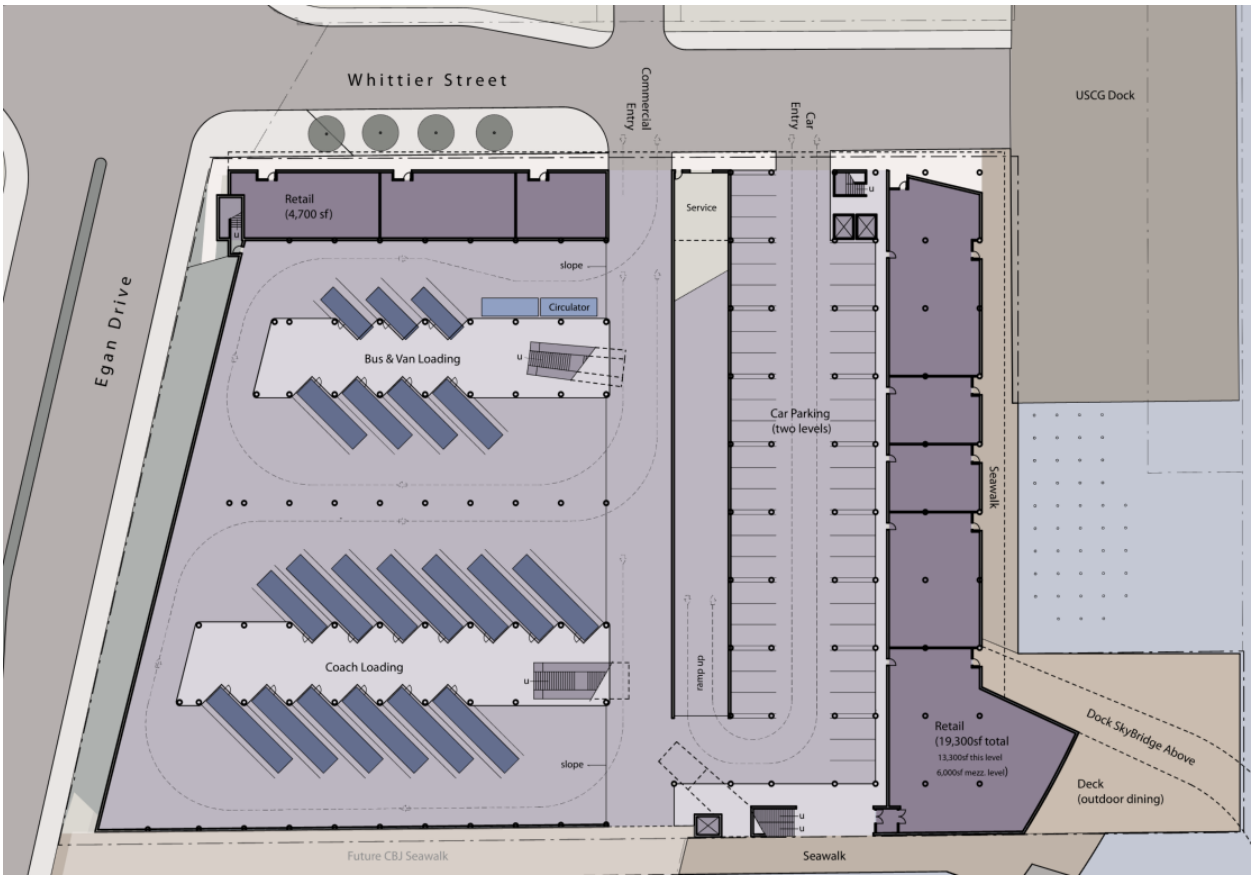


Figure 6: Proposed Site Plan

Mitigation Summary

The following section details any measures which would aid in meeting operational deficiencies (LOS D or worse) due to added traffic associated with the proposed development.

Egan Drive / W 10th Street

Based on the needs identified in the Future Year (2035) with Development, the following improvements to the Egan Drive / W 10th Street intersection are recommended:

- AM Peak Hour Signal Timing Updates: Update AM Peak Hour traffic signal timing plan after construction of the Aak'w Landing development based on actual field counts. This traffic analysis indicates a re-optimized green split could resolve the LOS concern. An example green split is provided in the Appendix with results shown in Table 19.
- Crosswalk Removal: consider removal of the northern intersection crosswalk which runs concurrent with the W 10th Street signal phase. This would remove the possibility of an extended green split to serve a low-utilization crosswalk. Connectivity of the pedestrian network is maintained through the south crosswalk.

Egan Drive / Whittier Street

Based on the needs identified in the Future Year (2035) with Development, the following improvements to the Egan Drive / Whittier Street intersection are recommended:

- Traffic Signal Modification: A modification to the existing traffic signal is recommended to remove the northbound/southbound split phase timing. This modification would require concurrent updates to the intersection striping and laneage to remove the northbound and southbound through-lefts in favor of through-rights. The full extent of the traffic signal modification should be coordinated during design with DOT&PF.
- Peak Hour Signal Timing Updates: Update AM and PM Peak Hour traffic signal timing plans after construction of the Aak'w Landing development based on actual field counts. This traffic analysis indicates a re-optimized green split in conjunction with the traffic signal modification will resolve the LOS concern. An example green split is provided in the Appendix with results shown in Table 19.

Table 19 includes the expected traffic operations at each study intersection under the mitigated signal timing and turn movement configurations. As shown, all intersections operate within an acceptable LOS after implementation of the above recommendations.

Table 19: 2035 Intersection Operations with Development (with Mitigation)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Egan Drive & Main Street	A	9	—	B	11	—
Egan Drive & Whittier Street	B	16	—	B	17	—
Egan Drive & W 10th Street	C	31	—	C	33	—
Egan Drive & Willoughby Avenue	A/B	14	NB	A/A	9	EBL
Willoughby Avenue & Whittier Street	A/B	11	NB	A/B	14	NB
Egan Drive & Glacier Avenue	A/B	13	SBR	B/C	16	SBR

Table 20 includes the expected 95th percentile queue at each study intersection approach. As shown, the only queues which exceed available storage during the AM and PM peak hours are the eastbound right from W 10th Street onto Egan Drive at the Egan Drive / W 10th Street intersection and the southbound left from Whittier Street onto Egan Drive at the Egan Drive / Whittier Street intersection.

Table 20: Future Year (2035) with Mitigation Queue Lengths

Intersection	NB			SB			EB			WB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Egan Drive & Main Street												
Available Storage				-		140	150	-			-	
AM 95th Percentile				120		40	140	100			80	
PM 95th Percentile				60		100	100	100			120	
Egan Drive & Whittier Street												
Available Storage	200	-		90	-		200	-		100	-	
AM 95th Percentile	120	60		80	40		80	500		60	60	
PM 95th Percentile	100	60		**100**	80		40	200		60	160	
Egan Drive & W 10th Street												
Available Storage	350	-		200	-	230	330	-	150		-	150
AM 95th Percentile	80	100		140	300	60	220	220	**160**		100	60
PM 95th Percentile	220	220		60	180	0	140	160	20		240	140
Egan Drive & Willoughby Avenue[1]												
Available Storage		-				-	570					
AM 95th Percentile		20				0	240					
PM 95th Percentile		0				0	20					
Willoughby Avenue & Whittier Street[1]												
Available Storage		-						-			-	
AM 95th Percentile		40						20			20	
PM 95th Percentile		60						20			40	
Egan Drive & Glacier Avenue[1]												
Available Storage						400	200					
AM 95th Percentile						0	100					
PM 95th Percentile						0	100					

[1] Queues provided for stopped movements only.

CONCLUSIONS

The proposed Aak'w Landing development is a three-phase multi-use development opening in Downtown Juneau during the year 2025. The three phases of the development will consist of underground bus and passenger vehicle parking garage with approximately 52,000 square feet of retail space, 11,000 square feet of high-turnover restaurant space, and 20,000 square feet of cultural museum space. 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 323 trips in the AM and 483 trips in the PM peak hours.

The following is a list site circulation recommendations and mitigations required by the development to meet AAC level of service requirements.

- **Site Circulation**
    - Eastbound turning radius from Egan Drive: Final site plans should confirm design vehicles (busses/coaches) can safely turn from Egan Drive to Whittier Street. The turning radius of the southwest intersection corner should be modified as needed.
    - Parking and loading of all commercial vehicles is currently anticipated within the site's parking garage levels. This will allow for minimized conflict between development related traffic and other network traffic.
- **Egan Drive / W 10th Street**
    - AM Peak Hour Signal Timing Updates: Update AM Peak Hour traffic signal timing plan after construction of the Aak'w Landing development based on actual field counts. This traffic analysis indicates a re-optimized green split could resolve the LOS concern.
    - Crosswalk Removal: consider removal of the northern intersection crosswalk which runs concurrent with the W 10th Street signal phase. This would remove the possibility of an extended green split to serve a low-utilization crosswalk. Connectivity of the pedestrian network is maintained through the south crosswalk.
- **Egan Drive / Whittier Street**
    - Traffic Signal Modification: A modification to the existing traffic signal is recommended to remove the northbound/southbound split phase timing. This modification would require concurrent updates to the intersection striping and laneage to remove the northbound and southbound through-lefts in favor of through-rights. The full extent of the traffic signal modification should be coordinated during design with DOT&PF.
    - Peak Hour Signal Timing Updates: Update AM and PM Peak Hour traffic signal timing plans after construction of the Aak'w Landing development based on actual field counts. This traffic analysis indicates a re-optimized green split in conjunction with the traffic signal modification will resolve the LOS concern. An example green split is provided in the Appendix with results shown in Table 19.