

Project Summary

Aak'W Landing Conditional Use Permit Application

The project proposes a phased development of mixed use, including retail, food and beverage, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail and food and beverage operations, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.

External lighting is to be developed.

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined.

Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

The pier portion of the project will utilize a proven steel float solution that will be built with a deck up to 70-feet wide and 500 feetlong, allowing for the best facility layout and passenger handling solution.

Drawings for the above project are attached.

Date: May 17, 2023

Re: Aak'w Landing (JYW No. 21021)

Architectural Narrative for CBJ Conditional Use Application

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.

- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the CBJ Tideland Lots to the west if this is desired in the future.
- The entire Bus Staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the Bus Staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

- The Park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the Park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in

graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.

- Shop and Cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.
- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Cruise Ship Dock.

- 500' x 70' steel floating dock of similar construction to that utilized at Icy Strait Point Berth II and Ward Cove Cruise Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design vessel during cruise season weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for the cruise fleet.
- The opposite side of the dock from the cruise ship berth will not be constructed to take the structural loads of large ships, but could be configured for tour day boat, tenders and other small watercraft such as canoes or kayaks.
- The floating berth shall be accessed with a 140-foot-long gangway rated for port of call standard equipment.
- Mooring locations to be equipped with electric capstans for line handling and will be accessible by catwalks.
- The dock includes basic facility lighting, electrical service, and wash down water from the abutment seaward.
- The proposed design includes the cable trays and structure for integrating future shore power connections once the municipal feed is available.

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Total Project Area

475,377 sf. *Discussion: area of Uplands and Dock are combined for the Conditional Use Permit and to show the total size of the project. The two portions of the project are considered individually below.*

Uplands Portion of Project

Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2

Maximum Lot Coverage: 80% (100,302 sf)

Minimum Vegetative Cover: 5% (6,269 sf)

Maximum Height (Permissible Uses): 45'

Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)

Allowable Uses:

- Phase 1:
 - Visitor, Cultural Facilities Related to the Site: 3
 - Storage and Display of Goods with greater than 5,000 sf: 1,3
 - Restaurants & Bars without Drive-Through Service: 3
 - Seasonal Open Air Food Service: 1,3
 - Open Space: 1
 - Automobile Parking Garage: 1,3
- Future Phases:
 - Offices Greater than 2,500 sf: 1,3
 - Libraries, Museums, Art Galleries: 1,3
 - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.

1, 3. Department approval required if minor dev., conditional use permit required if major development.

3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Retail

- 103,100 sf footprint
- 150,000 sf total developed area, including:
 - One-story bus parking and loading garage
 - Two-story car parking garage
 - 34,000 sf Retail, including:
 - 4,400 sf Whittier Street-facing (Seawalk Level)
 - 19,600 sf Seawalk-facing (Seawalk Level)
 - 10,000 sf Welcome Center (Upper Plaza Level)
- 1+ acre of Park and Plaza over bus and vehicle garage

Proposed Future Phase Development: Additional Retail and Use TBD facilities at Park level

- 9,000 sf additional Retail (43,000 sf total, including Phase 1)
- 40,000 sf Future Phase, Use TBD

Parking

Parking Provided. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 117 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 172 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

<u>Phase 1 Parking Required:</u>	34,000 sf Retail (1 stall per 750 sf):	46 stalls required
<u>Future Total Parking Required:</u>	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use TBD	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	43 stalls required
	If Housing (32 one-bedroom):	<u>13 stalls required</u>
		70-100 stalls required total

CBJ Parking Requirement:

- Commercial/Retail 1 per 750 sf
- Restaurants 1 per 750 sf
- Museum 1 per 1,500
- Recreational Space 1 per 10 seats
- Housing, 400 sf Eff. .3 spaces per
- Housing, 1-bedroom .4 spaces per
- Housing 2-bedroom .6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

Dock Portion of Project

Parcel: 1C100-K83-0032 (CBJ Tidelands) and unlabeled adjacent Alaska State Tidelands
Project Area: 350,000 sf (125,000 sf on CBJ Tidelands, 225,000 sf on State Tidelands).

Discussion: Project Area is only a portion of the much larger CBJ- and State-owned parcels. Project Area includes area physically occupied by the Dock structures, the “shadow” of the 360-meter long cruise ship floating above, and approximately 20% additional space around the dock and ship to ensure compliance.

Property Zoning: MU2 (taken from adjacent C-1 Lot Zoning)
Maximum Lot Coverage: 80% (280,000 sf)
Minimum Vegetative Cover: 5% (17,500 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)

Discussion: Dimensional standards and requirements listed are for MU2 zoning. Not clear how all standards—particularly vegetative cover—apply to tideland lots which are entirely over water. However, the project will comply with a strict reading of all requirements:

- *The constructed Dock takes up an area much smaller than the allowable Maximum Lot Coverage (143,960 sf vs the allowable 280,000 sf)*
- *The Park on the Uplands is large enough to fulfill Minimum Vegetative Cover requirements (50,000 sf vs. the required 23,769 sf for the Uplands and Dock together)*
- *The Dock height will be lower than the 45' Maximum Height as determined from the datum on the Uplands.*

Allowable Uses:

- Private Moorage: 1,3 (49.25.300, 10.520)
(1, 3. Department approval required if minor dev., conditional use permit required if major development.)

Proposed Development: Floating Dock with access ramps to the adjacent C-1 parcel. No occupiable buildings are proposed in this portion of the development.

Parking: As noted above, all parking is being provided on the Uplands portion of the project.

Discussion: Parking requirements for regular passenger vehicles have been determined by the Uplands development areas without modifiers—i.e., the parking calculations assume that all visitors to the Uplands facilities arrive via personal vehicle and not on the cruise ship.

Parking requirements for the vehicles serving the cruise ship itself are not defined by code. The project includes more parking areas for buses, vans, and coaches than are currently provided at the other cruise ship docks. (For example, the AJ Dock facility provides 21 dedicated coach and bus stalls, the proposed Aak'w Landing project proposes 24 dedicated coaches and bus stalls).