

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, August 19th, 2020

I. Call to Order Mr. Ridgway called the meeting to order at 5:00 p.m. in a Zoom meeting at the Port Directors Office.

II. Roll Call

The following members were present: Jim Becker, Don Etheridge (in person), Steve Guignon, James Houck, Dave Larkin, Annette Smith, Bob Wostmann and Mark Ridgway (in person).

Absent: Chris Dimond

Also present Carl Uchytel – Port Director (via Zoon) and at the Port Directors Conference Room: Erich Schaal – Port Engineer and Matthew Creswell –Harbormaster

III. Approval of Agenda

MOTION by MR. ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion approved

IV. Public Participation on Non-Agenda Items –

Mary Larsen, Juneau, AK said she is here because of Harbor Security. Last time she was here and addressed the Board, she and Patricia Collins were working with Marine Exchange in getting security cameras installed on their building to show the Harris Harbor Parking Lot. They have two cameras covering the parking lot, ramp and some of the harbor. Ms. Larsen said the Harbormaster told her that Snow Cloud Internet provider is working on a package to provide Wi-Fi access to harbor patrons at a discounted rate. She said she is definitely subscribing to the service and will be installing personal security cameras on her vessels. She is in support of a Code of Conduct for the harbors. There are patrons in the harbor who would like to contribute to security improvements. Her group intended to pay Marine Exchange and they are still willing to help with security improvements with Docks & Harbors. Ms. Larsen said she read the 2015 version of the Code of Conduct and it describes conduct that can get people kicked out of the harbors but it is not clear on what that process is. She is wondering if the Board could clarify that. If other patrons witness bad behavior, to whom do they report? She said they see repeated drunkenness, drug dealing, people falling in the water, and the list goes on and on. She does not see harbor employees very often. These behaviors endangers her and other patrons in the harbor and they would like harbors to provide some direction on how they can assist in making it safer. Most people she knows are willing to help to nip some of these issues in the bud. She thanked the Board and asked that the Board stay in touch with her and other patrons on what is happening and what they can do to help.

Mr. Becker said he just had a conversation this morning with someone who asked if the cameras are online. He heard that security is improving and he agrees that having the cameras up and running is very good for the harbors. There are many people willing to help in accomplishing

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these goals. He said they have had numerous discussions regarding security cameras and he is thankful they were able to work with Marine Exchange.

Ms. Smith asked Ms. Larsen if she has noticed any improvement in undesirable behavior from this year to last year or has it remained the same.

Ms. Larsen said there has been a recent uptick in the last month. She said there is lots of theft in the boat yard and in Harris Harbor. There are several people who have not been seen around the harbor in a year and now they are back. This is not necessarily a good thing. She has not noticed a decrease in crime, in fact; there are a couple of characters that scare her to death. She would say in the last month it has gotten significantly worse and scary.

Mr. Ridgway said staff is working on security cameras at all the harbors. He appreciated Ms. Larsen's comments on the Code of Conduct. He will work on getting ideas from staff and information on how they can better assist and communicate.

V. Approval of Wednesday, July 22nd, 2020 Operations/Planning Meeting Minutes

Minutes of July 22nd, 2020 were approved as presented.

VI. Consent Agenda – None.

VII. Unfinished Business – None.

VIII. New Business – None.

IX. Items for Information/Discussion

1. Juneau-Douglas City Museum Relocation – Board Position Statement

Mr. Uchytel said a Board member requested this topic of the museum relocation be discussed. The summary is that back in 2017 Docks & Harbors in the wake of the 16B project embarked on the urban design plan, Taku Dock to Marine Park, and part of that had to do with the redevelopment of the Archipelago lot. Within that plan, and document that is available on line, we crafted an idea that would expand the sea walk, bus staging for use by the tourist industry, and provide for private development in the Archipelago lot. At that time, we envisioned a waterfront attraction that was yet to be determined, but this was a viable location. In 2017, staff inquired about the museum with the Board as well as with other members of the public as to what this would look like. People came up with ideas of a market, IMAX Theatre, museum, and things like that so this location was given a yet to be determined marker. Staff always intended for Phase II to be a covered shelter for people waiting to embark on their excursions in the bus staging area. After staff awarded the contract for Archipelago Phase I (which we have those plans developed up to 95%), and sometime in the fall of 2019, the City Manager started looking at the budget and realized the city subsidizes the museum \$500K per year for its operations. The idea was crafted from those meetings and after we awarded the contract for Phase I, that we needed to pause with Phase II and see if there would be any movement from the city museum point of view to move it to the waterfront. There is obviously many good reasons to do so. The City Manager believes there is other non-CBJ funds available

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through the Rasmussen Foundation, the cruise industry using head tax, and Friends of the Library, to develop a museum. The memo that the City Manager put together on February 26th, 2020 was to bring the idea to the Assembly to move forward with some funding to do additional planning and design work. This is from a Committee of the Whole (COW) meeting on December 6th, 2020. They showed some renderings of what the museum could look like in that location. In preparation for the March 3rd, 2020 Committee of the Whole Meeting (COW), the City Manager put together a document asking for a \$50K authorization. The Assembly motion failed 4-5. The memo is in the packet as well as the minutes. Another consideration for the museum was made to the Assembly to direct staff to solicit ideas and public comments to determine the public's desire for development of the CBJ portion of the Archipelago lot. The Assembly directed the City Manager to solicit more comments from the public. Mr. Uchytel was asked to communicate with the Assembly on this topic after it was determined what position the Docks & Harbors Board wants to take. Mr. Uchytel asked the Board if they want to take a position or put together a work group? He also pointed out on the plan view of the waterfront, the rendering shows a lightering dock. After this graphic was put together, the aviators requested not to place the float in that position. The position the Board took in 2017 was to look for other opportunities in other areas downtown for a lightering dock.

Mr. Ridgway said there was discussion about having a joint meeting with the Assembly if requested. He is not hearing anything from Board members about having this meeting.

Committee Discussion –

Ms. Smith asked Mr. Uchytel if we sit and wait on the Assembly, how will it affect any of our other planning or work that we need to do by just having this sit there.

Mr. Uchytel said by waiting, it leaves an unfinished project with no shelter adjoining the bus staging area. We are holding back in our vision for flower planters, lighting, and a fire pit. What we want is a very attractive area, and what we will have is just an unfinished project.

Ms. Smith said she is one of the people who brought up the lightering float and said that Mr. Uchytel made a comment about other location opportunities. She would like to know what other locations have been looked at for a lightering float replacement.

Mr. Uchytel said there is no requirement for a lightering float at this point. There is a lightering dock at the Port Field Office that was part of the 16B project. He said he was pointing out that in the finished product in the 2017 Urban Design Plan, the lightering float was in that particular rendering, but the direction of the Board was to remove it and find another place to put it. A couple ideas are the expansion of the sea walk and the small cruise ship masterplan. We could possibly create a lightering float for smaller vessels in either of these projects. However, no one has requested it to be a priority. Mr. Becker said the comment about moving the museum is a valid one. They are losing a lot of money. He likes the idea of having that space for the citizens of Juneau to use. We must have a spot for art and this gives the opportunity for cruise ship passengers to see it.

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The other location we looked at was where the JAHC is. Has there been other locations looked at for the museum?

Mr. Uchytel said the Assembly gave the direction for the City Manager to explore other options at the Archipelago lot. It is outside the purview of Docks & Harbors to take any action at this time.

Mr. Ridgway said he is uncertain if it is unwarranted for the Board to have an opinion on this. We just spent \$24M on the Archipelago Project. How do we make developing a lightering float a requirement? Is there a formal process with Engineering to make it a requirement?

Mr. Uchytel said we already have a lightering float. Is it the will of the Board for another lightering float? The current lightering float was developed with the 16B Project. It is unfortunate the encroachment at the Alaska Steamship Dock created a dangerous location from the aviators opinion. Anyone on the Board can come up with requirements with things to pursue and staff is always willing to pursue projects that are the will of the Board.

Committee Discussion Public Comment –

Mr. Kirby Day, Juneau AK commented if the museum does or does not build in this area, there could be the possibility it becomes a tent camp in the winter and it is an area the city cannot enforce. We had issues on the sea walk this past winter. Is it something that can be dealt with?

Mr. Schaal said we are building Phase I right now, concrete pours are happening and the decking will be finished soon. We have a purchase and sales agreement with the private owner of the uplands, and they have the opportunity to develop their property. If Phase II needs to happen on our part because the museum does not go forward, we still have to wait for them to finish their development. We have to give them their time. There is a built in wait period before Phase II, which is the waiting shelter and bathrooms, or if the museum continues to develop and becomes a project. Phase II will happen, if there is a museum or not, after the private developer develops or says that are not developing.

Mr. Ridgway asked if the deck over project is on our property.

Mr. Schaal said in this planning document, the feedback from the current lease owner is they may be interested in developing the deck over. Right now, they lease most of it, and they might want to expand the deck over in their development plans. Docks & Harbors will not be constructing the deck over.

Mr. Uchytel said he wanted to go back over requirements for this project. When we were putting together this planning document, the people that showed up to participate from the tourism industry said there is a requirement for additional bus staging. We have a planning document where legitimate positions were taken. In some ways, with the Board approving a planning document, it quantifies that as a requirement. Docks and Harbors

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staff did not say we have a requirement for bus staging. This requirement came from the industry that helped pay for this development.

Ms. Smith asked if we have the authority to say no or do we just have to wait on Mr. Watt at the City to say this is what you are going to do? We already have designs and it meets the needs of the community.

Mr. Etheridge said we do have the ability to say no but the Assembly can override it.

Mr. Ridgway said we have a lot of latitude on what we do and do not support. With the parking spaces, the industry says this is what we need but does it meet our mission statement. The Board reviews it, approves it, and now it is established as a requirement. We forward our opinion to the Assembly, but they can override what we approve. There is a chain of authority. He does not think we have the authority to build a museum with our funds even if we support it. However, we are using enterprise funds to do something the public said they wanted during the public process. The Docks & Harbors Board can make a motion that we are supportive and/or have no issues with the museum idea.

2. Code of Conduct – Enforcement Options (45:12)

Mr. Uchytel said back in 2015, he and the former Harbormaster Dave Borg, started looking at what could be done to curb bad behavior on behalf of some of the harbor patrons. This is a public facility and there are people from all walks of life, some use the harbors for their housing, their livelihood, and walking the docks. We saw a need to put together a basic common decency document of what we expect from the Harbors and from harbor patrons. The first opportunity we thought we could bring this forward was when people were not acting professionally in their private life. When a patron would come in and rail on harbor employees, we would take them aside and let them know their behavior is unacceptable and tell them what we expect from everyone that uses our facilities. We put together the Code of Conduct and the Law Department said this was a reasonable first start. Staff uses the Code of Conduct effectively and we post it at every opportunity throughout the harbors. It is often torn down but replaced when noticed. It is also available on our website. Mr. Uchytel said a Board Member requested we discuss what additional key points can be added to the Code of Conduct that would actually result in people being suspended or evicted from the harbors. That is a much more difficult conversation to have because with a nine person Board, not all the members have the same level of what they think is acceptable behavior in the Harbors. In running a public facility, it is very important for him and staff to be as consistent as possible. We want to maintain a sense of accountability in the Harbors. Is this the right opportunity to enforce stricter expectations on our harbor patrons?

Committee Discussion/Public Comment

Mr. Ridgway said if he heard Mr. Uchytel right, this is a work in progress and at this stage it has already been through the Law Department. This was established in 2015, has there been any changes suggested to Law for changes to the harbor Code of Conduct?

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Mr. Uchytel said yes, he has had discussions with Law about a Board member recommended changes to Title 85 and he submitted those changes for their review and feedback. The new language in Title 85 would read something like this: to violate any city, state or criminal code, violation of these codes can result in police action, loss of harbor privileges, as well as the impoundment of any vessel, boat, car or truck on harbor properties. To harass or abuse any harbor patron by behavior language or mannerisms that place other harbor patrons in reasonable fear of immediate jeopardy using a reasonable persons standards of violation can result in police action, loss of harbor use privilege as well as impoundment of any vessel, boat, car or truck on harbor properties. Mr. Uchytel said the Law Department will look at how enforceable this is and if the language is too vague. Mr. Uchytel asked if any other Board members have any ideas or changes.

Mr. Ridgway said if this is not a done deal, can the Code of Conduct flush out the process. Does it inform patrons how they can get involved?

Mr. Wostmann asked Mr. Uchytel to elaborate more on what authority we already have in regards to enforcement with Title 85 or other sources?

Mr. Uchytel said we certainly have enforcement for people that do not pay bills, and for derelict vessels. We do not have a lot of enforcement for people behaving badly. We enforce, people that litter, people who do not clean up after their pets, and things like that. As far as people that are just thugs, there is not a lot of authority Docks & Harbors can do to enforce. We can trespass people. Mr. Creswell and his team are constantly trespassing people from our facilities. Staff has the power to address bad behavior, but as far as suspecting drug use and telling people they are not welcome because of suspected drug use, is difficult to enforce. The Law Department discerns where we can go with recommended language.

Mr. Creswell said when it comes to removing people from the harbors who do bad things, the criminal trespass is his go to tool. He has to have a good defensible reason(s) for trespassing a person. It is hard for him to do things on hearsay and he has to have genuine complaints from harbor patrons. The Juneau Police Department takes criminal trespass orders very seriously. Mr. Creswell said he has put a lot of time thinking about what else could go into Title 85. It is easier when it is someone in the harbor with no business in the harbor and more difficult when it is a harbor patron.

Ms. Smith said it concerns her that Ms. Larsen, who spoke to the Board earlier tonight, stated that she is afraid in our harbors. It troubles Ms. Smith that we have a woman in the harbor that is afraid. She personally would support whatever it takes to give the harbor staff the ability to take care of these situations. We have a responsibility to provide a safe place for law-abiding patrons. Therefore, whatever we can do to give staff the teeth to address this she is in support of.

Mr. Ridgway said it is the long-term vision of the Board to tighten down what boats are allowed in our harbor. We need to get rid of those who do not pay their moorage and are bad actors. It would take over \$100K to get rid of those boats. He appreciates the staff's

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approach to undesirable patrons and trusts their action can make other patrons feel safe. He emphasized that patrons have a personal responsibility to notify someone of authority like the Harbormaster, staff, or the Police Department if they see someone threatening someone or committing a crime.

Mr. Etheridge said when you have the lowest moorage rates and live aboard rates in the entire country, you tend to draw in a certain type of people. Our liveaboard patrons are the worse to report suspicious activities. There was a boat with an alarm going off and no one called about it. If the liveaboard patrons do not get involved in calling police or notifying authorities, we cannot fix the problems.

Mr. Uchytel said one challenge in city code is no camping in downtown. There is a no camping ordinance. In the winter, after the Thane Campground/Mill Creek Campground closes, JPD cannot enforce the no camping ordinances along the waterfront. That is why we see the tents show up underneath the visitor's center in the winter. The unsheltered population is entitled to use willful property and other multiple government properties. This is why we end up with the tents along the Franklin Dock and could become an issue with the Archipelago project. It is very difficult to enforce and we will continue to work on the Code of Conduct. There has to be more than, "we want scary people out of the harbor". He will continue to work with Law, but it is not an easy proposition. People need to make the calls to JPD and 911 to report criminal activity, which is our best opportunity to address this problem. We have asked staff to work on a process to evict the undesirable harbor patrons and this is going to be very difficult.

Mr. Wostmann said the City is currently soliciting bids for a cold weather shelter. He thinks if this project proceeds, and a cold weather shelter is made available, it might help take care of some of the problems of campers and allow the police to move people to the shelter.

Mr. Dennis Watson, Juneau, AK said there was time when harbor staff was wearing "Security" on their jackets, and that did not work. This put a target on our harbor staff. He thinks our harbor staff must realize that the largest percentage of our people, 99%, are there to visit and enjoy the harbors Juneau has. To put more burden on our staff to be peace officers does not seem like a good idea. He thinks the best thing is if they have a problem to contact Juneau Police Department (JPD). JPD is very aware of the problems. He hopes we do not make police officers out of our harbor staff. They have enough to do without becoming a target.

3. Policy Statement – Availability of Public Land for Private-Sector Use

Mr. Uchytel said Mr. Etheridge asked for discussion on this topic. It goes back to Tracy's Crabshack and The Hanger. The question is, "what is an acceptable use of Docks & Harbors managed property along the waterfront"? We tried to kick-start a couple working groups over the last three or four years. We had a work group set up that did not finish the work. The direction from the Board Chair is to bring this back up through the OPS Committee and the full Board. He showed page 19 in the packet which is version five of the policy statement. Over the years staff has deleted, per recommendations, all

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but the last four bullets. Some Board members felt we only need these four. We need to come up with a Board policy on the use of the waterfront. Typically, Docks & Harbors tries to keep the waterfront that we manage a commercial free zone. The only exception is when there is a lease or lease permit issue. An example is Tracy's Crabshack, Bill Heumann and the vendor booth permit holders that we have in place. Those are the only real commercial use that we allow on the waterfront. Over the years, we have made various accommodations for the pedicabs and modified our regulations allowing them to post signs on their vehicles. For next year, one of the pedicab companies has approached me about selling ice cream from his pedicab. Should this be allowed? The current policy tries to tease out how we manage our properties. We get these one off requests all the time. We go back to having a policy discussion and get direction from the Board on how much commercial activity should we allow on our managed infrastructure. We have quantified arrangements for commercial fishing, whale-watching charters, fishing boats, and moorage in general. The uplands activity, and what should be allowed, is something staff needs direction on or a policy type decision from the Board.

Committee Discussion/Public Comment -

Mr. Becker said we need to make sure we have rules and regulations for what we do and do not allow and keep control of what we do allow.

Mr. Uchytel said he can come up with lots of what ifs. Can someone put an ATM on the dock? Many of the Board members have not been faced with the annual what to do with Tracy's Crabshack and we finally ended up giving them a lease. This document came about because of the open seating and cooking pot area request from Tracy's Crabshack/Bill Heumann. Beginning discussions on this topic was trying to come up with a sweet spot of getting companies having adjacent property the right of first refusal for more property.

Mr. Ridgway asked if in the event we adopt this, would that have changed how the ask of Bill Heumann was addressed. Would we have come to the same conclusion?

Mr. Uchytel said it probably would have come out with the same lease agreement. The summary of those say Docks and Harbors wants to promote economic development. We want to listen and be reasonable on what we allow on our managed properties. He thinks the way Bill Heumann's lease was handled was the correct outcome.

Mr. Ridgway said the one that comes to his mind is actually before when we had the two parcels of land that we leased and subleased to Bill Heumann and Tlingit & Haida. We need to continue to work on a policy that would be a standardize approach and a reasonable thing to do.

Mr. Uchytel said we really try to be consistent with everybody we deal with whether they are a harbor patron or a business. We get \$30K per waterfront vendor booth and we consider that as the gold standard. We have taken a very deliberate and consistent position to discourage food vendors along the waterfront. In regards to the Tlingit & Haida and the Thane Ore House lease areas, that is different. This was a competitive

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lease arrangement and he would put that in a different category. Staff struggle with the nonlease/nonpublic processes with doing the right thing.

Mr. Etheridge said everyone that makes a request wants to be right on the dock. It affects traffic flow and some requests would cause a lot of extra work for staff. If we allow a carnival scene on the dock, it takes away from the brick and mortar folks across the street that have businesses. He does not think it is fair to have commercial activity on the dock.

Mr. Houck asked Mr. Uchytel if the document is designed so the Board does not have to review each and every request. Is it designed to streamline the process of getting the one offs to the Board? He wanted to make sure that everyone knows it is not his business requesting to sell ice cream on the docks.

Mr. Uchytel said we do permit the pedicabs along the waterfront, the vendor booths, and the coaches and bus transportation companies. The one offs is that people are always thinking and scheming on how to make a buck. We want to know what we authorize. Staff takes how we manage the waterfront very seriously and do so to the best of our ability. In looking for the one off's, he really wants to have a cohesive policy of what it is we are trying to do. Are we trying to open it up to every entrepreneur that wants to make a buck be given a shot or by having these restrictions we have a fair and good public policy.

Mr. Houck said he believes Mr. Uchytel and staff has a good focus on what makes a more enjoyable experience for tourist and locals. He believes if you design space for locals, it is fantastic for the tourist. He is in support of the overarching policy.

Mr. Ridgway said one of the things he learned is the lease income we make. The vendor booth planning, design, and income has been excellent. He thinks more exploring of ways to increase our income through lease properties is not a bad thing but not to open it up to carnival like businesses. He thinks this document will guide the way in leveling the playing field for all, help us lease more land, and earn more income.

Mr. Etheridge said we need to finalize this idea and take it to the full Board for a passage. He thinks we need to give people a chance to look at it before the next Board meeting, and if you have any recommendations for changes, reach out to Mr. Uchytel and give him your thoughts. This policy needs to be approved to give Mr. Uchytel the tools he needs to work with.

Mr. Ridgway asked the Board members to please take the time to read and review this two page document prior to the next Board meeting. Any comments should be directed to Mr. Uchytel. He asked Mr. Uchytel if the Board approves this policy statement, will it be legal and turned into code, or do we just leave it as a Docks & Harbors Board policy?

Mr. Uchytel said it will be the Docks & Harbors policy.

Public Comment –none.

4. Committee Decision and Assignment of Visitor Industry Task Force Work Group

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Mr. Uchytel said at the last Board Meeting, Mr. Etheridge brought up an Ad Hoc Committee for a Visitor Industry Task Force and volunteered himself to participate. He asked what other members are interested in participating in this group?

Mr. Wostmann said he would be like to join the work group.

Mr. Houck said he would also like to join the work group.

Mr. Ridgway said if anyone else wanted to participate to talk to Mr. Etheridge.

Committee Discussion/Public Comment – none.

5. Center for Disease Control (CDC) Request for Information (RFI) Related to Cruise Ship Planning and Infrastructure, Resumption of Passenger Operations, and Summary

Mr. Uchytel said he is making the Board aware that the Center for Disease Control (CDC) sent out a Request for Information (RFI) basically to the world indicating what action needs to take place for the resumption of cruising. Mr. Uchytel is a member of a couple of national committees; one is the American Association of Port Authorities (AAPA). Recently Docks & Harbors has become full members and he has been asked to help on their cruise committee working on drafting something for the AAPA. He is also affiliated with a group led by the Port Director from Miami, FL. The Miami Port Director is leading the charge to say that cruises are important economic engines for many communities and ports throughout the country. They are also working on drafting responses to the RFI. He and the City Manager are drafting remarks and comments being forwarded to the CDC. There are 28 questions but he believes the Port should respond to only six. The other questions have to do with operations of the cruise ship companies. Question six talks about what should be the medical capacity to manage an outbreak for a severe case of COVID-19 onboard a ship. They also talk about shore side arrangements, and what pre-arrangements should be made. He just wants to give the Board a heads up that anybody in the world can respond to this RFI. The City Manager and Mr. Uchytel will be responding together or separately with some comments for Juneau, the AAPA group, and as the affiliated Port Director group in Miami giving their prospective of what needs to be done. He wants to ensure that the CDC knows many communities like ours in Southeast Alaska are depending on cruising to resume. It needs to be stated that resumption needs to have the caveat that we want them to return safely and efficiently. Resumption should not be at the expense of public safety or the detriment of the health of our communities.

Mr. Becker asked Mr. Uchytel if he can share his comments he uses to address the CDC.

Mr. Uchytel said yes, for example, he started drafting something which he has not yet shared with the City Manager. He is looking at number seven. What pre-arrangements should be made to ensure that all US seaport communities will accept returning ships after a COVID-19 outbreak is identified? He said it is a work in progress. He started out with the Port of Juneau believes a one size fits all for addressing shore side COVID support is unattainable and should not be pursued. For example, in Southeast Alaska, Skagway is a popular destination but they only operate a clinic, which would not be able

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to support any COVID patients. Juneau has a regional hospital with 125 beds with nine ICU beds. This is a positive response but the CDC has to know what may be required in Fort Lauderdale, Miami, or the Virgin Islands may not be attainable in Southeast Alaska. What Juneau could handle is not the same as to what Skagway could handle as an example.

Mr. Ridgway said he appreciates Mr. Uchytel's work on this.

Committee Discussion/Public Comment – none.

6. Small Cruise Ship Infrastructure Master Plan – Evaluation of Winds and Historical Vessel Transits in the Vicinity of Proposed Piers

Mr. Schaal said the draft report is part of a larger report staff will be putting out with the Small Cruise Ship Master Planning Study. The Marine Exchange of Alaska in Juneau performed this section of work. We have talked about locations in and around Juneau for a possible addition to small cruise ship infrastructure in town. One of the things we wanted to do was verify assumptions for location matchup with other data and the typical transit and direction of the vessels. Alaska Marine Exchange of Alaska is part of the team and they pulled up their historical data and weather sensors to put together this report. As they state, the evaluation of the winds and historical vessel transient information is from what they have. In their report, they do not see any issues with the Seadrome location. Their process was to take the Seadrome area and look at it using our perimeters for vessel size. They used a vessel size of 250' the actual project is to look at 275'. The next revision will address the lengths. They also looked at the fleet's maneuverability. They breakdown Uncruise, American Cruise Line and the Lindblad ships which are all twin screw vessels and at most have at least one bow thruster. They feel they are all quite maneuverable. They have taken that into the evaluation of the weather patterns. They have pulled in data from their weather sensors as well as the vessel approaches. They have graphs that show the occurrence periods for wind speed over 20 knots and they looked at specific information about currents. Marine Exchange felt that the Seadrome Dock is far enough away from the Gastineau Channel and they do not see any concerns for current speeds that would impact maneuverability. A couple of things to note, we do have winds that exceed 20 knots regularly through the season. They note in the report that direction of the vessels use of the Seadrome area would be stern in or bow in and they think that is a reasonable sail area for those vessels to handle. They are confident the general alignment of another float at the Seadrome would not be negatively received by those vessels. They also mentioned the sensors they drew information from were installed in the 16B project. He pointed out the utilization of infrastructure installed in 2016 is helping us make informed decisions. A couple of other points of note for this report and information is the historical tracking. Marine Exchange of Alaska stated Norwegian Cruise Lines does not see any conflicts with the installation of our float and we can see there would be minimal impacts from development by NCL. The Marine Exchange conclusion is: based on review and evaluation of historical track lines of small cruise ships, their size and maneuvering characteristic, and historical

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weather, we find the positions and orientation of the proposed piers will facilitate safe arrival, departure, and mooring of small cruise ships.

Mr. Becker said he appreciates the report. Every captain of every ship is aware of what the tide is doing.

Mr. Ridgway asked if Marine Exchange looked at the tides?

Mr. Schaal said in the report, Marine Exchange said they evaluated the proximity of the Seadrome Dock in proximity of Gastineau Channel. The report says the location is approximately 700 yards from the primary current flow in Gastineau Channel and thus the current is not a significant factor. We do have current sensors on our facilities down by Taku Smokeries and at the AJ Dock. We know what the southern harbor looks like up to the minute with those current sensors by our south cruise berth. We do have data; they felt there was no need to do a tide study.

Mr. Becker said at what point does a cruise ship request tug assist.

Mr. Schaal said its 20 or 25 knots.

Ms. Smith asked if the Marine Exchange looked at all the effects of NCL dock will have on small cruise ships. Will the Norwegian Cruise Line (NCL) Docks or ships at the dock provide some level of protection from the current and winds? Will the currents caused by NCL ships effect any of the vessels at the Seadrome Dock i.e. bow thrusters?

Mr. Schaal said the way he reads the report it sounds like the predominant winds are generally in a favorable direction. He does not see the structure impacting our vessels if we build this facility. They will be parallel side by side. As to the current impacts, that is something harder to put into context at this point. He knows that Marine Exchange is on the NCL planning team as well. NCL needs to prove to the Coast Guard that their dock will not impede traffic and they can make it in safely. The requirement may be they add another current sensor like we did. That would give us real time data after the fact. They may be able to infer with the data that we gain for our facilities and the AJ Dock to identify if there is going to be an issue.

Ms. Smith said she is a diver and frequently dives the docks in the winter. There is quite a bit of movement on the bottom from the bow thrusters of the cruise ships. It changes substantially below. It seems like they could create some havoc to the smaller vessels coming in.

Mr. Ridgway said when you add the NCL Berths and pushing that out, you are actually talking about a lot more boats. This does not show any other vessels other than the ones going to the Seadrome Dock. He is extremely concerned about the overall congestion of the basin. He believes it should be researched with the sediments on the bottom.

Mr. Wostmann wanted to add his concern to this issue of the wash from the bow thrusters. If a Norwegian Cruise Line (NCL) vessel is docking at the same time as a small cruise ship, could it cause a significant issue? He knows the large boats coordinate

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with each other with their maneuvering, do they also coordinate with the small cruise ships so they do not arrive or depart at the same time. Do they know if the larger NCL vessel is coming or leaving with bow thrusters on.

Mr. Creswell said if you listen to radio any time during the cruise ship season, the pilots come on Channel 13 and 16. They issue a security call upon arrival as they are entering the harbor and they issue a call prior to departure for their anticipated departure time. They are required to do that on Channel 13 and 16 and it is a published schedule. It is well known when they are going to be maneuvering.

Mr. Wostmann said he is aware of the announcements on Channel 13 and 16 and their advisory. Each vessel is responsible for operating in a safe manner. He still is concerned about a potential conflict when the smaller cruise ships have a schedule to keep. If they are trying to get away real quick before the large ship gets there and they get too close then these quarters are going to get pretty tight. He does not know what authority there is to create a system whereby there is an actual schedule or defined period while the cruise ship is docking, the small boats are not allowed to arrive or depart. He is not sure this is practical or how it would be enforced. He does not know if the warning on Channel 13 and 16 is sufficient to pause a dangerous situation to occur.

Mr. Schaal said when we were designing and laying out 16B, the same concerns were raised with the south berth and the interactions with the IVF and Taku Smokeries. The concern was raised after an incident in Ketchikan where a small vessel was swamped because of a bow thruster. This is definitely something we always keep in the forefront of our minds because we do not want to inadvertently set up a disaster on a blustery day when a large vessel is trying to leave port. Mr. Schaal said the distances for the proposed layout between our idea for the Seadrome Dock and NCL ideas for their future dock are quite a bit further away than the CT, south berth, IVF, and Taku Smokeries. Not that an extreme situation could not arise in the future, but he thinks the risk is lower in this layout than if something were to happen at our berth facility. There were previous discussions about constructing some sort of thruster barrier that would go between the south berth and the Taku Smokeries. The Board at the time and the Engineering members showed that they may not be required and so we only have a floating boom there now preventing vessels that lose power from going under the catwalks. We have not had any noticeable close calls with bow thrusters.

Mr. Ridgway said that during the 16B process there were lots of discussions. The overall congestion of the basin is certainly a concern. At what point in the study and the approval of the location of the new small cruise dock do you look at the overall congestions of the basin in whether it is too much.

Mr. Etheridge said when we were designing 16B, working through the public process was where we got our comments and indications. It provided a broader idea of who was going to be using the basin, and who was going to be in harms way. Through the public process, we were able to obtain information for staff to adjust 16B to accommodate for all these needs. The same thing needs to happen here. The public process will direct the

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process. We layout a plan and allow the public see the plan to provide their input. We move forward from there.

Mr. Schaal said Marine Exchange of Alaska has a lot of data. We know Norwegian Cruise Lines is going to have to show that their facility is not going to negatively impact the status quo. We have four large cruise vessel operating facilities that work and we are looking at the opportunity to add small cruise ship capacity and they want to add another large cruise ship berth. Docks & Harbors is involved because of public lands, being neighbors, and being part of the City and Borough of Juneau system. This is the right time for the Board and the technical expertise to evaluate what they are producing and ask those tough questions.

Mr. Ridgway asked if NCL makes a pause in their requirement to show they are not going to impact the status quo in the planning of their facility, does the small cruise ship berthing also have that pause?

Mr. Schaal said yes he would think so.

Mr. Becker asked if anyone in the private sector is required to contact somebody to say that they are transiting the basin?

Mr. Crewell said he is not certain on the requirement. He said every day the floating barges make a security call when floating through the channel saying what their destination is. Whether it be under the bridge, to DIPAC, to the fuel barge or whatever it may be. There is not a large vessel that does not make a security call.

Mr. Guigon said he agrees with the bow thrusters being a concern. Maybe this is the time to talk about building a barrier and talking with Norwegian Cruise Lines about paying that cost. He was caught up in a bow thruster wash in Hoonah once and it is not fun.

Public Comment

Mr. Dennis Watson, Juneau, AK said the Liberty does not make an announcement when they are coming in. Everyone in Auke Bay knows to stay away. He cautions the Board in trying to over regulate this.

IX. Staff and Member Reports.

Mr. Creswell said his crew continues to do amazing things.

- We have several security cameras up in Harris and Aurora Harbors. They are working to add to that system.
- He received some quotes today for lighting at the Douglas Launch Ramp, which were high and they will have to look at that.
- Aurora Harbor North end demolition begins next week. Power and water will be secured. They will tear out the floats. Mr. Osborn has a solid plan in place. They are moving boats this week to their new moorage locations. Some will not move and they will have to deal with those.

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- The derby happened this past weekend, from his standpoint it was a great success. The harbors were not as busy as past years, but from a harbor standpoint there was not as much activity. Good compliments from Territorial Sportsman and they were thankful for the help we provided.
- King Crab 11A opener this Friday until Monday evening. Historically this will be higher traffic than derby traffic.
- The Lumberman mobilized Global Diving to remove all the petrolueum products and flush lines and tanks. They worked for three days. We steam cleaned and disposed of 2000 gallons of oily water. He can not thank Petro Marine enough for the outstanding support that they provided to Docks & Harbors through this process. Mr. Creswell said the Lumberman has been a four month process and the crew did an amazing job. He has submitted the permits to EPA for the off shore disposal. It is under review. The Coast Guard's final inspection was today and they were pleased with our work.

Mr. Becker said he ran into some harbor users earlier today and they laid in to him about the North end of Aurora Harbor. What size veseels will go back in there. Will the slips be the same size when they are replaced?

Mr. Creswell said the plan is to give the Corps of Engineers the opportunity to dredge unimpeded. There is no money to rebuild the harbor. When we have the money and we design the harbor we will use our waitlists and other tools we have to determine the need. We know we need larger vessel moorage. We are a ways out for that.

Mr. Becker said a lady insisted that the security camera be put online for the public.

Mr. Creswell said to reinterate the direction they are taking. We are focusing on gangways and parking lots, where people enter and exit the harbors. It is tricky to put things on line. Do we need everyone to watch the camera's? If we allow someone into the system, what are the opportunites for corruption. We haven't fully explored that.

Mr. Schaal said one thing to consider in viewing cameras live, we would have to pay for the band width for all the time.

Mr. Etheridge said he thinks they are asking for when we get Snowcloud if they can have live feed on their camera for their own boats.

Mr. Creswell said he is working with Snowcloud and ordered a marine camera from Amazon. They will be doing a boat data test with Snowcloud using this camera to get an idea of the usage required for sole use of the camera so they can create a cost effective package for the users and their camera(s).

Mr. Schaal, Port Engineer reported;

- The construction on the downtown waterfront improvement project is in the middle of concrete pours in the driveway portion. The summer rain has affected their pours. They have rain protection on site.

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- They anticipate the decking work to start in the next few weeks. The seawalk will get closed off when they mesh the two areas together.
- We are in the submittal process for Statter Phase IIIB. Trucano is the contractor for that. They will mobilize on site October 1. The rock wall will start and the floats will arrival around January 1, 2021 with a completion date of May 1, 2021.

Mr. Ridgway said in regards to North Aurora, we do not have the money, but we have ideas. What is the Corps basis for their dredging depth? Can we lobby them to dredge out more than they are?

Mr. Schaal said they base their dredge depth on the original construction of the basin. He believes it is a congressional thing. They decided on a minus twelve on the North end so that is what they are obligated to maintain. We have a isostatic rebound, the basis is the most current survey data. They say it is uplifted and filled and they are going to go down to minus twelve. The may go a little deeper than twelve but not much. We looked at dredging deeper with with Aurora Phase I. They typically handle the dredging on their own.

Mr. Uchytel reported;

- Board Meeting he was directed to put together a Finance Sub Committee meeting the first week of September.
- The Visitor Industry Task Force sub committee meeting will be at 5:00pm on August 27th.
- Morris Communications has one of the largest private collections of Alaska Art in the country. The majority of it is at the Juneau Empire Building which has been sold to Southeast Alaska Rural Health Consortium. The City Manager has arranged for the art to remain in Juneau.

Mr. Ridgway asked what is the scope of our sub committee for the Visitor Industry Task Force? Is it to engage with their task force? What is the driver for this?

Mr. Etheridge said we need to come up with a document that gives the Docks & Harbors view of what is in their proposal and give our recommendations to the Assembly on what the Mayor's Task Force has put together.

Alicia Hughes-Skandis our Assembly Liaison said she did not have anything to report. She does appreciate all the work Docks & Harbors is doing.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting – Wednesday, September 16th, 2020.

XII. Adjournment at 7:38 p.m.