



MARINE PARK TO TAKU DOCK URBAN DESIGN PLAN

Juneau, Alaska

February 2018



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February 23, 2017	September 6, 2017
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Project Introduction

Project Purpose

The projected number of cruise ship visitors to Juneau in 2019 is approximately 1.3 million. This is a 50% increase over 2010 cruise ship passenger arrivals to the community. The popularity of Juneau as a visitor destination has grown dramatically in recent years, and over 90% of tourists arrive via ship. In 2017, Juneau made significant improvements to its downtown cruise ship berthing when two floating cruise ship berths were completed, and moved the ships further from shore. This improvement changed embarkment and disembarkment patterns, opened up the waterfront Seawalk and accommodated larger ships in the community. On the downtown waterfront, one last piece of prime privately and publicly held real estate remains undeveloped. The Port of Juneau wants to be proactive in developing an urban design plan that accommodates the needs of a growing visitor industry, while creating a waterfront that meets the expectations of the community to create economic opportunities, year round destinations, and enhance Juneau's waterfront for locals and tourists alike.

The purpose of this project was to develop a vision and plan for the uplands between Marine Park and Taku Dock that reflects the needs and desires of our community, while enhancing Juneau as a premier port city. A large tract of both privately held land and public land called the Archipelago Property is within the project area. The goal of the Port of Juneau is to develop a plan that fosters private/public partnerships between the City and Borough of Juneau and the private landowner, Morris Communications, catalyzing development while also meeting the needs of the cruise ship visitors, residents, and the private property owner. The urban design plan occurred with support of an extensive public participation process. It will accommodate a variety of activities of interest to local users and visitors, creating a cohesive and balanced downtown waterfront. Understanding the economics and feasibility of the planning effort was also a critical component of this project.

Project Area

Located in Juneau, Alaska, the project area is located on the downtown waterfront and is bound by the new cruise ship berths (often referred to as 16B North and South) on Gastineau Channel side; South Franklin Street on the uplands side; Marine Park to the northwest; and the Taku Dock to the southeast.



The Process

This plan was developed with the input of Juneau stakeholders and residents during community workshops, open studio events, Docks and Harbor Board presentations, stakeholder meetings, discussion with the Assembly, and intensive public outreach over a 10-month period — including seven meetings that were open to the public. The design team developed four preliminary urban design plans that were refined into a single preferred master plan through input from the Docks and Harbors Board, Port of Juneau staff, and the public. Upon completion of the preliminary plans, Morris Communications became an active participant in the planning process.

The Preferred Urban Design Plan

The Preferred Marine Park to Taku Dock Urban Design Plan has two implementation phases. Coordination with Morris Communications is required to make the development cost effective for both parties. The public elements of the Plan will cost an estimated \$21.3 million to develop. An analysis of Juneau's economic indicators show that the visitor industry is now Juneau's top private sector industry, and investment in the waterfront is expected to attract and sustain increased economic activity to Juneau. The Plan was developed to be compliant with the 2004 Long Range Waterfront Plan.

The Preferred Urban Design Plan was presented to the public and Docks and Harbors Board on November 2nd, 2017, and was adopted by the Docks and Harbors Board on November 30th, 2017. The Plan was presented on December 4th, 2017 to the City and Borough Assembly Committee of the Whole. On January 25, 2018 the Docks and Harbors Board adopted a modification of the preferred plan that clarified the area identified for the USS Juneau Memorial may be developed for the memorial or other public use.



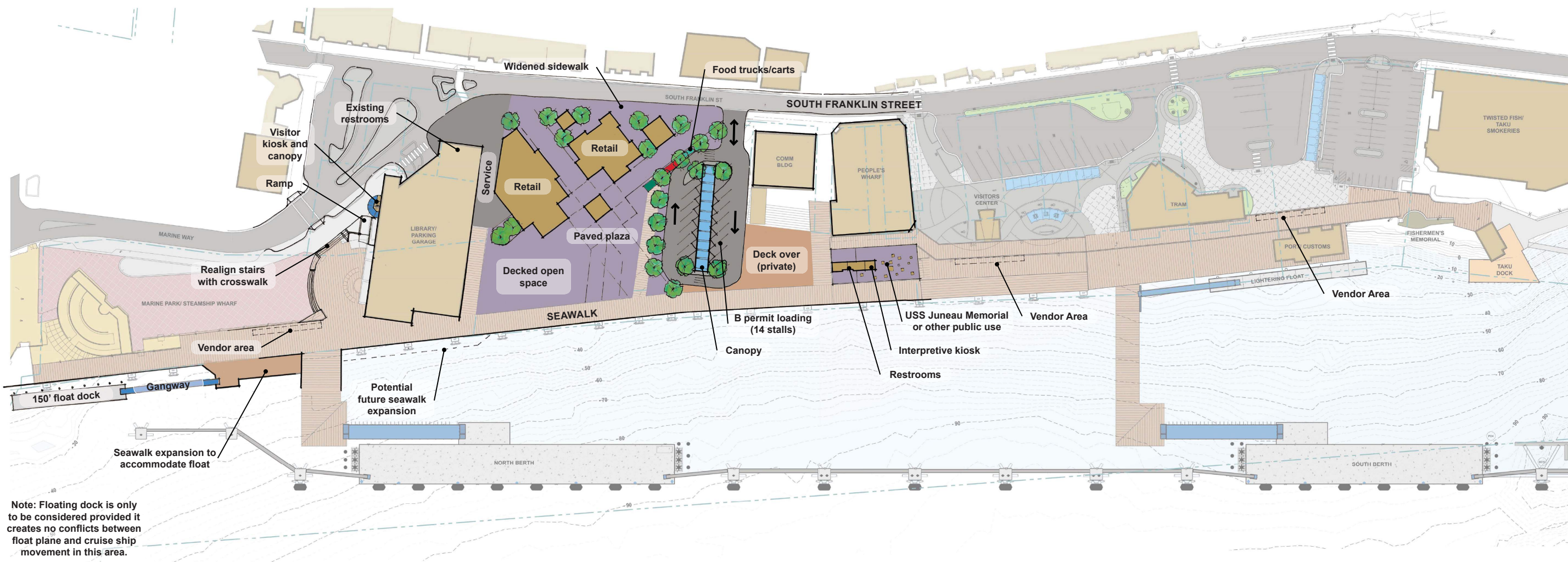
Executive Summary: Preferred Urban Design Plan

Overview of Preferred Urban Design Plan: \$21,300,000

All elements of the Plan will cost an estimated \$21.3 million to develop, and are broken into two phases. In addition, Morris Communications has a significant private investment on the Archipelago Property.

Phase I - \$14,400,000

- Full Deck Over & B Zone Staging:** Phase I would develop decking to create open space on the portion of the Archipelago lot owned by Docks and Harbors. A bus staging lot with the capacity for 12-15 stalls for B permit loading would also be created. This Phase would include the construction of a new visitor center kiosk on the north side of the library and minor site improvements in this area. A public use element would be constructed during this phase along the Seawalk. Options include a USS Juneau Memorial or other public use facility, the possible inclusion of new public float access near Marine Park, and new restrooms and an interpretive kiosk (if USS Juneau memorial is included). It is expected that Morris Communications would develop all or a portion of their property independently during this phase. Costs above do not include the private development. (See appendix for larger scale images).



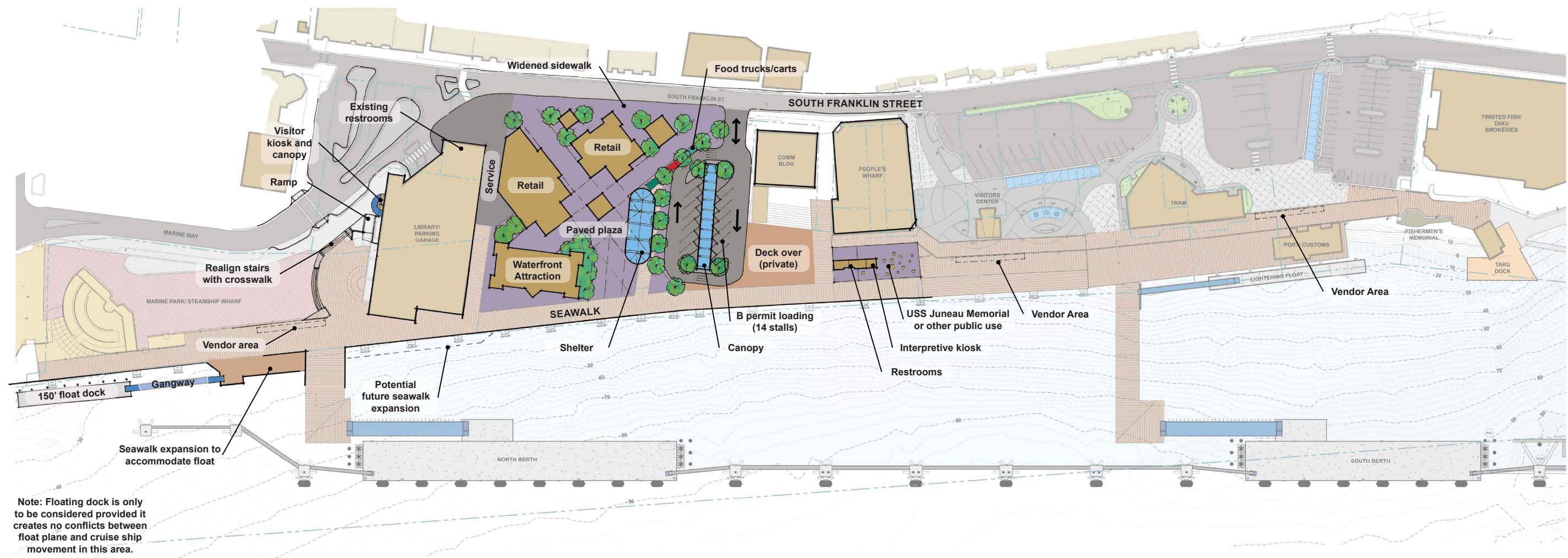
Marine Park to Taku Dock Urban Design Plan

Preferred Master Plan - Phase I



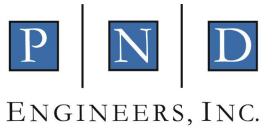
Phase II - \$1,722,600

- **Covered Shelter and Restroom:** Phase II would include construction of restrooms, and a shelter would be constructed adjacent to the B zone staging, providing visitors a place out of the elements to wait for their transportation. The decked open space developed during phase I would be further developed into a waterfront attraction. The waterfront attraction has yet to be determined and it is hoped that this will be developed as a partnership and would be a year round waterfront destination for visitors and locals.



Marine Park to Taku Dock Urban Design Plan

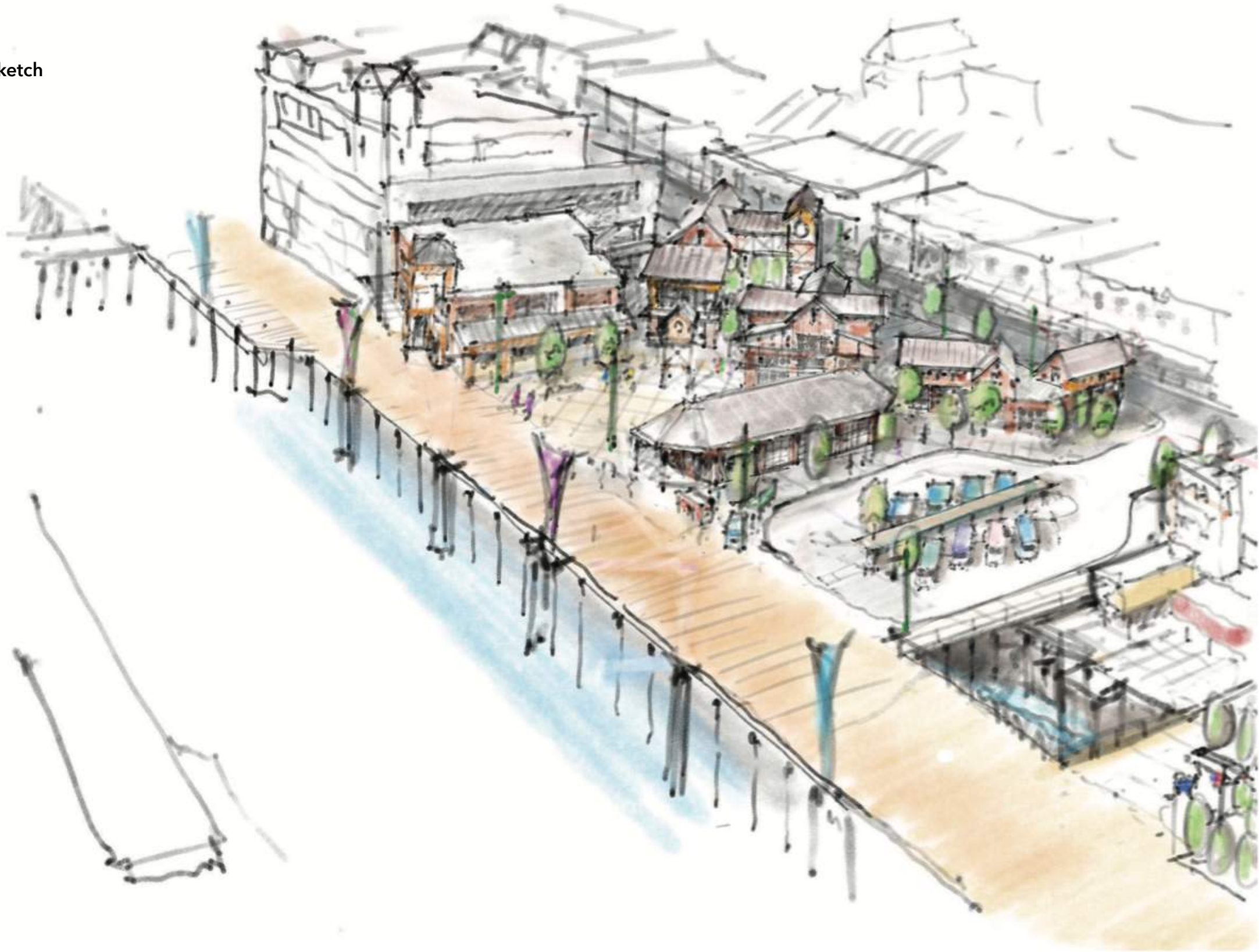
Preferred Master Plan - Phase II



Shared Concrete Retaining Wall - \$1,510,700

- A shared bulkhead with Morris Communications and CBJ Docks and Harbors would allow greater economic efficiencies for each group as the buildout occurs as part of Phase I. The CBJ share of this project is expected to be approximately \$1.5 million. It would be expected that this component would be constructed as part of Phase I.

Preferred Master Plan Sketch

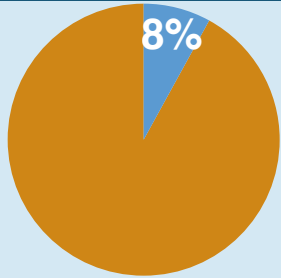


Marine Park to Taku Dock Urban Design Plan

Preferred Master Plan - Sketch



Project Need: Meeting Visitor Needs and Opportunities



Juneau's Tourism Economy

- Rank of all private industries: **#1**
- Cruise passengers 2017: **1,072,300**
- Total Tourism Payroll: **\$83 Million**
- 3-Year Cruise passenger increase: **28%**

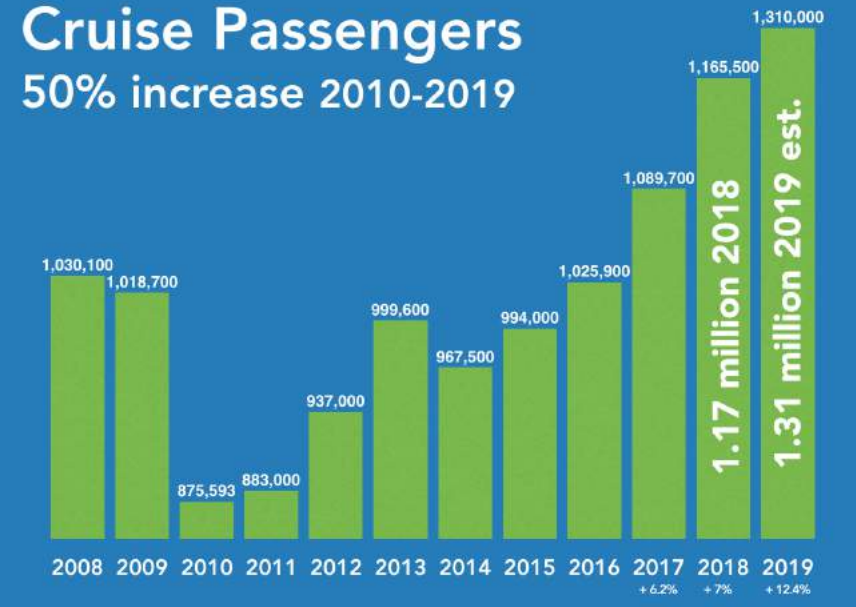
Juneau's Tourism Elements

More tourists visit Juneau than other any community in the state. Juneau is expected to host 1.15 million cruise ship tourists and an estimated 77,000 independent travelers in the summer of 2018, meaning that 93% of Juneau's summer out of state visitors will arrive by cruise ship. Since 2010, the average annual growth rate has been 3.7% with more significant growth projections moving forward – 2019 growth is expected to be 12.4%. Tourism spending is big business in Juneau. In 2017, visitors spent an estimated \$224 million in Juneau, providing an estimated 21% of all sales tax revenue to the community last year (assuming all spending was taxed at a 5% rate). Visitor industry related earnings and employment have also been increasing. In 2016 there were 3,152 annual average (and 4,200 peak) workers in the various sectors that make up the visitor industry in Juneau, with an associated direct payroll of \$83 million. Between 2010 and 2016, jobs in the visitor industry were up by 18%, while wages were up by 32%. All of this is fueled by cruise ship generated tourism, meaning that the downtown cruise ship facilities are essential to Juneau's top private sector industry.

Increasing Cruise Passengers

The visitor industry has the strongest outlook of all Juneau industries, and the number of cruise passengers coming the community has been rising dramatically as larger, higher capacity vessels visit the community. In 2019 Juneau is expected to see nearly 1.31 million cruise ship passengers, a 50% increase over 2010 figures. Juneau is

Cruise Passengers 50% increase 2010-2019

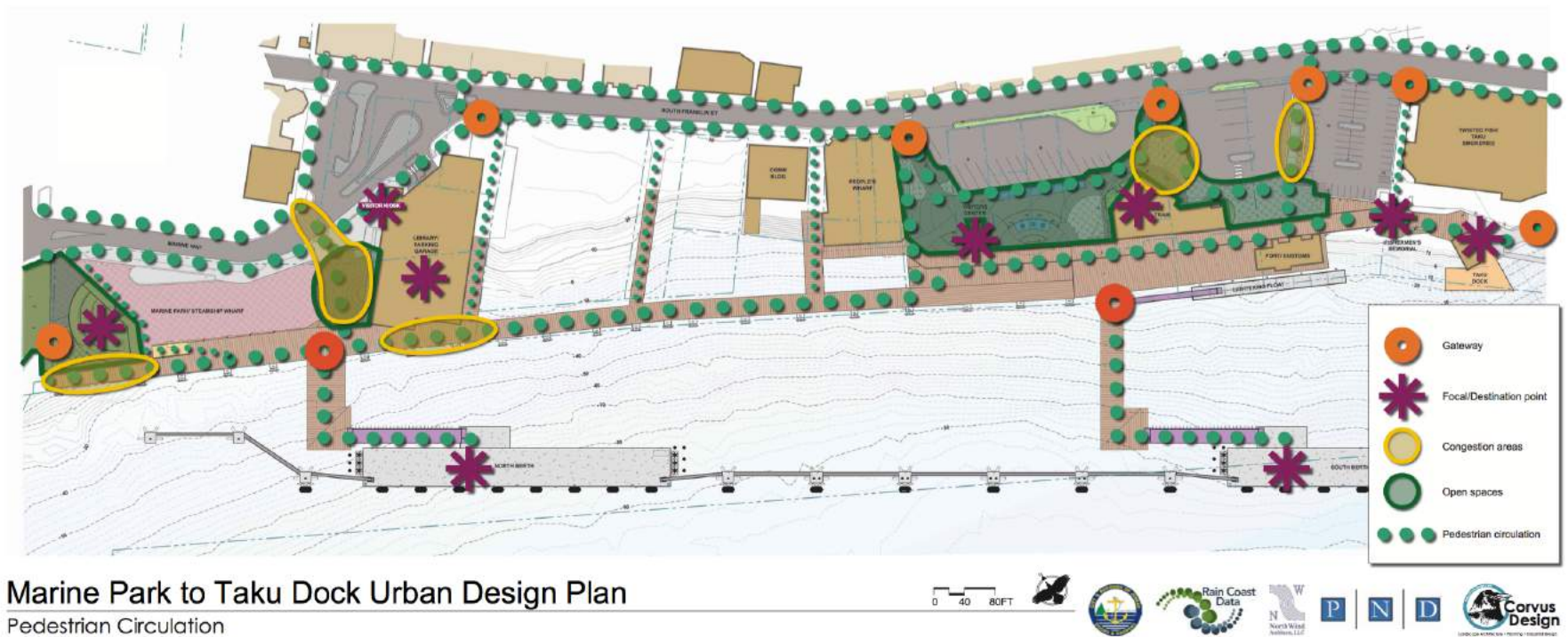


continuing to see larger ships replacing smaller vessels. To handle this change the CBJ built two new post-Panamax docks that opened in 2016 and 2017. Juneau now has the capacity to host two 1,000-foot vessels and two 1,100 foot vessels at a time. As the national economy grows stronger, Alaska's popularity grows, and perceived security risks for international travel destinations increase, Juneau becomes even more attractive to visitors. Princess Cruises is adding a 7th ship, while Norwegian Cruises will add the brand new Norwegian Bliss, the first cruise ship custom designed for Alaska waters. Windstar Cruises will begin service to the region in 2018, with Viking, Cunard and the upscale Azamara sending ships for the first time in 2019. As more visitors come to Juneau, a key component of the plan is to accommodate this growing industry with improved or expanded shoreside services or facilities, and to create a waterfront destination for these visitors and our locals.

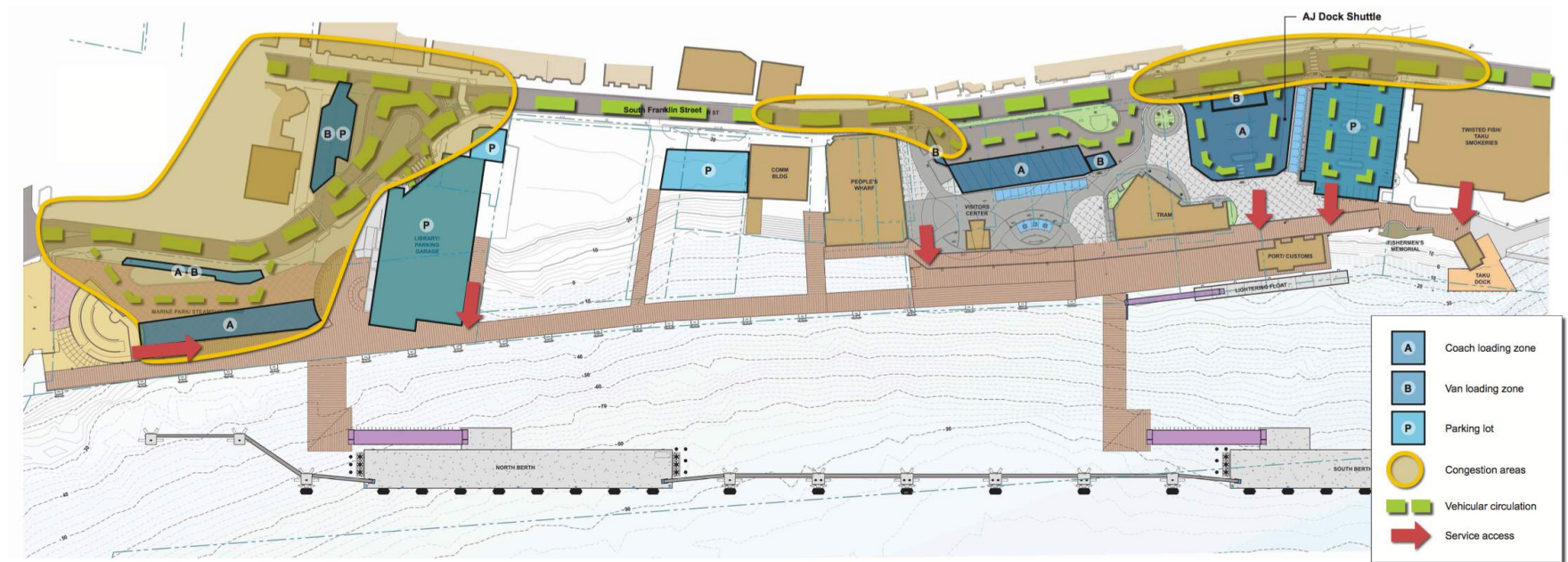
Opportunities and Constraint Maps

In June, the project team developed site condition opportunity and constraint maps. These maps are presented below.

Pedestrian Circulation

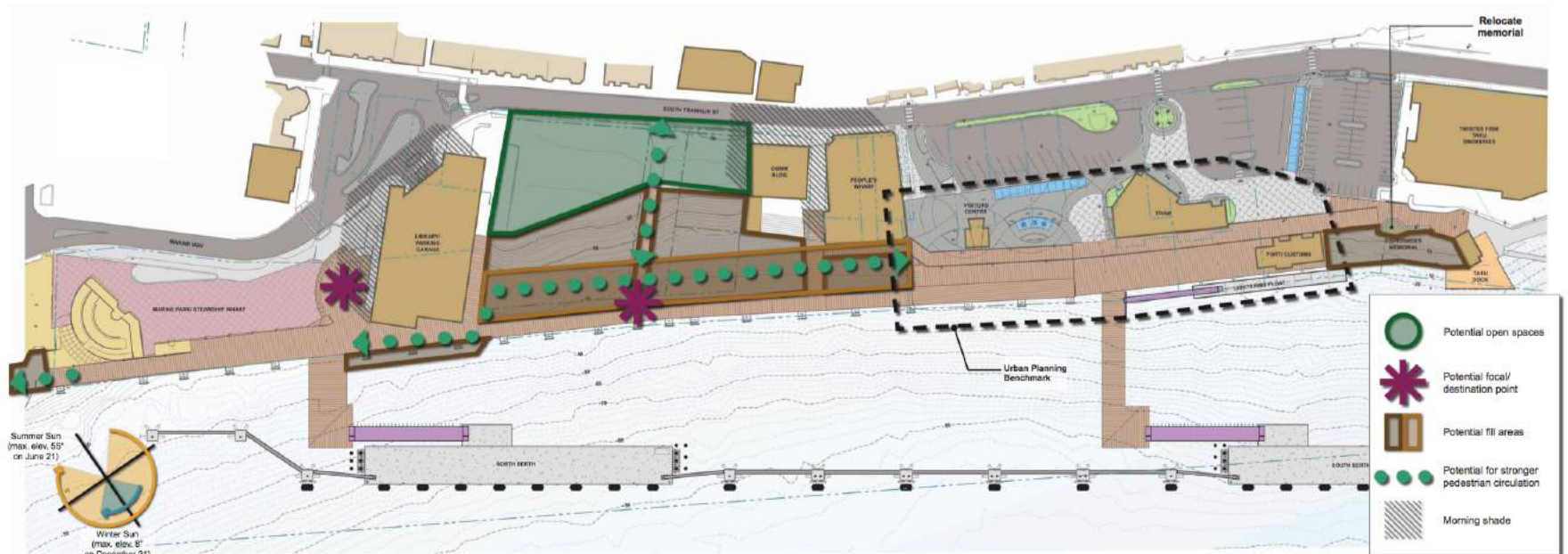


Vehicular Circulation



Marine Park to Taku Dock Urban Design Plan
Vehicular Circulation

Potential Opportunities and Constraints



Marine Park to Taku Dock Urban Design Plan
Potential Opportunities and Constraints



Project Background

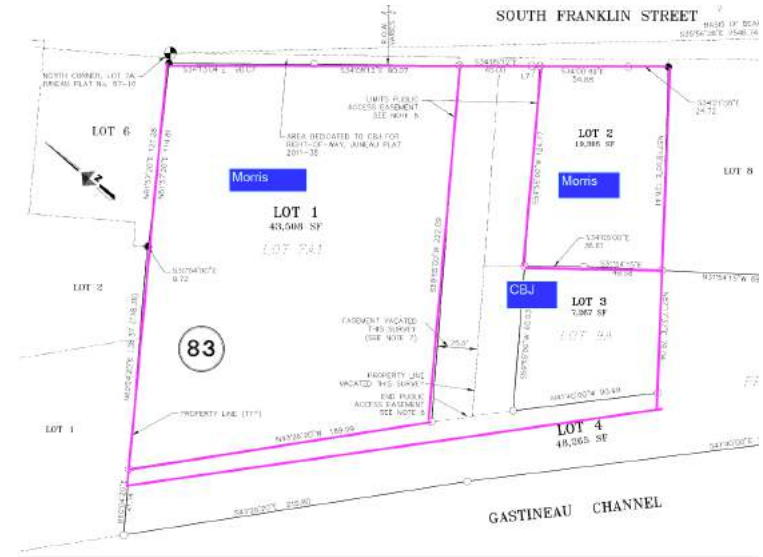
The following pages summarize key background elements of the Marine Park to Taku Dock Urban Design Plan.

Partnership Option

Public-private partnerships are an important way to fund and sustain infrastructure projects. Strategic collaboration with other investment partners enable the City and Borough of Juneau to create a multi-pronged funding strategy. In this project, a private partner has been identified who has interest in partnering with the City and Borough of Juneau. Archipelago Properties is a subsidiary of Morris Communications, and they have formally requested to partner with City and Borough of Juneau in developing the vacant land adjoining our respective properties. Morris Communications is transitioning from a media-focused company to a real estate development company and are highly motivated to make improvements along this South Franklin Street property. Morris Communications shares the goal of providing a year round destination that would support a significant property tax base. They want construction completed with operating retail enterprises as early as summer 2019.

Property Ownership and Value

In total, the Archipelago Lot is 1.64 acres, with 1.24 acres owned by Morris Communications and 0.38 acres under Docks and Harbors management (see below). The assessed value of the property in private ownership is \$9.3M. Under the Urban Design Plan, the most valuable upland portions of the Archipelago Lot would remain private subject to the ad valorem tax while creating additional sales tax revenue.



Zoning

The site is zoned Waterfront Commercial (WC), meaning it is a mixed-use development zone that permits retail, residential, and other compatible uses. The Waterfront Commercial district has a height limit of 35 feet. The properties are located within the Downtown Fee In Lieu of Parking District, which means that parking requirements may be met with a fee-in-lieu of construction. The properties are also located in the Special Waterfront Area. A portion of the property is located within the Downtown Historic District and are subject to the standards and guidelines in the Downtown Historic District Design Standards and Guidelines. A portion of the lots are located in Flood zone VE. A portion of the properties may be located in a mapped hazard area so special permits and construction standards may apply.



Project Team

The design team, led by Corvus Design Landscape Architects, was retained to develop an urban design plan that included community involvement; identified ideas for potential growth; and worked within the framework of plans in place by adjacent private landowners and long range plans.

Corvus Design teamed with PND Engineers, Rain Coast Data and NorthWind Architects, three Juneau firms that, like Corvus Design, have a proven track record working for the City and Borough of Juneau and on waterfront projects across the region. Corvus Design and NorthWind Architects led the overall planning effort, integrating the diverse uses, elements and needs into a unified design. They focused on guiding the design work and implementation plan to fit smoothly within the existing Juneau waterfront character. PND reviewed this work to ensure that the concepts were

feasible from an engineering and permitting standpoint, as well as providing construction budgets on the individual elements of the design alternatives. Rain Coast Data developed an analysis of local maritime economic trends to forecast and identify the potential economic benefits to be gained from this project. This analysis informs the implementation strategy to allow the Juneau Docks and Harbors Board and Port of Juneau to maximize the returns on the investment required for the urban design plan.



The project team developed a process for the Marine Park to Taku Dock Urban Design Plan. The planning effort began with a review of past planning initiatives, and an analysis of the Juneau economy to ensure that the resulting plan would have the maximum benefit for the community.

This project included significant public involvement to engage the community and allow input and help direct the urban design planning effort. There were seven public meetings. Stakeholders and members of the public were invited to community workshops, open studio events, harbor board presentations, stakeholder meetings, discussion with the Assembly, and intensive public outreach over a 10-month period.



Preferred Urban Design Plan Components

Juneau's Downtown Waterfront Character

The economic role of Juneau's downtown waterfront area has shifted dramatically over the past 40 years. The proposed waterfront character depicted in our concept is a mixture of open space for public interaction, retail spaces with a distinct characteristic to support a wide-range of local and visitation interests, and support for cruise ship visitors. The intent is to create a vibrant mixed-use destination on Juneau's waterfront that is a destination for all.

The history of this portion of Juneau's waterfront began about 140 years ago as the center of trade and commerce for Juneau. The characteristics of this area developed over time as an active working waterfront with a mixture of uses including industrial marine-related warehouses and businesses, fish processing, wood milling, and the port of entry for people arriving and visiting.

Proposed development provides an opportunity to provide a more diverse retail and commercial character back into the district by providing a high quality, attractively designed waterfront market place representing a mixture of visitor and local venues.

The proposed anchor development along the waterfront Seawalk would be a retail-based development by Morris Communications. The retail development would include generous open space and pedestrian connections between South Franklin Street, the Seawalk and adjacent development. Proposed plans envision a 1-2 story development comprised of a mixture of retail and commercial spaces including restaurants. The aforementioned open space would facilitate the desired food trucks and carts creating an eating destination. Not specific to the type of vendor, concepts propose a "marketplace"



development that would allow for many different local vendors and opportunities to sell local products to visitors and locals.

The proposed development also adds considerable area to public open space and wide pedestrian access between South Franklin Street and the Seawalk. As the number of visitors to this district increases, a mixture of flexible retail-space complemented by large public open spaces with public venues such as music and theatre venues, areas for food vendors, and locations for community interests such as a memorial and related interpretive installations providing interest and recognition of our local culture and history.

The architecture for proposed development expresses the context of our waterfront. Light-framed 1 and 2-story buildings constructed with durable and quality materials will provide connections to our historic waterfront past with an aesthetic that captures an authentic downtown character. New design and the introduction of new construction will impact existing buildings in a positive manner by raising quality standards, and encouraging owners of aged buildings to improve their facilities. It will also provide more opportunity for retail and commercial growth.

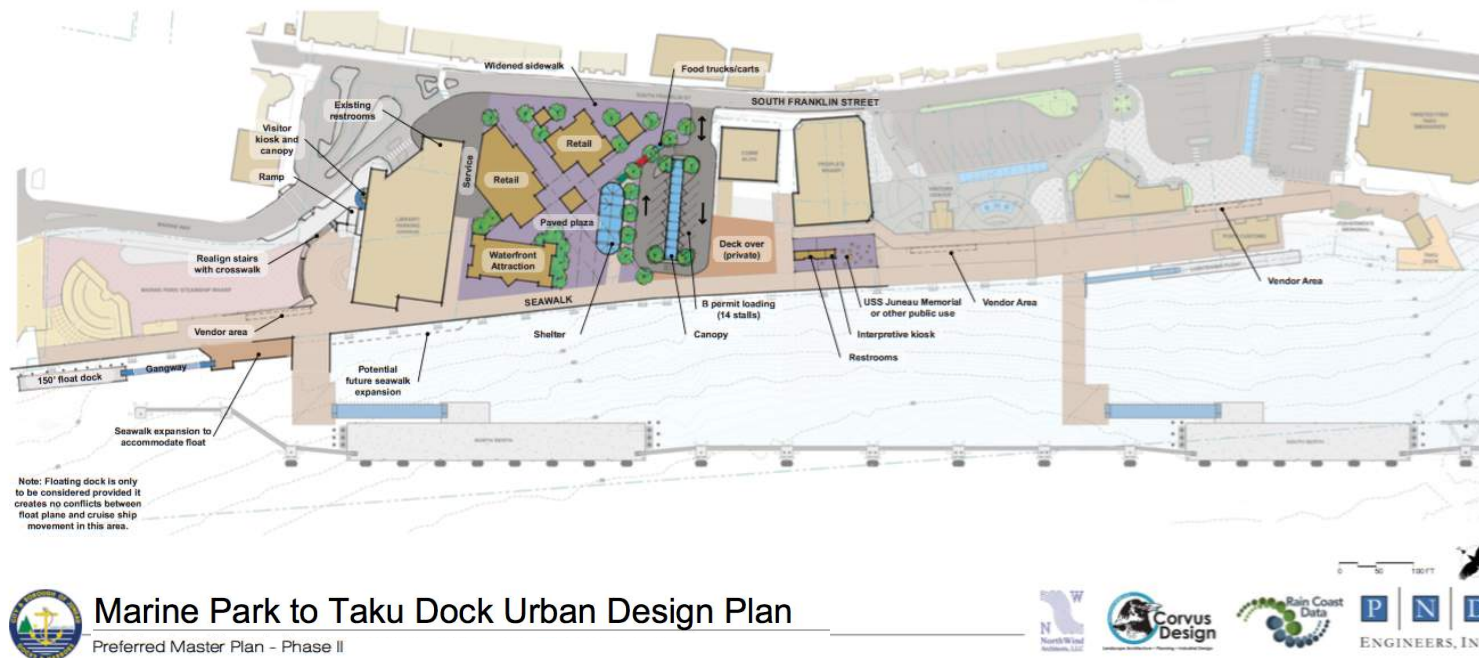
Overall Intent

The efforts of the urban design plan are to provide a vision for the Seawalk and waterfront uplands development to guide both public and private interests and opportunities. The intent of this exercise is to provide guidance to current and future design opportunities. It also communicates potential changes to ensure that a broad range of public and private interests are reviewed that can meet the needs of the growing cruise ship industry, locals and developing partnerships with Morris Communications. It was anticipated that this planning exercise would motivate Morris Communications to become a partner in the development of the larger Archipelago Property and to understand their desires for their portion of the site. Though their participation was not expected before the conclusion of the planning, they

became involved once the preliminary plans were completed.

Community and Neighborhood

The Juneau waterfront holds immense importance to our community. It should be recognized as a vital community asset that adds substantial and tangible value to our community as potential development occurs. As the last large tract of undeveloped waterfront property. The Archipelago Property has significant potential to enhance and strengthen the downtown neighborhood and become a focal point to our community as a year round destination. The planning of this area meets the intent of the Juneau Long Range Waterfront Plan in creating a cohesive and vibrant waterfront.

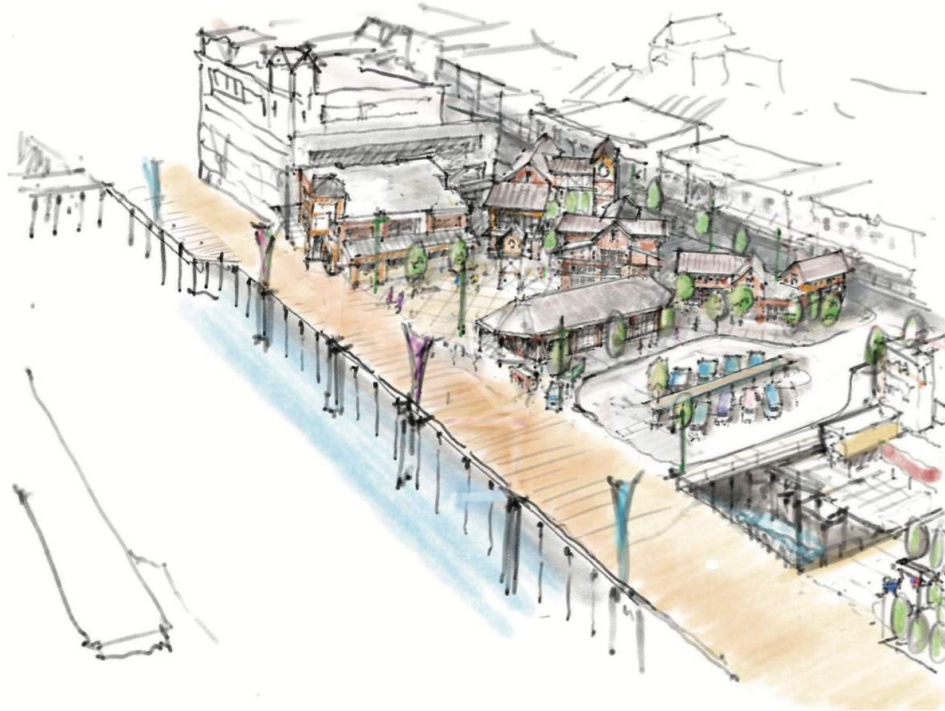


Retail Space

The proposed concept shows retail on the private property portion of the Archipelago Property site. The design balances retail space, vendor areas, waterfront attractions, public spaces for community use such as civic and performance venues, visitor kiosks, canopies, transit parking, and public amenities such as pedestrian walkways, formal public outdoor areas and public restrooms. This is vital to meet the expected growth of our visitor industry and the desire that our downtown waterfront be the main attraction to our local community for visitors and locals alike. Providing a variety of retail spaces and scales of development allows a diverse cross section of retail from small food carts and locally made products to larger brick and mortar restaurants allowing new businesses to get a foothold and, if desired, grow into large-scale retail. One concept discussed is to create a 'market place' style of mixed retail development. The proposed addition of retail space is sized to complement the expected market growth, balancing need with insurance that other retail property values in this neighborhood are preserved. The addition of this development would also introduce new construction to this area of our downtown. This would improve the overall level of construction quality and value as most of the adjacent buildings are well over 100 years in age. The assumption is that this will, in turn, motivate adjacent properties to improve quality and aesthetic value.

Waterfront Attraction

The recent upgrades to the Juneau Seawalk bolstered by the



Marine Park to Taku Dock Urban Design Plan
Preferred Master Plan - Sketch



CBJ Downtown Cruise Ship Improvement Project, "16B," allows for unfettered pedestrian access to this portion of our waterfront. Waterfront attractions such as covered gathering and performance areas, public art installations, interpretive signage, memorials and installations of interest add to the vitality of the waterfront. Creation of a larger waterfront destination or attraction on the Archipelago Property site that would benefit visitors and residents is desired. While many ideas have been discussed, from a children's hands-on Alaskan science center to a Pike Street Market facility, a partner needs to be found to make such an attraction a reality.

Restrooms

Public restrooms are a necessity to accommodate the current and proposed growth of public use in our downtown, especially along this portion of the waterfront. To accommodate proposed formalization of food vendor areas, the addition of public waterfront attractions, and to address existing deficiencies in this area, our plans propose new public restrooms at two locations: the public Seawalk and in support of the proposed retail and commercial expansion at the Archipelago property.

Covered Shelter

Use of Juneau's Marine Park has changed over the years to accommodate pedestrian flow, security concerns and age of design. Our study proposes a possible location of a new covered shelter that could help supplement and support public gathering for performance events, expositions and simply practical covered gather during marginal weather. Waterfront upland areas between our existing Seawalk and the Archipelago site provide an ideal location for a covered shelter that would accommodate public use.

Vendor Areas

The growth of vendor areas throughout the Juneau waterfront has taxed current open areas along the existing Seawalk. Ideal location, from the vendor's perspective, requires direct interaction with visitors, which tends to strain pedestrian flow. The opportunity for additional public open space throughout the waterfront upland development will provide more options for vendor placement at locations, which allow for market exposure and access while maintaining pedestrian movement. Vendors would be located on Morris Communications property and not CBJ managed lands.

Visitor Information Kiosk and Canopy

Our plan proposes an improved visitor kiosk to replace the current kiosk, which is small, does not meet ADA, and is past its useful life. The current location next to the northwest side of the Marine Parking Garage and the CBJ Downtown Library entrance has been deemed the most appropriate by Travel Juneau for meeting the needs to dispense visitor information. Our proposal is to create a new design that would provide better access and visibility. The project is proposed to have an extended roof and exterior canopies that allow for queuing during wet weather.



Project Schedule and Public Input

The following pages summarize the 10-month process, meetings, and public input that led to the creation of the preferred urban design plan.

February 23, 2017 - Corvus Design team selected as contractor

May 21, 2017 - Planning Team met with CBJ Docks and Harbors staff to discuss issues, constraints, opportunities, vision and goals.

May 25, 2017 - Planning team provided an introduction overview of the planning process to the Docks and Harbors Board. (Meeting open to the public). This presentation is presented in a following section.

June 8, 2017 – Corvus Developed Site Conditions Maps for review by Docks and Harbors staff. (These maps are presented in the section “Project Need”).

June 15, 2017 - Project team developed draft Economic Analysis for review by Docks and Harbors staff. Project team met with Transportation Providers (Holland America-Princess, Alaska Coaches, Juneau Tours, Cruise Line Agencies). They indicated a need for 12 to 15 B Zone spaces.

August 16, 2017 - The project team and the Docks and Harbor staff met with Morris Communications regarding their plans to develop Archipelago property. Morris Communications provided various concepts for their development options. Agreed to work together to develop plan that would fulfill Morris Communications and Docks and Harbors needs.

August 29, 2017 - Presentation of Economic Trends, planning objectives, issues, constraints at Harbor Board Workshop to solicit input for planning direction. The Economic Trends PowerPoint is attached in the appendix. (This meeting was open to the public).

The following summarizes the development priorities (lowest to highest) by the CBJ Docks and Harbors Board that was held on Tuesday, August 29th. The number within the bracket indicates the number of votes received.

- Public open space (24): 27%
- Cruise ship support facilities (17): 19%
- Restaurant (11): 12%
- Drinking establishment (11): 12%
- Hotel (10): 11%
- Food trucks/carts (9): 10%
- Children focused facility (6): 7%
- Mixed housing and retail (2): 2%
- Housing (0)
- Gift/Retail Store (0)
- Jewelry Store (0)

September 6, 2017 - Presentation of Economic Trends, planning objectives, issues, constraints to the public to solicit input for planning direction. The following summarizes the development priorities (lowest to highest) by the public that was held on Wednesday, September 6th. Approximately 35 members of the public attended. The number within the bracket indicates the number of votes received.

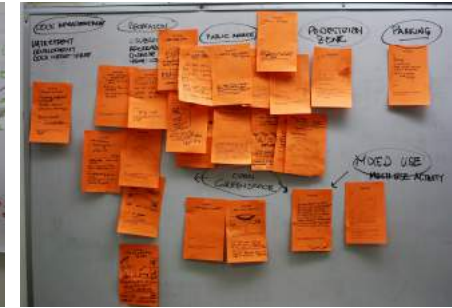
- Food trucks/carts (31): 25%
- Public open space (28): 23%
- Children focused facility (18): 15%
- Hotel (13): 11%
- Mixed housing and retail (13): 11%
- Gift/Retail Store (9): 7%
- Restaurant (6): 5%
- Drinking establishment (3): 2%
- Housing (1): 1%
- Jewelry Store (0)



CBJ Docks and Harbors Board and Public Input Overview

The following summarizes the general consensus of desires and opportunities for the project area identified at both the Docks and Harbors and public meetings:

- Public open space and Seawalk is the highest priority
- Develop the entire Seawalk within the project area to be similar to the Seawalk adjacent to the tram and cruise ship terminal
- Support local retail and the creation of small start-ups
- Consolidate food carts/trucks into unified area and facilitate carts/truck businesses to grow into brick and mortar businesses
- Develop a market building or galleria similar to Pike Street Market with mixed retail, local food and products, restaurant/food carts and entertainment
- Provide year round waterfront destination. Need an anchor development, ie. children's SE Alaska theme science center, market building or similar
- Provide needed B permit loading (approximately 12-15 stalls). No A permit loading.



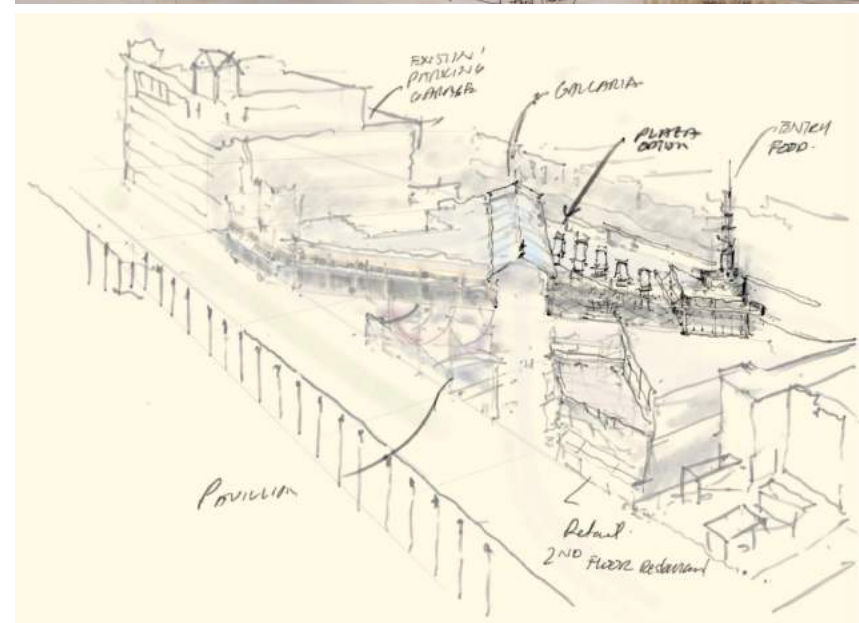
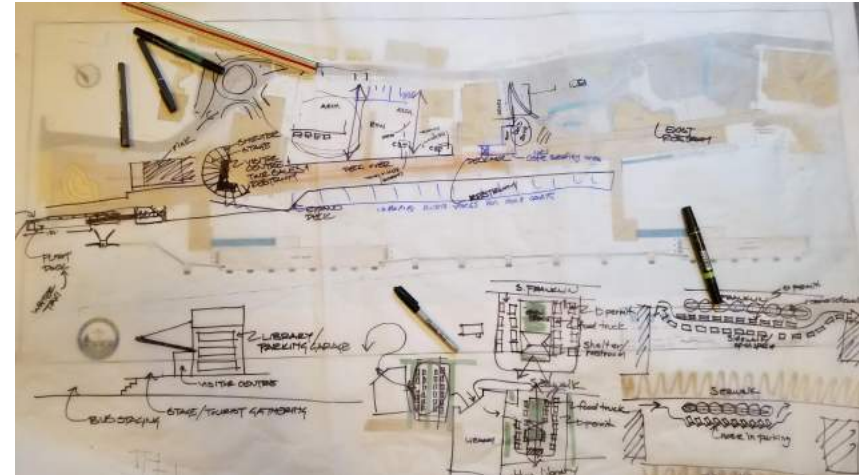
- Maintain views to the water and connection between South Franklin and the Seawalk
- Provide shelter from the rain
- Deck over undeveloped areas to create more area
- Create welcoming 'gateways'
- Eliminate vehicular and pedestrian congestion at berths
- Be true to Juneau: "Build it for locals and the visitors will love it"
- Provide facilities for kids
- Replace old visitor center kiosk with larger visitor center near west berth
- Consider how future alternative transportation may influence cruise ship passenger transportation from/to the site
- Need more restrooms
- Provide winter (off-season) destination and attractions (ice skating, winter garden, etc.)
- Support brick and mortar businesses
- Include art, culture and interpretation
- Improve Seawalk connection through Marine Park and to Merchants Wharf and beyond
- Improve or replace Marine Park pavilion. Bring back community use of the park
- Beautify' the library/parking garage
- Allow visual and physical access to the water

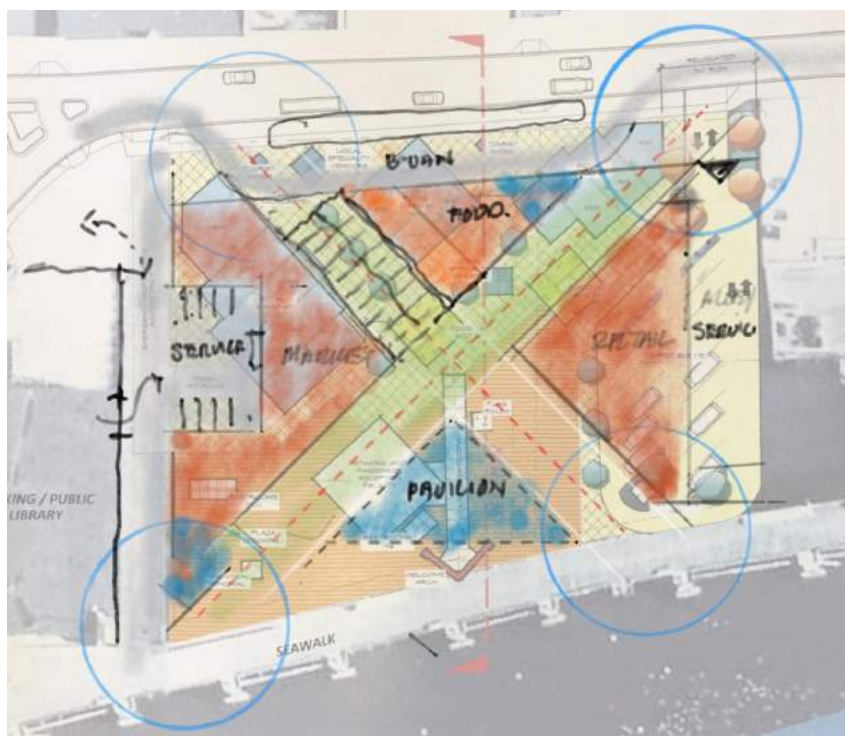
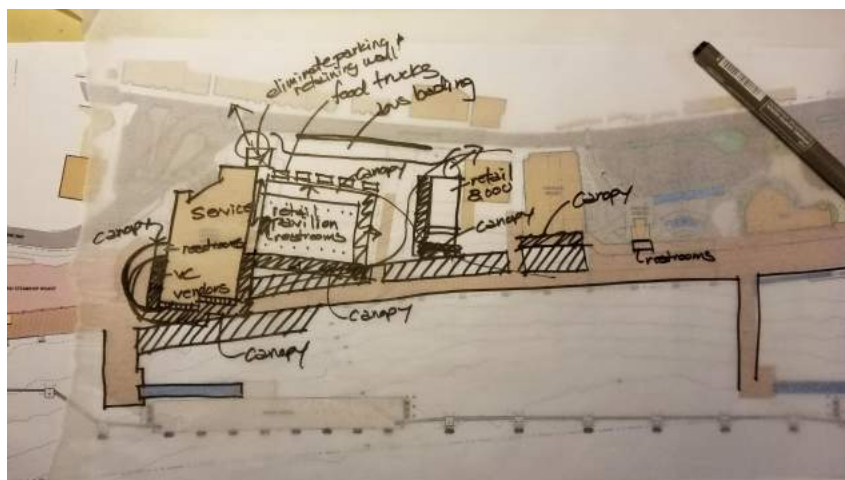
September 7, 2017 - The planning team hosted a day-long open studio at for one-on-one input from public to planning team. Nearly 50 people came to review drawings, provide input, and talk to the design team about their needs and priorities.



Consultants Chris Mertl, foreground, and Dick Somerville sketch concepts during an open studio held by Docks and Harbors on Sept. 7. (Photo by KTOO)

Working with the public, the team developed various concepts during this open studio event, as depicted below:





September 28, 2017 – The project team developed four plan alternatives based on input received in previous Board Workshop, Public Meeting and Open Studio. These alternatives were presented to the CBJ Docks and Harbor Board and the public. (These alternatives are presented in a following section). All comments from this meeting were captured and are presented in the appendix.



November 2, 2017 – Based on the comments received at the September 28th meeting by the public and the CBJ Docks and Harbor Board, the project team developed a single preferred urban design plan, and presented this plan to the Dock and Harbors board. (This initial preferred alternative is presented in the following section). Allen Grinalds of Morris Communications also presented at this meeting his organization's plans for the Morris owned adjacent property. All comments from this meeting were captured and are presented in the appendix.

November 30, 2017 – On November 30th, 2017 the final plan was again presented to the public and the Docks and Harbors Board for comment. It was approved by the Docks and Harbors Board and



presented to the City and Borough Assembly Committee of the Whole. All comments from this meeting were captured and are presented in the appendix. Final costs were also calculated at this time. All public elements of the Plan will cost an estimated \$21.3 million to develop. (Detailed cost analysis is presented in a following section)

December 4, 2017 – Discussion with CBJ Assembly Committee of the Whole. The Assembly requested additional detail and a more specific timeline. All comments from this meeting were captured and are presented in the appendix.



Media – This project received significant press coverage, even making the statewide newscasts. Some of the stories included the following:

- May 25, 2017 Docks and Harbors to meet on area between Marine Park and Taku Dock. KINY, Taku 105
- September 26, 2017 Can Juneau handle 1.5 million cruise ship visitors? Docks and Harbors says it's time to plan. KTOO
- September 29th, 2017 Marine Park plan moves forward. KINY, Taku 105
- November 3rd, 2017 Morris Communications vows to develop Taku Dock to Marine Park. KINY
- November 16th, 2017 Docks & Harbors wants public feedback on waterfront development plan. KINY, Taku 105
- November 19, 2017 City considering downtown waterfront development. Juneau Empire
- November 21, 2017 New developments in the works for Juneau's downtown waterfront. APRN and KTOO
- December 1st, 2017 Taku Dock to Marine Park plan approved. KINY
- December 6, 2017 City taking time in considering downtown development. Juneau Empire.

Detailed Cost Tables

Total Costs of the Preferred Master Plan Phase I - \$14,415,171: Full Deck Over & B Zone Staging

Total Phase I cost including construction, 15% contingency, permitting, surveying and geotechnical investigation, and design and contract administration has been estimated at \$14.4 million.

Budget Estimate - D&H Ph. 1 Archipelago - Full Deck Over & B Zone Staging				
Item Description	UNIT	COST	QTY.	TOTAL
Mobilization	LS	10%	All Req'd	\$960,425
Erosion and Sediment Control	LS	\$15,000	All Req'd	\$15,000
Demolition, Salvage & Disposal	LS	\$150,000	All Req'd	\$150,000
Clearing and Grubbing	LS	\$10,000	All Req'd	\$10,000
Excavation	CY	\$30	1,000	\$30,000
Class A Shot Rock Borrow	CY	\$60	1,500	\$90,000
Base Course, Grading D-1	CY	\$70	250	\$17,500
Riprap, Class II	CY	\$70	300	\$21,000
Sewer Improvements	LS	\$50,000	All Req'd	\$50,000
Storm Drain Improvements	LS	\$100,000	All Req'd	\$100,000
Water System Improvements	LS	\$75,000	All Req'd	\$75,000
Fire Suppression Improvements	LS	\$75,000	All Req'd	\$75,000
Construction Surveying	LS	\$80,000	All Req'd	\$80,000
Security Fencing	LS	\$25,000	All Req'd	\$25,000
Geotextile Reinforcement	SY	\$6	1,000	\$6,000
Traffic and Interpretive Signage	LS	\$50,000	All Req'd	\$50,000
Painted Traffic Markings	LS	\$25,000	All Req'd	\$25,000
Archipelago Area Deck Over	SF	\$150	30,000	\$4,500,000
AC Pavement, Type II, Class B	TON	\$200	500	\$100,000
Furnish Steel Pipe Pile, 16" Dia. X 0.500" Thick	LF	\$100	9,600	\$960,000
Furnish Steel Pipe Pile, 24" Dia. X 0.500" Thick	LF	\$140	1,500	\$210,000
Install 16" Dia. Vertical Pile	EA	\$5,000	59	\$295,000

Budget Estimate - D&H Ph. 1 Archipelago Continued				
Item Description	UNIT	COST	QTY.	TOTAL
Install 16" Dia. Batter Pile	EA	\$6,000	31	\$186,000
Install 24" Dia. Vertical Pile	EA	\$7,000	18	\$126,000
Pile Splice Contingency	EA	\$2,500	8	\$20,000
Furnish & Install Pile Anode	EA	\$1,000	360	\$360,000
Planting Soils & Plants	LS	\$75,000	All Req'd	\$75,000
Concrete Retaining Wall	LF	\$2,250	175	\$393,750
Concrete Decks and Slabs on Grade	SY	\$175	4,000	\$700,000
Concrete Planters and Seating Walls	LS	\$75,000	All Req'd	\$75,000
Curb and Gutter, All Types	LF	\$50	1,500	\$75,000
Bollards	LS	\$20,000	All Req'd	\$20,000
16' x 140' Canopy Structure at B Zone Staging Area	SF	\$225	2,240	\$504,000
Electrical Power & Lighting	LS	\$200,000	All Req'd	\$200,000
ESTIMATED CONSTRUCTION BID PRICE				\$10,579,675
Contingency (15%)				\$1,586,951
Environmental Permitting, Compensatory Mitigation & IHA Request				\$250,000
Surveying and Geotechnical Investigation				\$200,000
Final Design & Contract Documents				\$952,171
Contract Administration and Construction Inspection				\$846,374
TOTAL RECOMMENDED PROJECT BUDGET				\$14,415,171

Phase II - \$1,722,600 Covered Shelter and Restroom:

Total Phase II cost including construction, 15% contingency, design, and contract administration has been estimated at \$1.7 million.

Budget Estimate - D&H Ph. 2 Archipelago - Covered Shelter and Restroom				
Item Description	UNIT	COST	QTY.	TOTAL
Mobilization	LS	10%	All Req'd	\$116,000
Sewer Improvements	LS	\$10,000	All Req'd	\$10,000
Water System Improvements	LS	\$10,000	All Req'd	\$10,000
Construction Surveying	LS	\$10,000	All Req'd	\$10,000
30' x 100' Covered Shelter (Ph. 2)	SF	\$250	3,000	\$750,000
Restroom at Covered Shelter (Ph. 2)	SF	\$600	600	\$360,000
Electrical Power & Lighting	LS	\$20,000	All Req'd	\$20,000
ESTIMATED CONSTRUCTION BID PRICE				\$1,276,000
Contingency (15%)				\$191,400
Final Design & Contract Documents				\$127,600
Contract Administration and Construction Inspection				\$127,600
TOTAL RECOMMENDED PROJECT BUDGET				\$1,722,600

Shared Concrete Retaining Wall - \$1,510,707:

Total shared concrete retaining wall costs including construction, 15% contingency, design, and contract administration has been estimated at \$1.5 million.

Budget Estimate - Shared Concrete Retaining Wall Prepared By: PND Engineers, Inc. on December 1, 2017				
Item Description	UNIT	COST	QTY.	TOTAL
Mobilization	LS	10%	All Req'd	\$102,225
Erosion and Sediment Control	LS	\$20,000	All Req'd	\$20,000
Excavation	CY	\$30	1,000	\$30,000
Riprap, Class II	CY	\$70	400	\$28,000
Construction Surveying	LS	\$10,000	All Req'd	\$10,000
Geotextile Reinforcement	SY	\$6	1,500	\$9,000
Furnish Steel Pipe Pile, 24" Dia. X 0.500" Thick	LF	\$140	1,900	\$266,000
Install 24" Dia. Vertical Pile	EA	\$7,000	24	\$168,000
Pile Splice Contingency	EA	\$2,500	2	\$5,000
Concrete Retaining Wall	LF	\$2,250	225	\$506,250
ESTIMATED CONSTRUCTION BID PRICE				\$1,144,475
Contingency (15%)				\$171,671
Final Design & Contract Documents				\$103,003
Contract Administration and Construction Inspection				\$91,558
TOTAL RECOMMENDED PROJECT BUDGET				\$1,510,707

Entire Plan - \$21.3 million

Total project budget including construction, 15% contingency, permitting, surveying and geotechnical investigation, and design and contract administration has been estimated at \$21.3 million.

Budget Estimate - Entire Plan				
Item Description	UNIT	COST	QTY.	TOTAL
Mobilization	LS	10%	All Req'd	\$1,438,350
Erosion and Sediment Control	LS	\$40,000	All Req'd	\$40,000
Demolition, Salvage & Disposal	LS	\$300,000	All Req'd	\$300,000
Clearing and Grubbing	LS	\$10,000	All Req'd	\$10,000
Excavation	CY	\$30	2,500	\$75,000
Class A Shot Rock Borrow	CY	\$60	3,500	\$210,000
Base Course, Grading D-1	CY	\$70	250	\$17,500
Riprap, Class II	CY	\$70	700	\$49,000
Sewer Improvements	LS	\$100,000	All Req'd	\$100,000
Storm Drain Improvements	LS	\$100,000	All Req'd	\$100,000
Water System Improvements	LS	\$100,000	All Req'd	\$100,000
Fire Suppression Improvements	LS	\$100,000	All Req'd	\$100,000
Construction Surveying	LS	\$100,000	All Req'd	\$100,000
Security Fencing	LS	\$25,000	All Req'd	\$25,000
Geotextile Reinforcement	SY	\$6	2,000	\$12,000
Traffic and Interpretive Signage	LS	\$50,000	All Req'd	\$50,000
Painted Traffic Markings	LS	\$25,000	All Req'd	\$25,000
Archipelago Area Deck Over	SF	\$150	30,000	\$4,500,000
USS Juneau Deck Over	SF	\$150	5,000	\$750,000
AC Pavement, Type II, Class B	TON	\$200	500	\$100,000
Furnish Steel Pipe Pile, 16" Dia. X 0.500" Thick	LF	\$100	11,200	\$1,120,000

Budget Estimate - Entire Plan Continued				
Item Description	UNIT	COST	QTY.	TOTAL
Furnish Steel Pipe Pile, 24" Dia. X 0.500" Thick	LF	\$140	3,400	\$476,000
Install 16" Dia. Vertical Pile	EA	\$5,000	69	\$345,000
Install 16" Dia. Batter Pile	EA	\$6,000	36	\$216,000
Install 24" Dia. Vertical Pile	EA	\$7,000	42	\$294,000
Pile Splice Contingency	EA	\$2,500	12	\$30,000
Furnish & Install Pile Anode	EA	\$1,000	420	\$420,000
Planting Soils & Plants	LS	\$75,000	All Req'd	\$75,000
Concrete Retaining Wall	LF	\$2,250	400	\$900,000
Concrete Decks and Slabs on Grade	SY	\$175	4,000	\$700,000
Concrete Ramp and Stair Reconfiguration at Visitor Kiosk	LS	\$200,000	All Req'd	\$200,000
Concrete Planters and Seating Walls	LS	\$75,000	All Req'd	\$75,000
Curb and Gutter, All Types	LF	\$50	1,500	\$75,000
Bollards	LS	\$20,000	All Req'd	\$20,000
16' x 140' Canopy Structure at B Zone Staging Area	SF	\$225	2,240	\$504,000
Visitor Kiosk w/ Canopy Near Parking Garage	SF	\$500	300	\$150,000
Restroom at USS Juneau	SF	\$600	600	\$360,000
Visitor Kiosk at USS Juneau	SF	\$500	200	\$100,000
USS Juneau Memorial Plaza	LS	\$250,000	All Req'd	\$250,000
30' x 100' Covered Shelter (Ph. 2)	SF	\$250	3,000	\$750,000
Restroom at Covered Shelter (Ph. 2)	SF	\$600	600	\$360,000
Electrical Power & Lighting	LS	\$300,000	All Req'd	\$300,000

Entire Plan continued

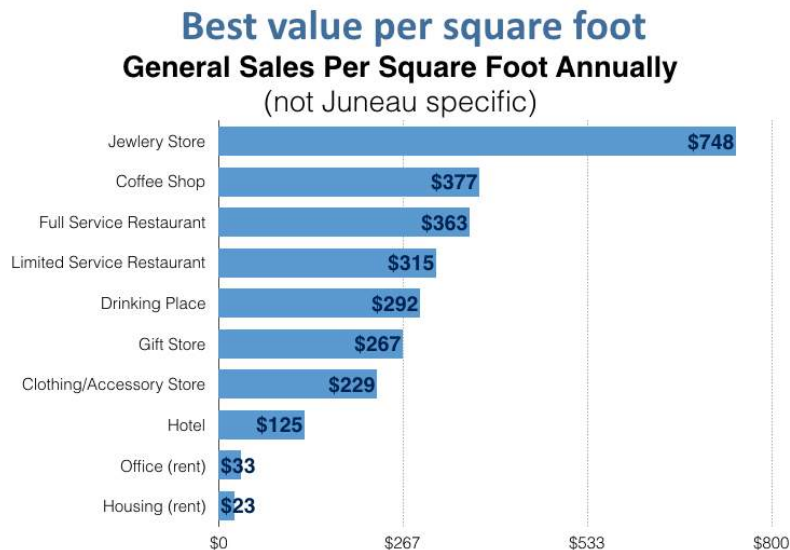
Budget Estimate - Entire Plan Continued	
Item Description	TOTAL
ESTIMATED CONSTRUCTION BID PRICE	\$15,821,850
Contingency (15%)	\$2,373,278
Environmental Permitting, Compensatory Mitigation & IHA Request	\$250,000
Surveying and Geotechnical Investigation	\$200,000
Final Design & Contract Documents	\$1,423,967
Contract Administration and Construction Inspection	\$1,265,748
TOTAL RECOMMENDED PROJECT BUDGET	\$21,334,842

Economic Considerations

In order to develop a comprehensive understanding of those land uses that would provide the best benefit to the overall economy of Juneau, the project team undertook an economic analysis of the Juneau downtown visitor corridor. Some of the key findings are presented below:

Retail/Jewelry Stores

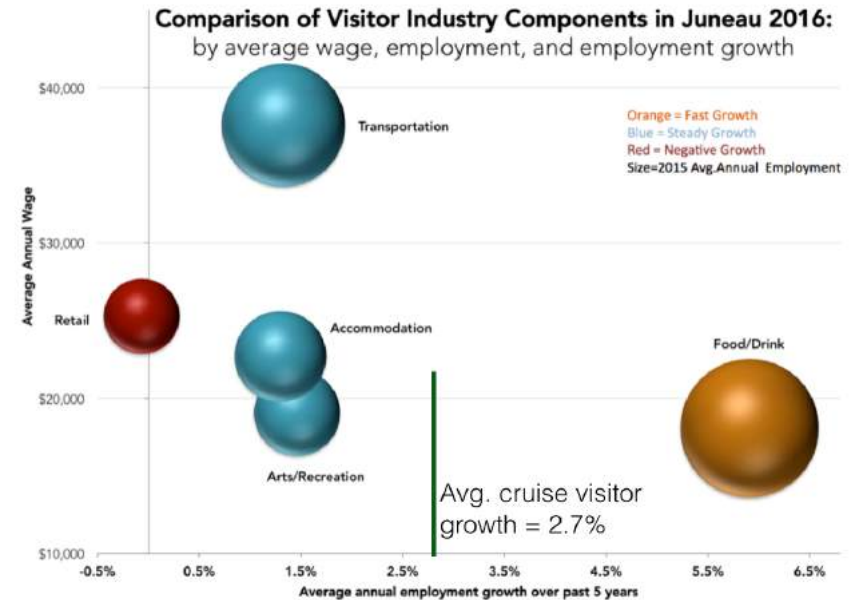
The top return in terms of dollars per square foot is jewelry stores.



However, the visitor retail sector shows the least amount of growth in the community. Despite a 14% growth in visitors over the past 5 years, jewelry stores in Juneau have reduced staff by 19%. Overall, visitor retail has been flat. Also, survey data suggests retail is not Juneau's strength.

Food and Drink Industry

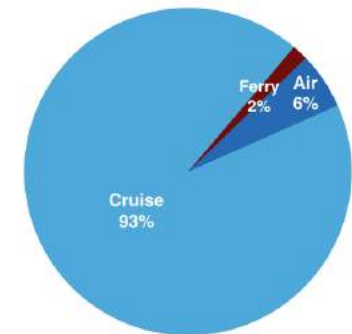
The "hottest" visitor industry trend in Juneau is food and drink establishments. Employment in food and drink related businesses increased by 30% over the past five years (6% annual growth), by far the fastest growing segment of the Juneau visitor economy.



Most Summer Tourists Arrive by Cruise Ship:

The project area is an important gateway into the community as most summer travelers (93%) arrive in Juneau by cruise vessel.

Tourist Arrivals into Juneau by Mode



Kids

The average age of the Juneau cruise ship visitor is 56.7 years old, with the majority of travelers being 55 and older. However, nearly 10% of all arriving visitors are kids, meaning approximately 130,000 kid cruise ship passengers will arrive in 2019. There are almost no elements of the downtown tourism industry that are directed towards kids.

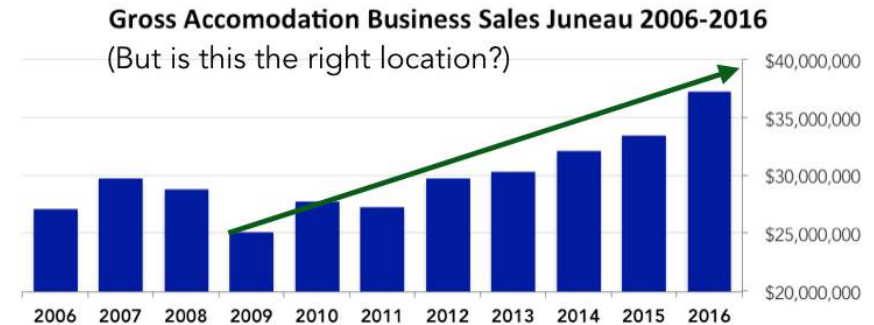
Downtown Retail Rental Rates

Retail rental rates in Juneau also differ based on location. For example, rent on Front Street is approximately \$2.00 per square foot on average, while rent for a location at the tram would be approximately \$7.50 per square foot. In these leases, the tenant pays rent, utilities, maintenance, and taxes. Based on the location of the project area that could most logically be developed, rent could be expected to be between \$5.75 and \$3.50 per square foot of lease space.



Hotels

The highest visitor industry need is new hotel rooms in downtown Juneau. Likely 100 new rooms will be needed in the next ten years. A hotel would also provide the highest benefit to the CBJ in terms of direct revenue.



Mixed-use

While more housing units in Juneau are needed, “mixed use” housing above retail stores tend to be held for summer employees, and do not provide the same level of community housing benefits that other types of housing creates. A mixed-use project would need a substantial number of units to be responsive to current housing needs.



































































































Park Space Supports the Larger Tourism Sector

Because downtown Juneau supports a \$212 million per year summer tourism season, and because the area is already so built up, it follows that the highest and best use of the space would be to develop it in a way that makes the entire corridor more attractive to visitors and easier to move through. While it is difficult to put exact dollars onto this, any use that congests the space to make a location-specific dollar, but detracts from the overall downtown visitor experience, would have a lower net economic value to the community as a whole.

Component

Analysis:

Each possible use for the area was considered, and rated against criteria assigned to the project.

	Improved Pedestrian Flow	Increased Visitor Experience	Increased Sales Tax	Year Round Draw	Growing Sector	Juneau does this well	Proven Local Need	Quality of life	Good Location
Public open space									
Restaurant									
Drinking Place									
Food Trucks									
Children focused facility									
Hotel									
Space for increased staging									
Mixed Retail/Housing									
Housing Only									
Gift Store									
Jewelry Store									
No Action									

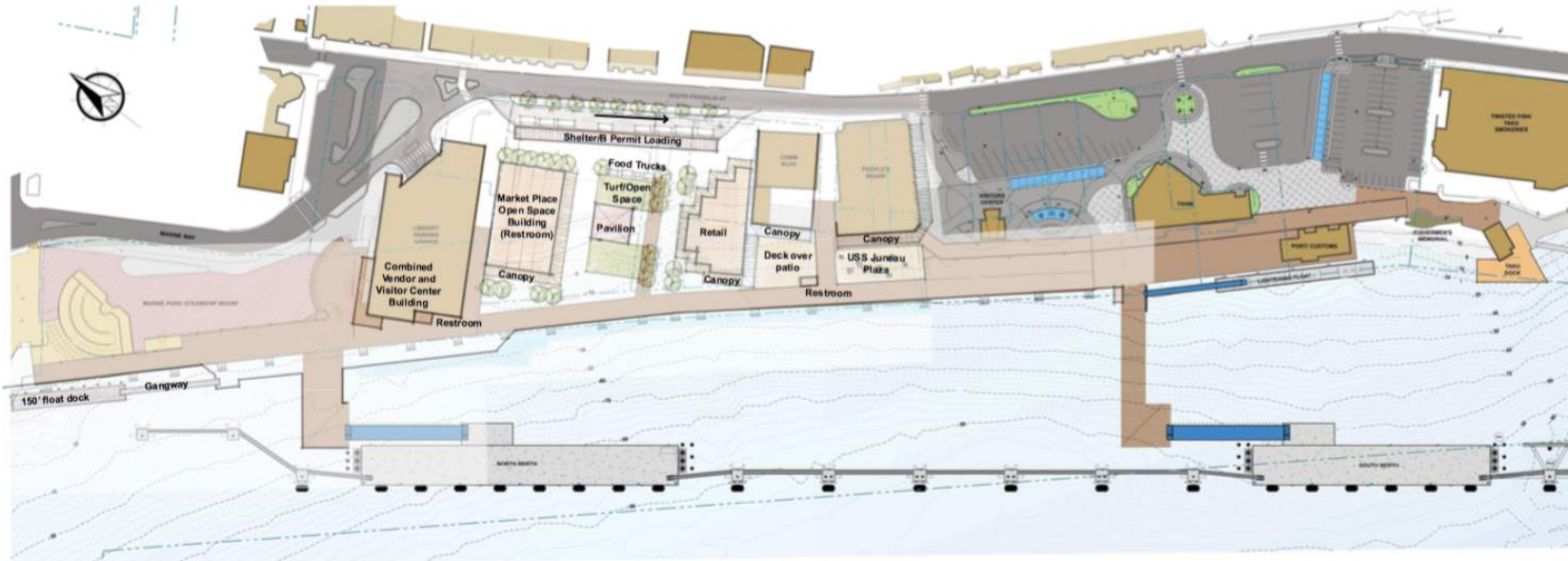
 No  Yes  Mixed

Alternative Urban Design Plans

The team developed numerous alternative design plans that were based on the priorities and needs provided by the public and the

CBJ Docks and Harbors Board. These were compiled into four alternative urban design plans. On September 28, 2017 these alternatives were presented at a public meeting of the Docks and Harbors Board.

Option #1 Design Plan



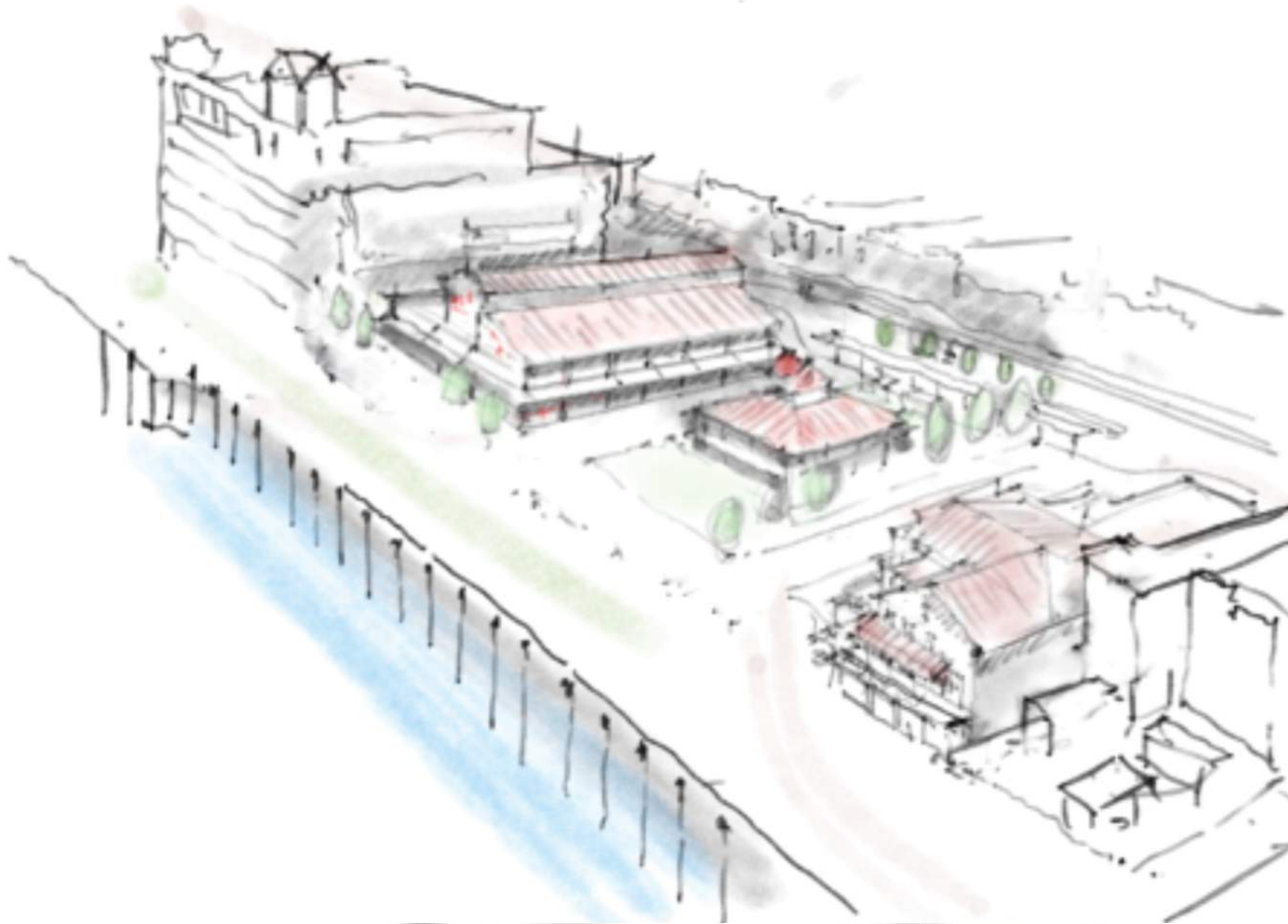
Marine Park to Taku Dock Urban Design Plan

Option 1



The focus of this plan is the complete deck over of the Archipelago property allowing full build out of the site. The plan includes the development of a large structure adjacent to the library that would function as a market place similar to the Pike Street Market in Seattle but at a smaller scale. A centralized pavilion or shelter is surrounded by open space creating a waterfront park like setting for festivals, lunchtime gatherings and other community events adjacent to food vendors. A block of retail is located on the south end of the site. B zone permit staging would be located parallel to Franklin Street and would require vans to travel to the Cruise Ship terminal to turn around to travel out of town to the north. The B loading would displace the existing Franklin Street sidewalk from the roads edge and move it into the site. Other proposed facilities include a 100' public access float, new visitor center at the northwest corner of the parking garage, new restrooms, and a new USS Juneau memorial.

Option #1 Artist Rendering

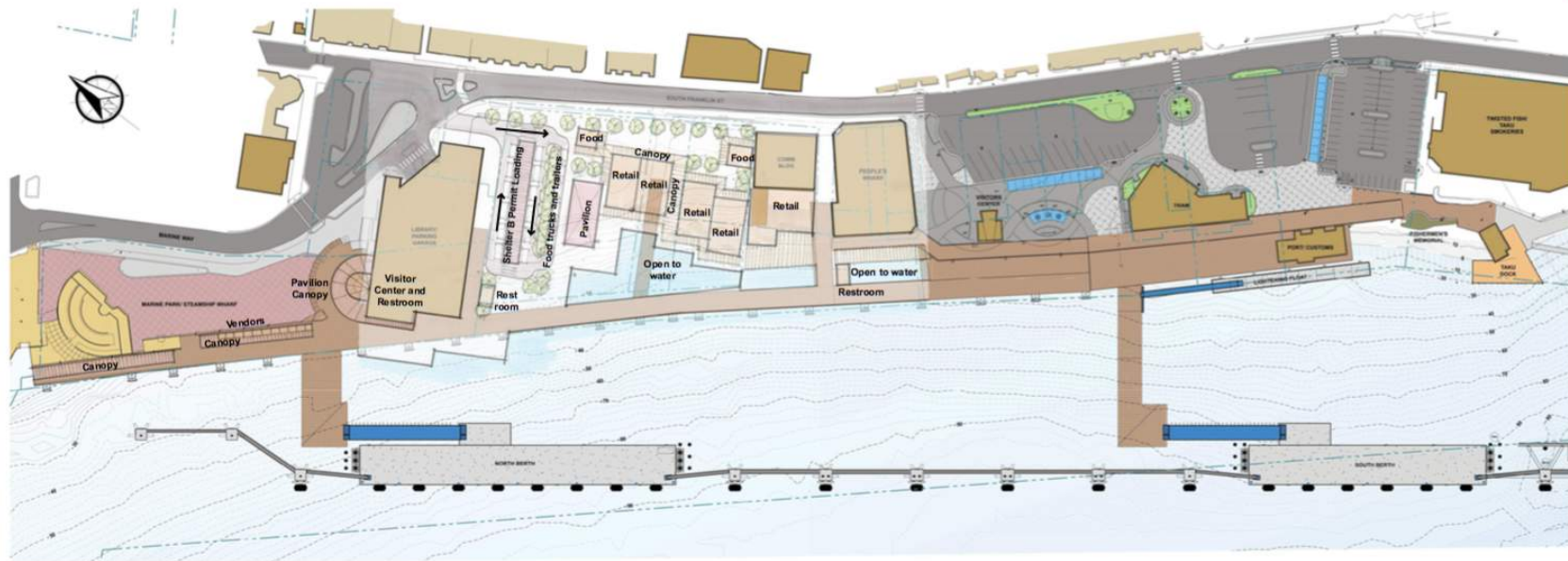


Marine Park to Taku Dock Urban Design Plan

Option One: Sketch



Option #2 Design Plan



Marine Park to Taku Dock Urban Design Plan

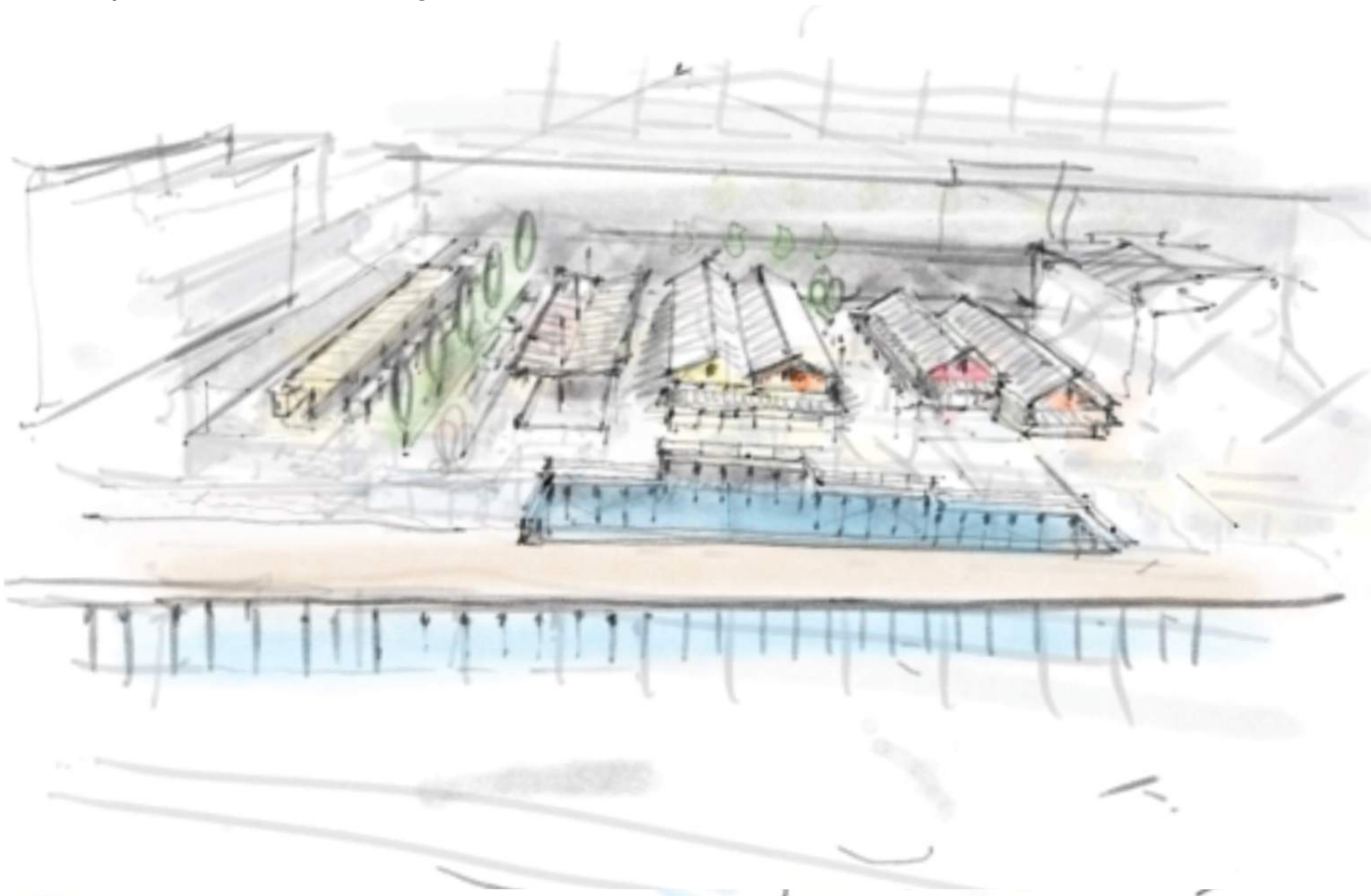
Option 2

0 50 100 FT



This plan plays off the historic waterfront wharf concept with long linear buildings fronting the water. This option has a partial deck over with areas open to the water between the Seawalk and the Archipelago Property. Small linear blocks of retail are the centralized feature with ample open space fronting South Franklin Street and a pavilion on the western portion of the site. B zone permit loading is directly adjacent to the library with vans entering the site off the round-about allowing vehicles to exit to the north. Other facilities include a new visitor center with large canopy on the north side of the parking garage providing visual access from the berth, canopies along the Seawalk, and new restrooms.

Option #2 Artist Rendering

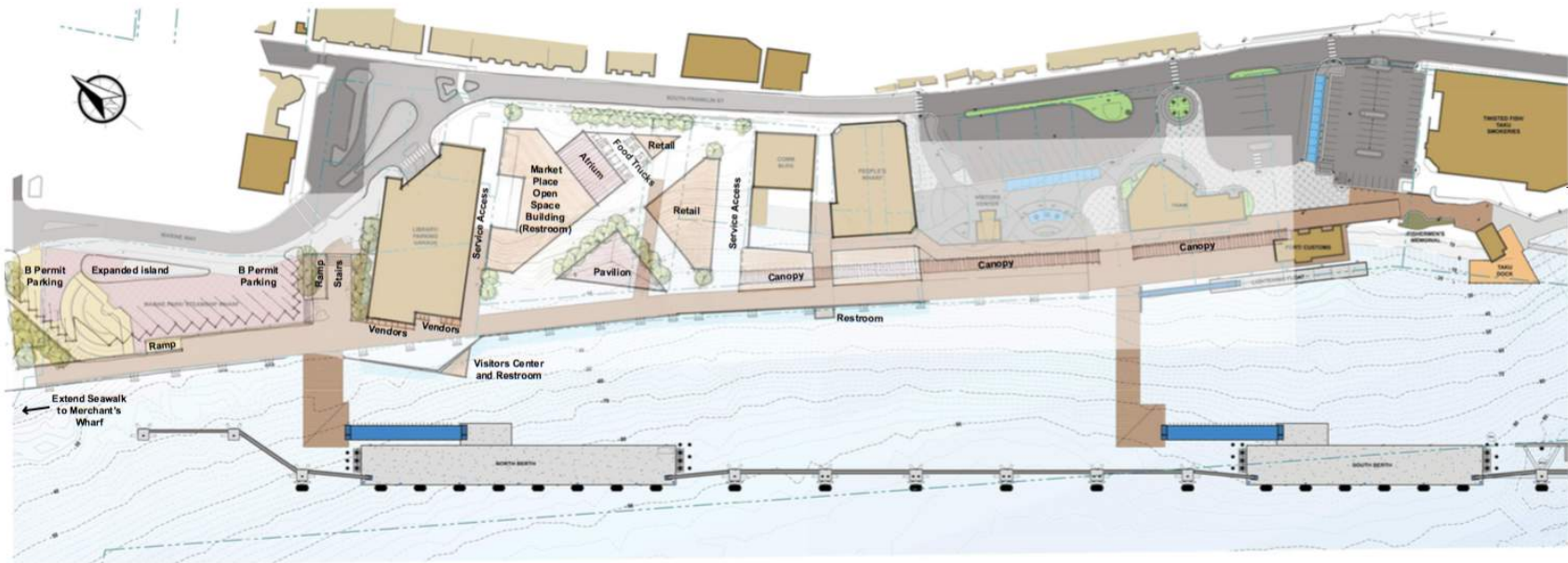


Marine Park to Taku Dock Urban Design Plan

Option Two: Sketch



Option #3 Design Plan



Marine Park to Taku Dock Urban Design Plan

Option 3

0 50 100 FT



This plan decks over the Archipelago site and includes a large centralized pavilion and open space that would replace the facilities in Marine Park and relocate some of the park activities to the site. Flanked on either side of the open space are two retail blocks arranged to allow unfettered pedestrian access from Franklin Street to the Seawalk and through the site. One of the retail buildings would be a market place facility with food vendors located to the east. B zone staging would be located within the Steamship Dock A zone bus staging—area requiring removal of the Marine Park 'wedding cake' to accommodate the additional van staging. A buffer would be located between the staging area and the park. A new visitor center would be located among the waterfront next to the berth, requiring expansion of the existing Seawalk dock.

Option #3 Artist Rendering

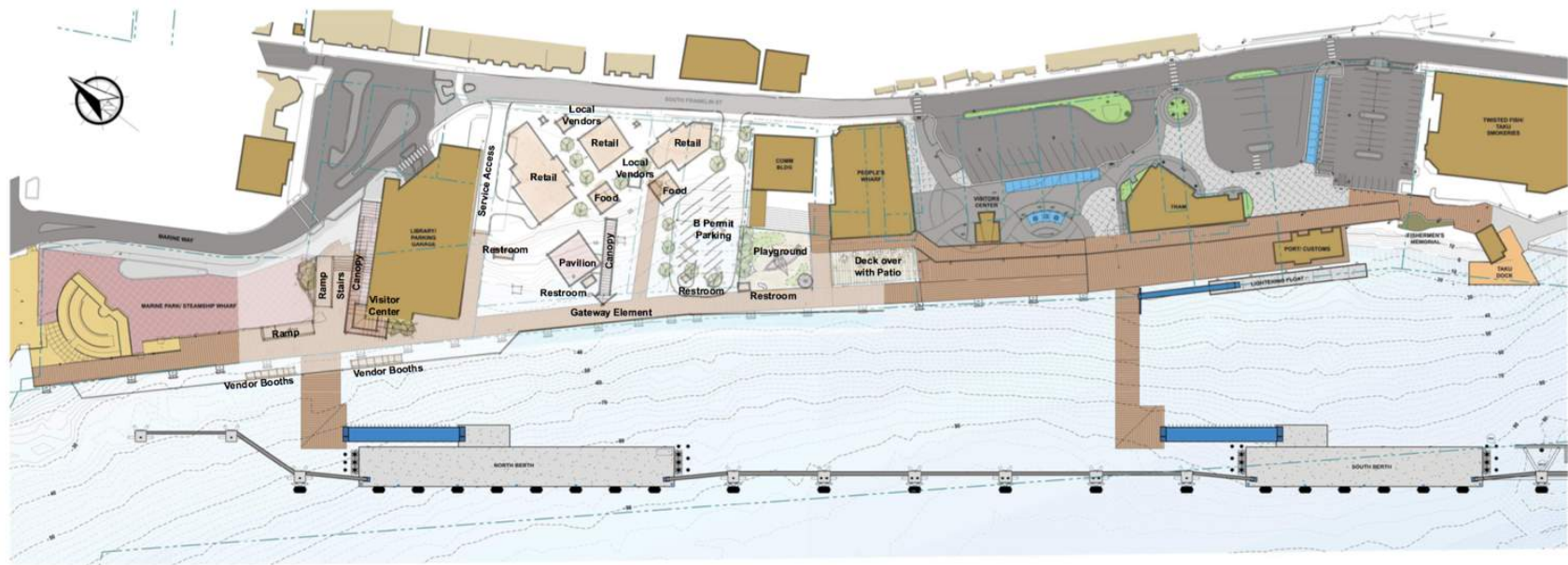


Marine Park to Taku Dock Urban Design Plan

Option Three: Sketch



Option #4 Design Plan



Marine Park to Taku Dock Urban Design Plan

Option 4



This plan also has a complete deck-over of the site and is similar to option #3. However, the retail structures are smaller in scale and broken into more intimate spaces. A smaller centralized pavilion is surrounded by open plaza space, allowing for a variety of activities. Generous pedestrian routes link Franklin Street to the Seawalk and through the site allowing the inclusion of local vendors and food carts along these routes. B permit loading is located on the south end of the site with access directly off Franklin Street. Other facilities include a large waterfront playground, restrooms along the Seawalk, a new visitor center on the northwest corner of the parking garage, and improvements to the elevated decking on the north side of the parking garage. This plan was selected as the basis of developing the preferred master plan with a variety of elements and improvements from the three other plans.

Option #4 Artist Rendering



Marine Park to Taku Dock Urban Design Plan

Option Four: Sketch



Conclusion

This process created a vision and urban design plan for the waterfront between the Marine Park and Taku Dock, with a focus on the Archipelago Property. This plan reflects the needs and desires of our community and adjacent landowners. The proposed development would support the local visitor industry and enhance the waterfront for the community while improving Juneau as a premier port city.

This urban design plan proposes to enhance the waterfront. Juneau's connection to the waterfront is a defining element of the community's character. Juneau business owners identify overall quality of life and recreational opportunities as the most valuable local benefits to their businesses. Quality of life and access to recreation has a strong correlation to access to the waterfront and ocean based activities.

A focus on economic development along the waterfront will further strengthen the community's character. According to the analysis of the Marine Park to Taku Dock Urban Design Plan, visitors, who primarily arrive via cruise ship in downtown Juneau, spent \$212 million last year and contributed an estimated 21% of all local sales tax dollars collected by the City and Borough of Juneau. This project would further support that element of the local economy.

Based on the community input and prioritization from four initial conceptual plans, the planning and design team developed a single preferred urban design plan. See pages 3 through 5 of this document. The Preferred Urban

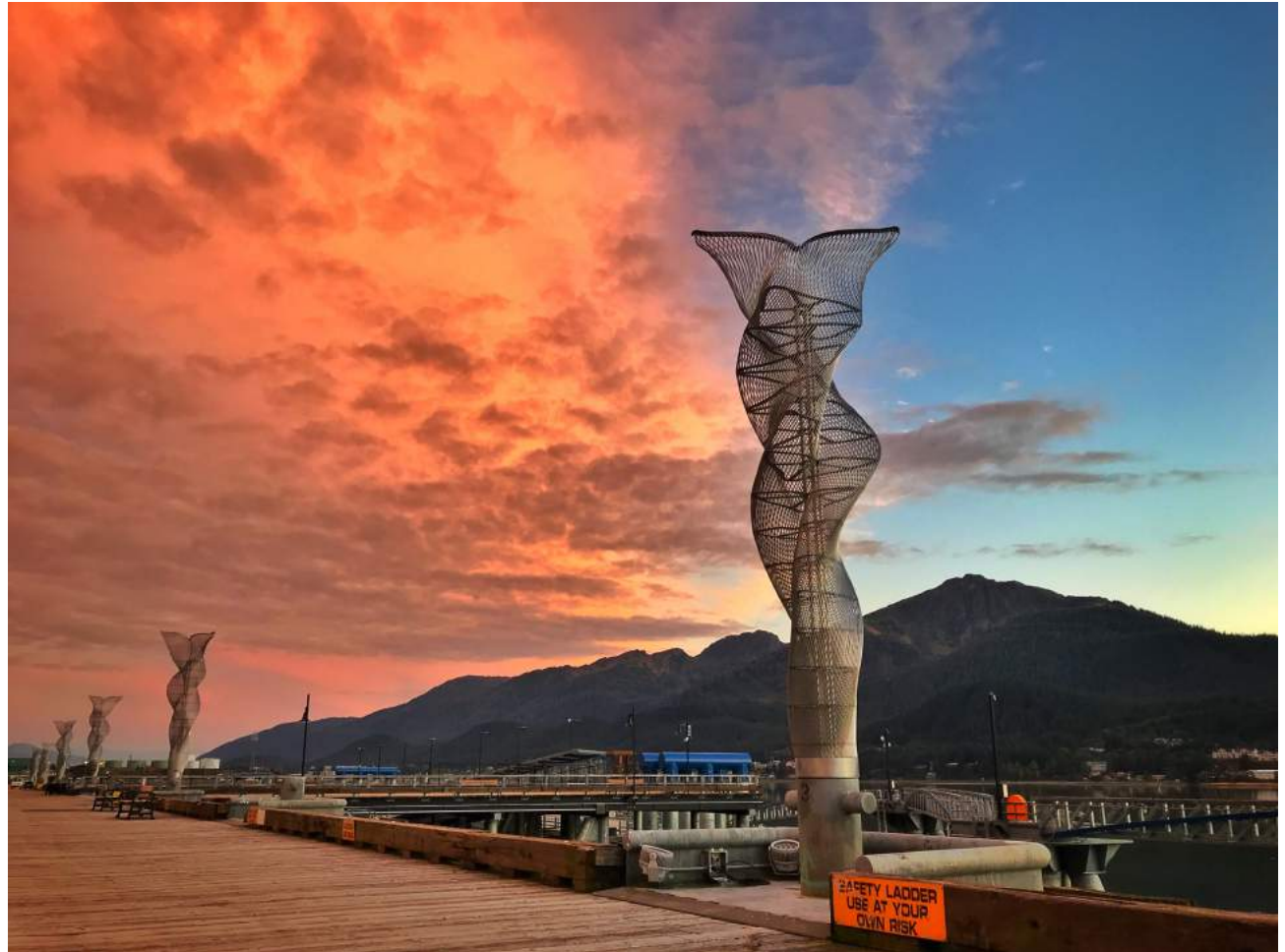
Design Plan was presented to the public on November 2nd and adopted by the Docks and Harbors Board on November 30th. A minor changes to the Plan was made by the Board on January 25, 2018.

The total cost of the publicly planned infrastructure improvements are estimated to be \$21.3 million, including construction, 15% contingency, and indirect costs for site investigations, permitting, design, contract administration and construction inspection.

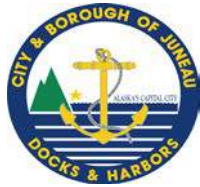


Appendices

- I. Budget Estimate Sheets
- II. Preferred Plan Drawings
- III. Economic Trends
PowerPoint
- IV. May 25, 2017 Docks and
Harbors Meeting Minutes
- V. September 28, 2017
Docks and Harbors
Meeting Minutes
- VI. November 2, 2017 Docks
and Harbors Meeting
Minutes
- VII. November 30, 2017
Docks and Harbors
Meeting Minutes
- VIII. December 4, 2017 CBJ
Assembly Committee of
the Whole Meeting
Minutes
- IX. January 31, 2018 CBJ
Assembly Committee of
the Whole Meeting Minutes



Appendix I Budget Estimate Sheets

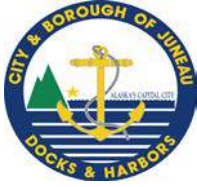


TAKU DOCK TO MARINE PARK URBAN PLAN
PND Project No. 172024



Budget Estimate - Entire Plan
Prepared By: PND Engineers, Inc. on December 1, 2017

Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	10%	\$1,438,350
1570.1	Erosion and Sediment Control	LS	All Req'd	\$40,000	\$40,000
2060.1	Demolition, Salvage & Disposal	LS	All Req'd	\$300,000	\$300,000
2201.1	Clearing and Grubbing	LS	All Req'd	\$10,000	\$10,000
2202.1	Excavation	CY	2,500	\$30	\$75,000
2202.2	Class A Shot Rock Borrow	CY	3,500	\$60	\$210,000
2204.1	Base Course, Grading D-1	CY	250	\$70	\$17,500
2205.1	Riprap, Class II	CY	700	\$70	\$49,000
2401.1	Sewer Improvements	LS	All Req'd	\$100,000	\$100,000
2501.1	Storm Drain Improvements	LS	All Req'd	\$100,000	\$100,000
2601.1	Water System Improvements	LS	All Req'd	\$100,000	\$100,000
2603.1	Fire Suppression Improvements	LS	All Req'd	\$100,000	\$100,000
2702.1	Construction Surveying	LS	All Req'd	\$100,000	\$100,000
2707.1	Security Fencing	LS	All Req'd	\$25,000	\$25,000
2714.1	Geotextile Reinforcement	SY	2,000	\$6	\$12,000
2718.1	Traffic and Interpretive Signage	LS	All Req'd	\$50,000	\$50,000
2720.1	Painted Traffic Markings	LS	All Req'd	\$25,000	\$25,000
2726.2	Archipelago Area Deck Over	SF	30,000	\$150	\$4,500,000
2726.3	USS Juneau Deck Over	SF	5,000	\$150	\$750,000
2801.1	AC Pavement, Type II, Class B	TON	500	\$200	\$100,000
2896.1	Furnish Steel Pipe Pile, 16" Dia. X 0.500" Thick	LF	11,200	\$100	\$1,120,000
2896.2	Furnish Steel Pipe Pile, 24" Dia. X 0.500" Thick	LF	3,400	\$140	\$476,000
2896.3	Install 16" Dia. Vertical Pile	EA	69	\$5,000	\$345,000
2896.4	Install 16" Dia. Batter Pile	EA	36	\$6,000	\$216,000
2896.5	Install 24" Dia. Vertical Pile	EA	42	\$7,000	\$294,000
2896.6	Pile Splice Contingency	EA	12	\$2,500	\$30,000
2996.1	Furnish & Install Pile Anode	EA	420	\$1,000	\$420,000
2920.1	Planting Soils & Plants	LS	All Req'd	\$75,000	\$75,000
3301.1	Concrete Retaining Wall	LF	400	\$2,250	\$900,000
3301.2	Concrete Decks and Slabs on Grade	SY	4,000	\$175	\$700,000
3301.3	Concrete Ramp and Stair Reconfiguration at Visitor Kiosk	LS	All Req'd	\$200,000	\$200,000
3302.1	Concrete Planters and Seating Walls	LS	All Req'd	\$75,000	\$75,000
3303.1	Curb and Gutter, All Types	LF	1,500	\$50	\$75,000
5120.1	Bollards	LS	All Req'd	\$20,000	\$20,000
13130.1	16' x 140' Canopy Structure at B Zone Staging Area	SF	2,240	\$225	\$504,000
13130.2	Visitor Kiosk w/ Canopy Near Parking Garage	SF	300	\$500	\$150,000
13130.3	Restroom at USS Juneau	SF	600	\$600	\$360,000
13130.4	Visitor Kiosk at USS Juneau	SF	200	\$500	\$100,000
13130.5	USS Juneau Memorial Plaza	LS	All Req'd	\$250,000	\$250,000
13130.6	30' x 100' Covered Shelter (Ph. 2)	SF	3,000	\$250	\$750,000
13130.7	Restroom at Covered Shelter (Ph. 2)	SF	600	\$600	\$360,000
16000.1	Electrical Power & Lighting	LS	All Req'd	\$300,000	\$300,000
ESTIMATED CONSTRUCTION BID PRICE					\$15,821,850
Contingency (15%)					\$2,373,278
Environmental Permitting, Compensatory Mitigation & IHA Request					\$250,000
Surveying and Geotechnical Investigation					\$200,000
Final Design & Contract Documents					\$1,423,967
Contract Administration and Construction Inspection					\$1,265,748
TOTAL RECOMMENDED PROJECT BUDGET					\$21,334,842

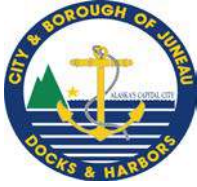


TAKU DOCK TO MARINE PARK URBAN PLAN
PND Project No. 172024



Budget Estimate - D&H Ph. 1 Archipelago - Full Deck Over & B Zone Staging
Prepared By: PND Engineers, Inc. on December 1, 2017

Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	10%	\$960,425
1570.1	Erosion and Sediment Control	LS	All Req'd	\$15,000	\$15,000
2060.1	Demolition, Salvage & Disposal	LS	All Req'd	\$150,000	\$150,000
2201.1	Clearing and Grubbing	LS	All Req'd	\$10,000	\$10,000
2202.1	Excavation	CY	1,000	\$30	\$30,000
2202.2	Class A Shot Rock Borrow	CY	1,500	\$60	\$90,000
2204.1	Base Course, Grading D-1	CY	250	\$70	\$17,500
2205.1	Riprap, Class II	CY	300	\$70	\$21,000
2401.1	Sewer Improvements	LS	All Req'd	\$50,000	\$50,000
2501.1	Storm Drain Improvements	LS	All Req'd	\$100,000	\$100,000
2601.1	Water System Improvements	LS	All Req'd	\$75,000	\$75,000
2603.1	Fire Suppression Improvements	LS	All Req'd	\$75,000	\$75,000
2702.1	Construction Surveying	LS	All Req'd	\$80,000	\$80,000
2707.1	Security Fencing	LS	All Req'd	\$25,000	\$25,000
2714.1	Geotextile Reinforcement	SY	1,000	\$6	\$6,000
2718.1	Traffic and Interpretive Signage	LS	All Req'd	\$50,000	\$50,000
2720.1	Painted Traffic Markings	LS	All Req'd	\$25,000	\$25,000
2726.2	Archipelago Area Deck Over	SF	30,000	\$150	\$4,500,000
2801.1	AC Pavement, Type II, Class B	TON	500	\$200	\$100,000
2896.1	Furnish Steel Pipe Pile, 16" Dia. X 0.500" Thick	LF	9,600	\$100	\$960,000
2896.2	Furnish Steel Pipe Pile, 24" Dia. X 0.500" Thick	LF	1,500	\$140	\$210,000
2896.3	Install 16" Dia. Vertical Pile	EA	59	\$5,000	\$295,000
2896.4	Install 16" Dia. Batter Pile	EA	31	\$6,000	\$186,000
2896.5	Install 24" Dia. Vertical Pile	EA	18	\$7,000	\$126,000
2896.6	Pile Splice Contingency	EA	8	\$2,500	\$20,000
2996.1	Furnish & Install Pile Anode	EA	360	\$1,000	\$360,000
2920.1	Planting Soils & Plants	LS	All Req'd	\$75,000	\$75,000
3301.1	Concrete Retaining Wall	LF	175	\$2,250	\$393,750
3301.2	Concrete Decks and Slabs on Grade	SY	4,000	\$175	\$700,000
3302.1	Concrete Planters and Seating Walls	LS	All Req'd	\$75,000	\$75,000
3303.1	Curb and Gutter, All Types	LF	1,500	\$50	\$75,000
5120.1	Bollards	LS	All Req'd	\$20,000	\$20,000
13130.1	16' x 140' Canopy Structure at B Zone Staging Area	SF	2,240	\$225	\$504,000
16000.1	Electrical Power & Lighting	LS	All Req'd	\$200,000	\$200,000
ESTIMATED CONSTRUCTION BID PRICE					\$10,579,675
Contingency (15%)					\$1,586,951
Environmental Permitting, Compensatory Mitigation & IHA Request					\$250,000
Surveying and Geotechnical Investigation					\$200,000
Final Design & Contract Documents					\$952,171
Contract Administration and Construction Inspection					\$846,374
TOTAL RECOMMENDED PROJECT BUDGET					\$14,415,171

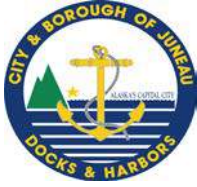


TAKU DOCK TO MARINE PARK URBAN PLAN
PND Project No. 172024



Budget Estimate - D&H Ph. 2 Archipelago - Covered Shelter and Restroom
Prepared By: PND Engineers, Inc. on December 1, 2017

Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	10%	\$116,000
2401.1	Sewer Improvements	LS	All Req'd	\$10,000	\$10,000
2601.1	Water System Improvements	LS	All Req'd	\$10,000	\$10,000
2702.1	Construction Surveying	LS	All Req'd	\$10,000	\$10,000
13130.6	30' x 100' Covered Shelter (Ph. 2)	SF	3,000	\$250	\$750,000
13130.7	Restroom at Covered Shelter (Ph. 2)	SF	600	\$600	\$360,000
16000.1	Electrical Power & Lighting	LS	All Req'd	\$20,000	\$20,000
ESTIMATED CONSTRUCTION BID PRICE					\$1,276,000
Contingency (15%)					\$191,400
Final Design & Contract Documents					\$127,600
Contract Administration and Construction Inspection					\$127,600
TOTAL RECOMMENDED PROJECT BUDGET					\$1,722,600



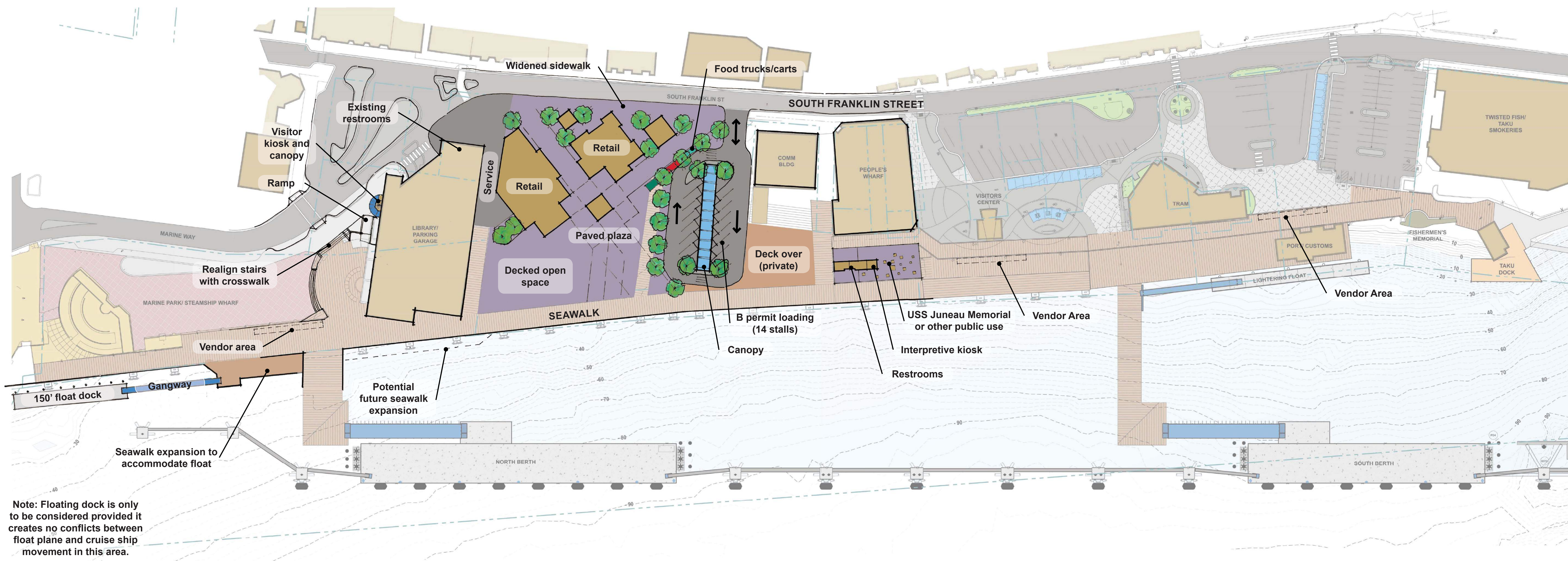
TAKU DOCK TO MARINE PARK URBAN PLAN
PND Project No. 172024



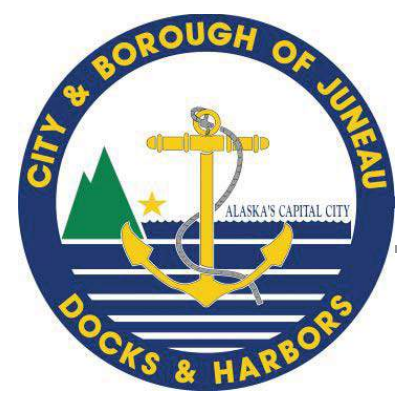
Budget Estimate - Shared Concrete Retaining Wall
Prepared By: PND Engineers, Inc. on December 1, 2017

Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	10%	\$102,225
1570.1	Erosion and Sediment Control	LS	All Req'd	\$20,000	\$20,000
2202.1	Excavation	CY	1,000	\$30	\$30,000
2205.1	Riprap, Class II	CY	400	\$70	\$28,000
2702.1	Construction Surveying	LS	All Req'd	\$10,000	\$10,000
2714.1	Geotextile Reinforcement	SY	1,500	\$6	\$9,000
2896.2	Furnish Steel Pipe Pile, 24" Dia. X 0.500" Thick	LF	1,900	\$140	\$266,000
2896.5	Install 24" Dia. Vertical Pile	EA	24	\$7,000	\$168,000
2896.6	Pile Splice Contingency	EA	2	\$2,500	\$5,000
3301.1	Concrete Retaining Wall	LF	225	\$2,250	\$506,250
ESTIMATED CONSTRUCTION BID PRICE					\$1,144,475
Contingency (15%)					\$171,671
Final Design & Contract Documents					\$103,003
Contract Administration and Construction Inspection					\$91,558
TOTAL RECOMMENDED PROJECT BUDGET					\$1,510,707

Appendix II Preferred Plan Drawings

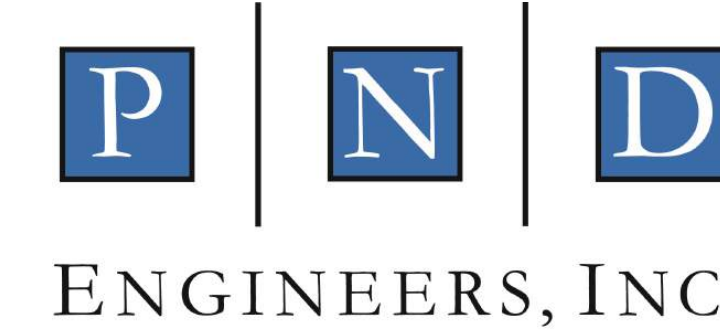


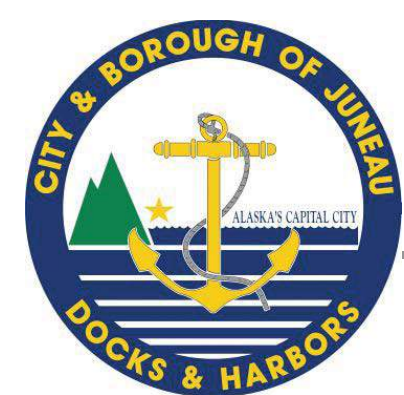
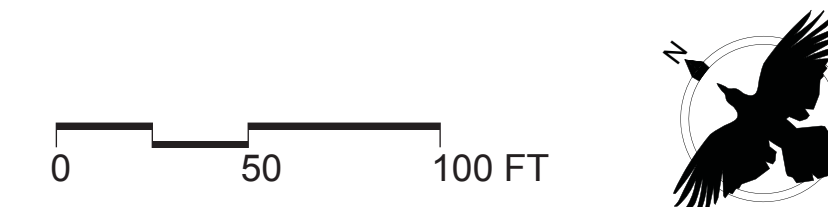
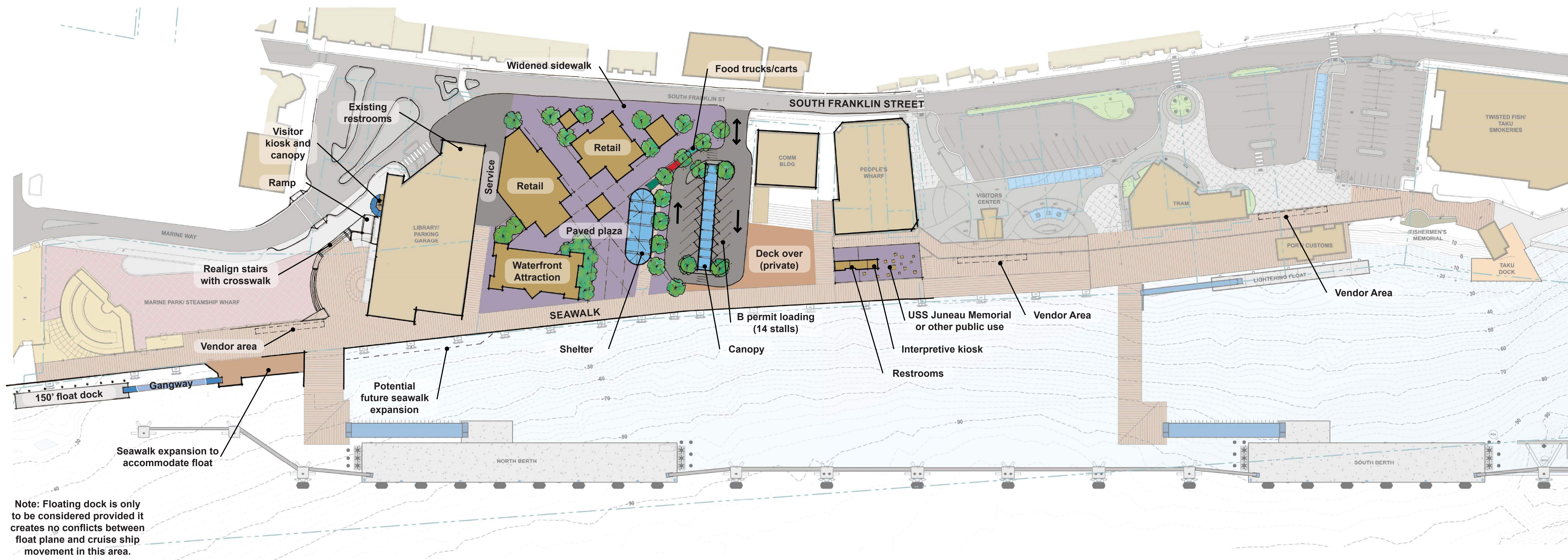
Note: Floating dock is only to be considered provided it creates no conflicts between float plane and cruise ship movement in this area.



Taku Dock to Marine Park Urban Design Plan

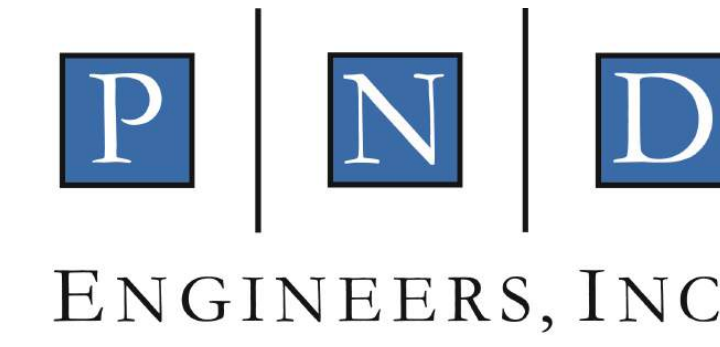
Preferred Master Plan - Phase I

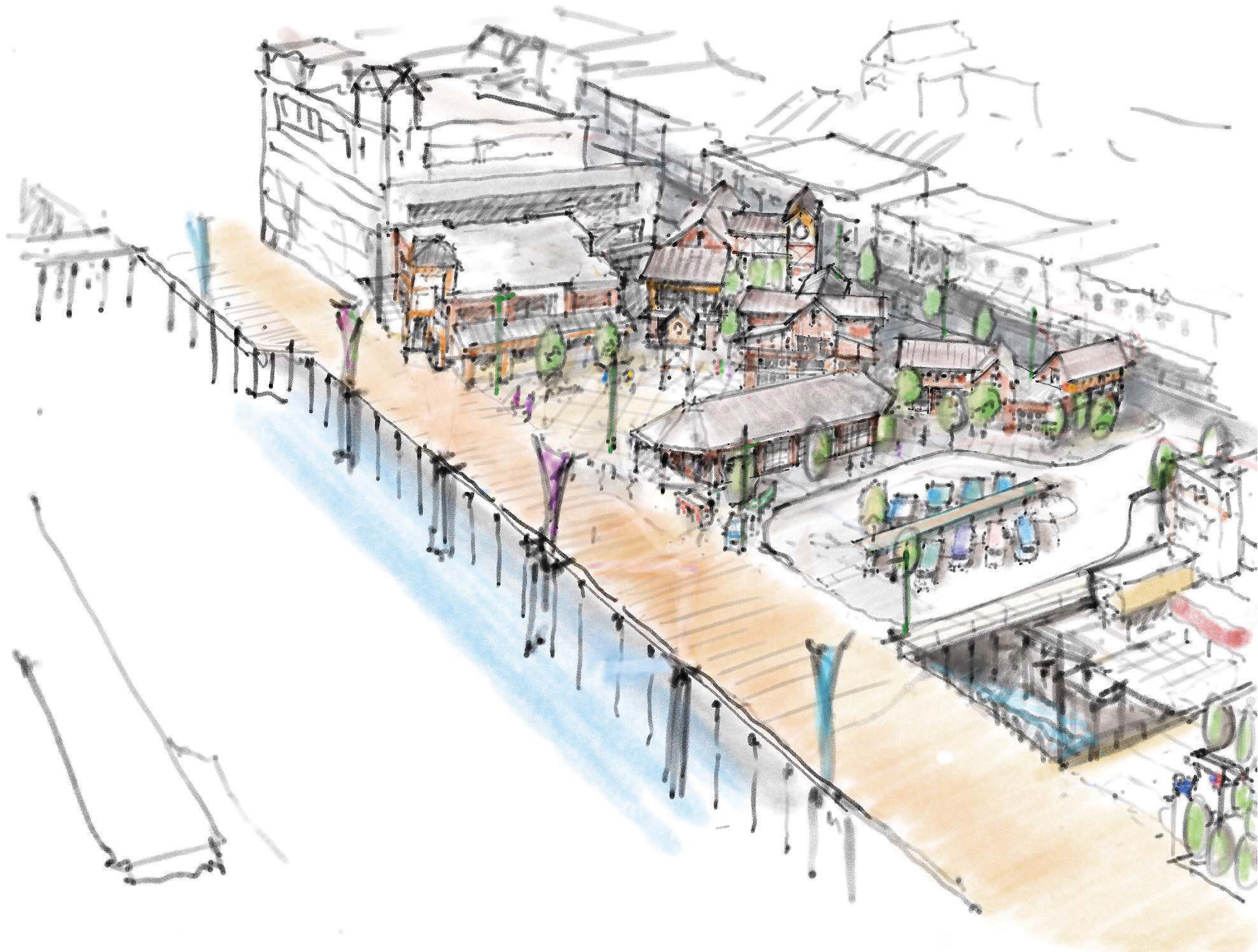




Taku Dock to Marine Park Urban Design Plan

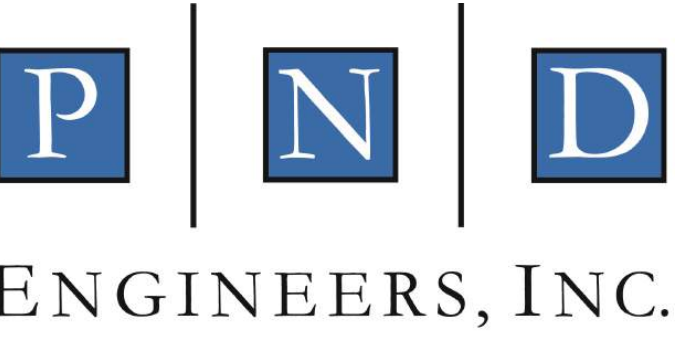
Preferred Master Plan - Phase II





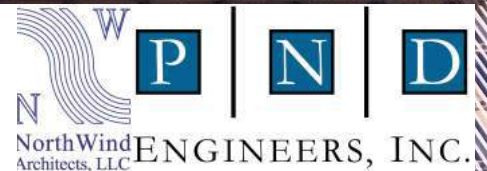
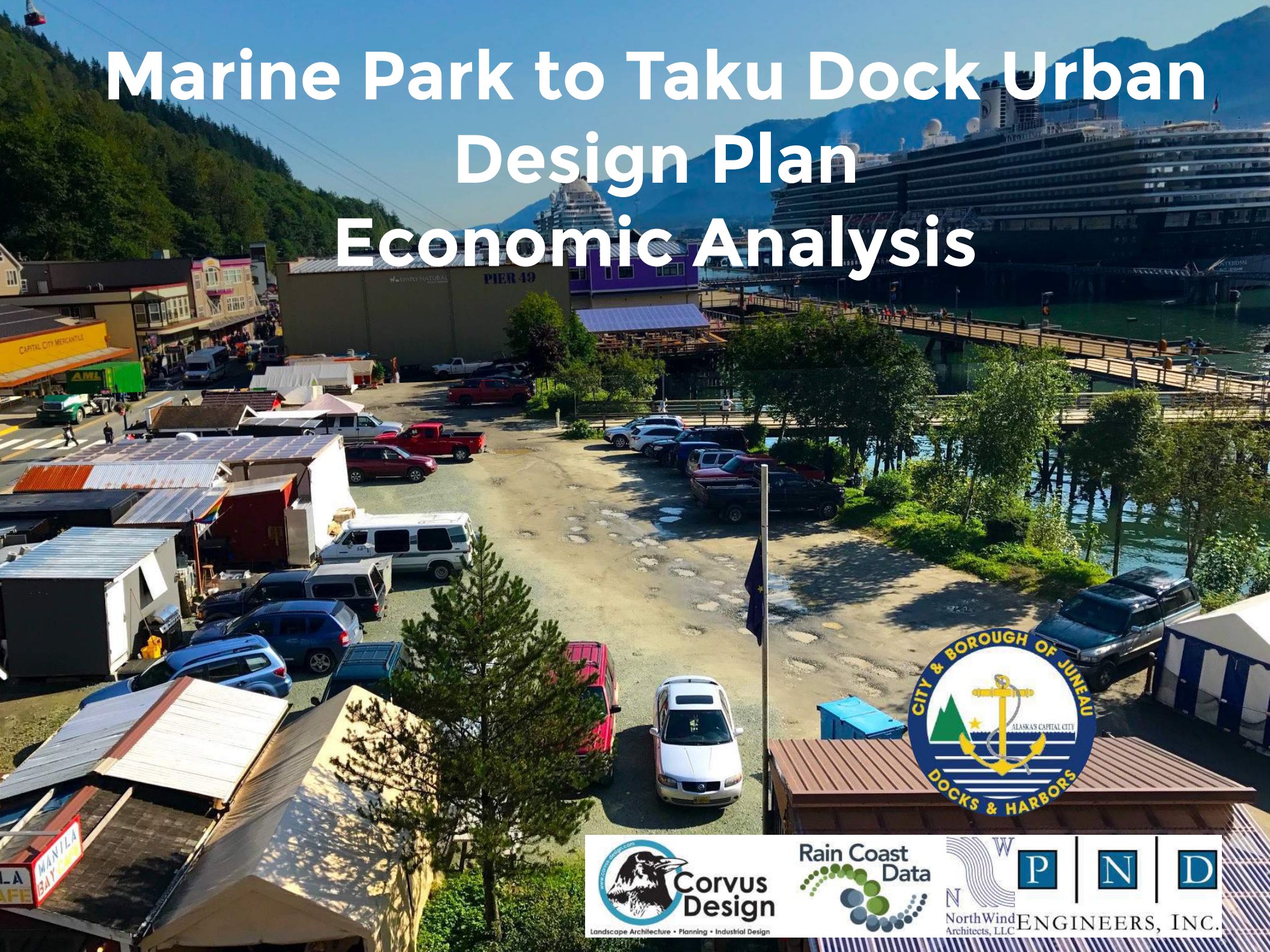
Taku Dock to Marine Park Urban Design Plan

Preferred Master Plan - Sketch



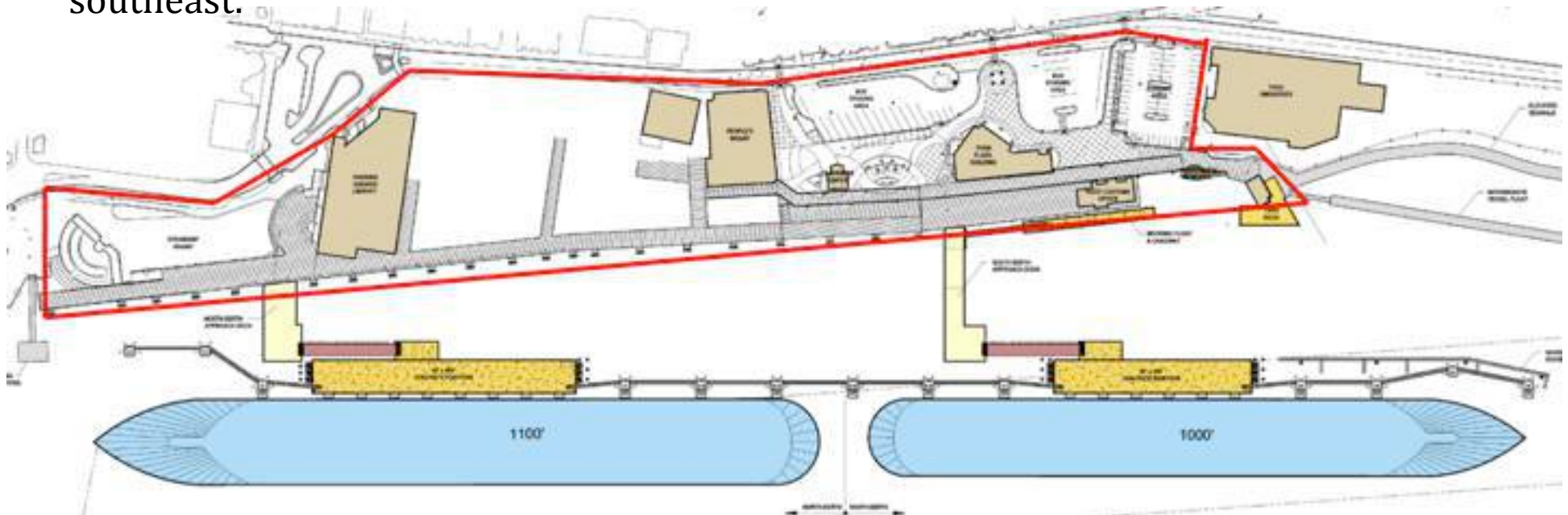
Appendix III Economic Trends PowerPoint

Marine Park to Taku Dock Urban Design Plan Economic Analysis



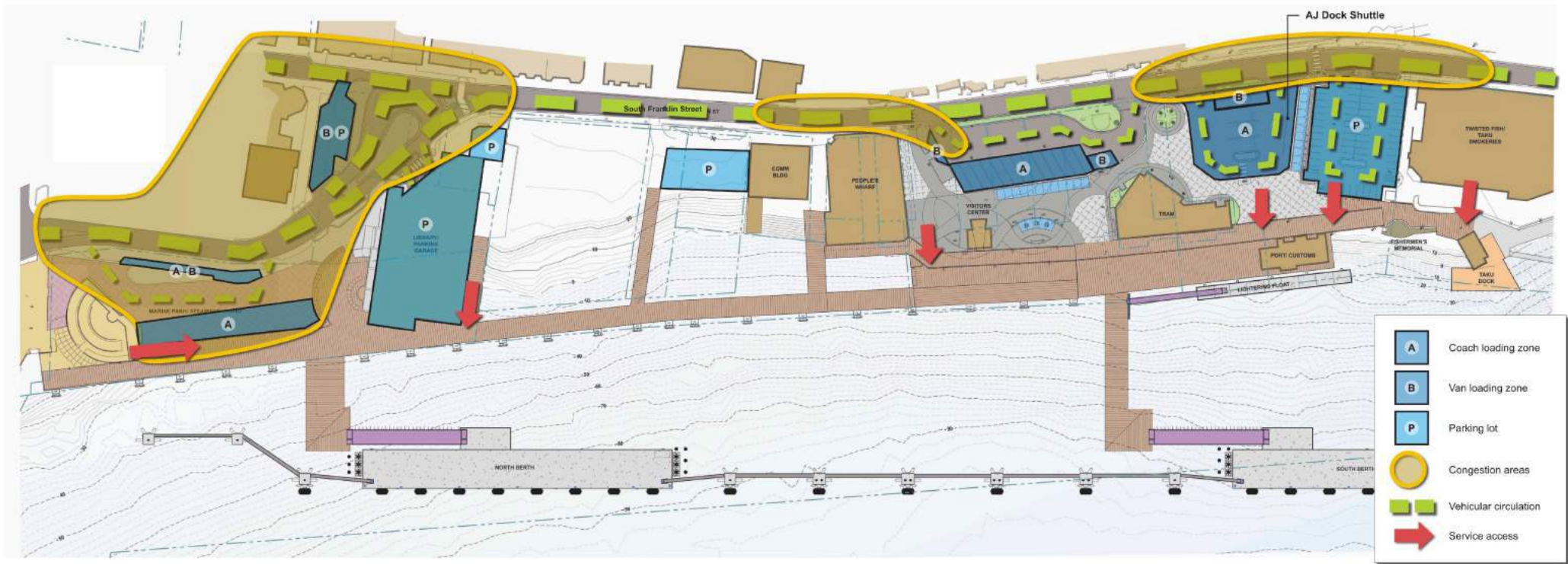
Project Description:

The Marine Park to Taku Dock project will create an urban design plan to provide direction for future uses and development of public and privately owned tidelands and uplands within the study area. The general study area is bound by the new cruise ship berths on Gastineau Channel side; South Franklin Street on the uplands side; Marine Park to the northwest; and Taku Dock to the southeast.

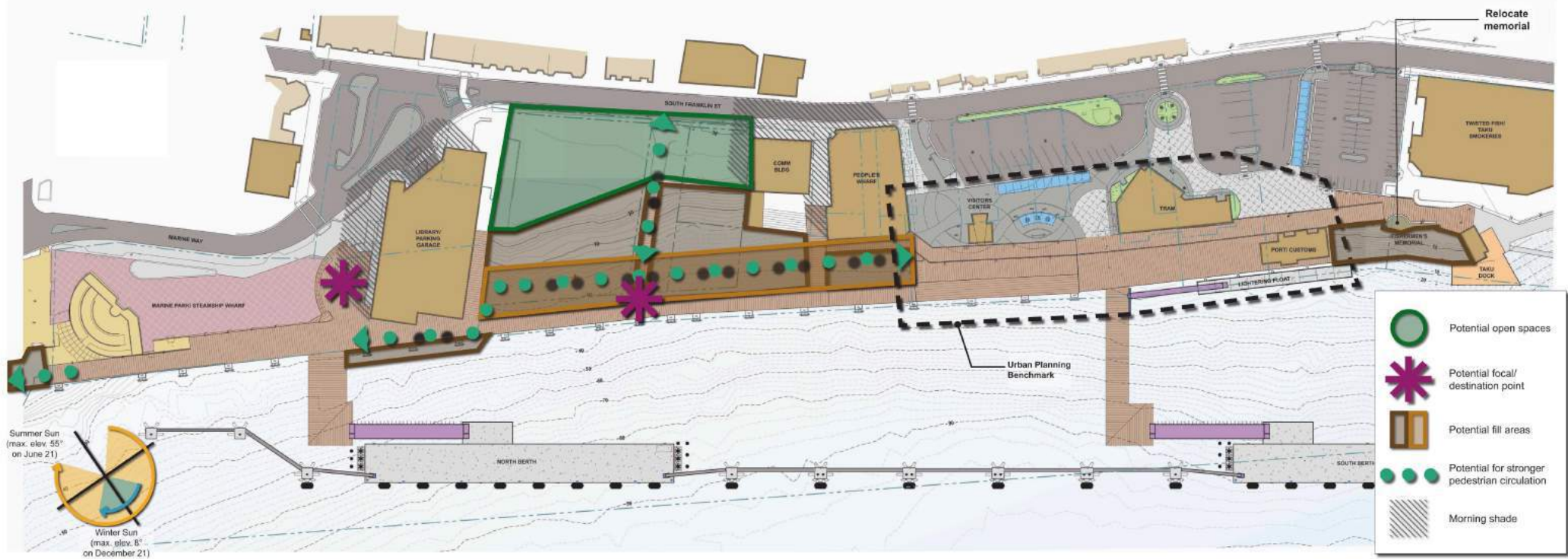




Marine Park to Taku Dock Urban Design Plan
Pedestrian Circulation



Marine Park to Taku Dock Urban Design Plan
 Vehicular Circulation



Marine Park to Taku Dock Urban Design Plan

Potential Opportunities and Constraints

0 40 80FT

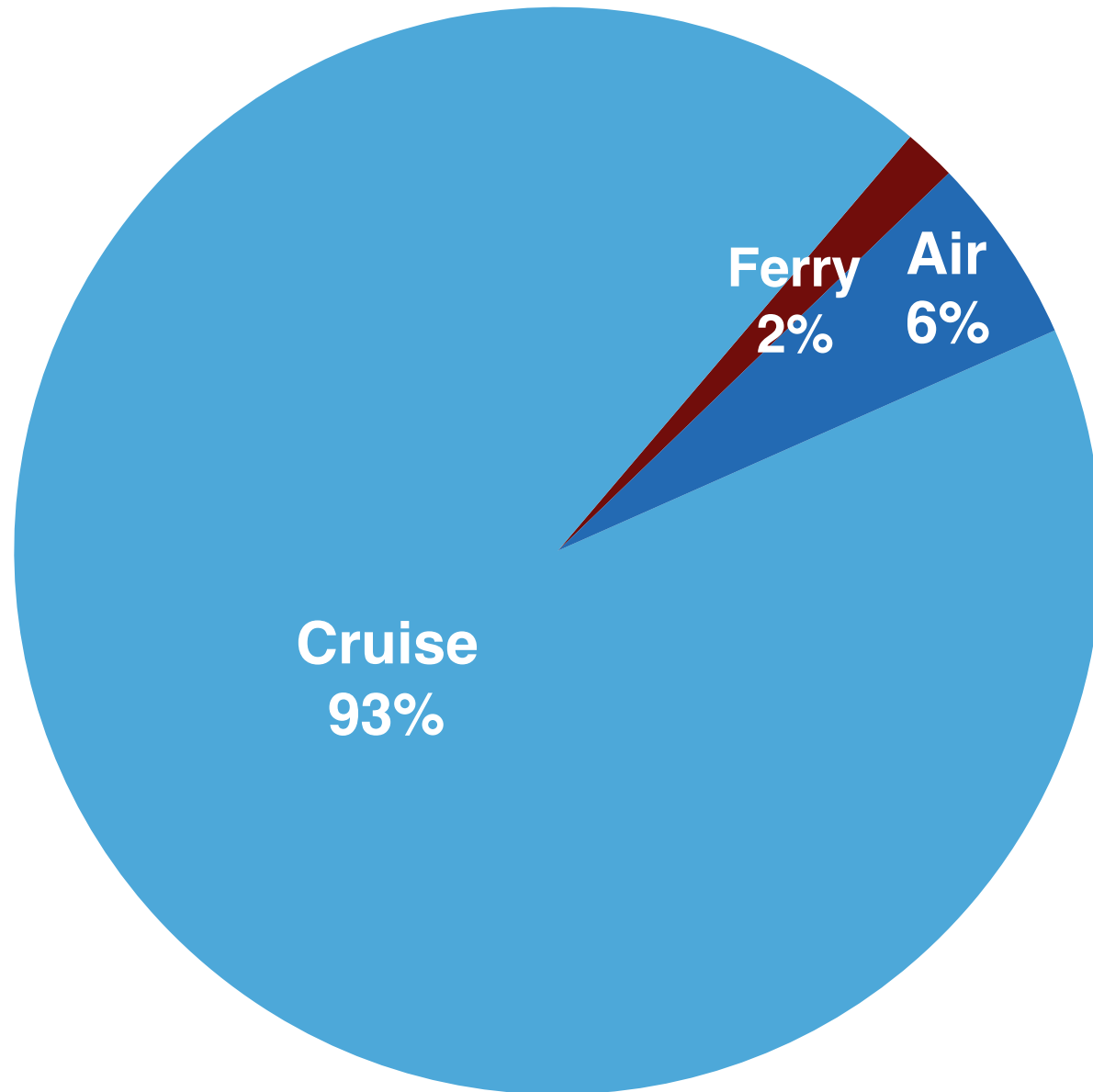


Overall Visitor Trends

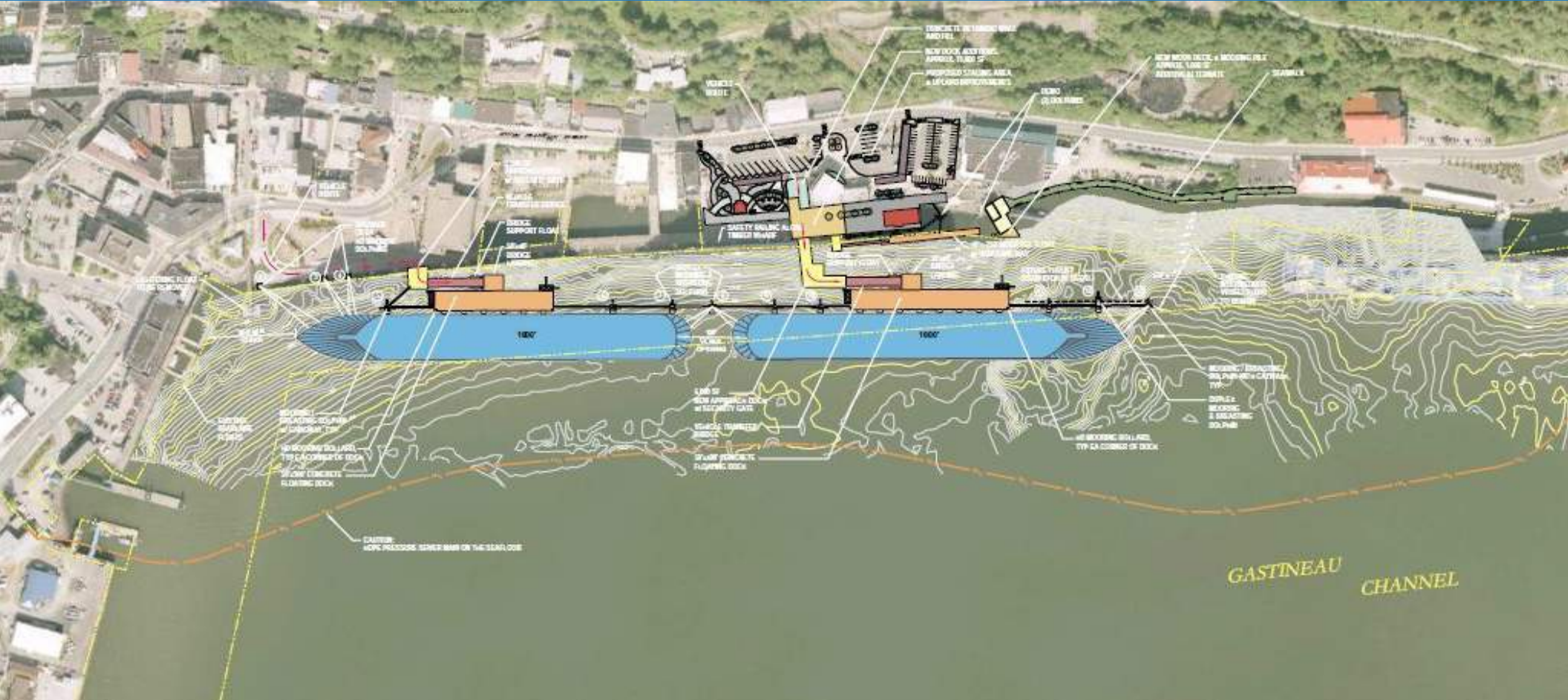
Visitor Economics



Tourist Arrivals into Juneau by Mode



Panamax+ Docks:

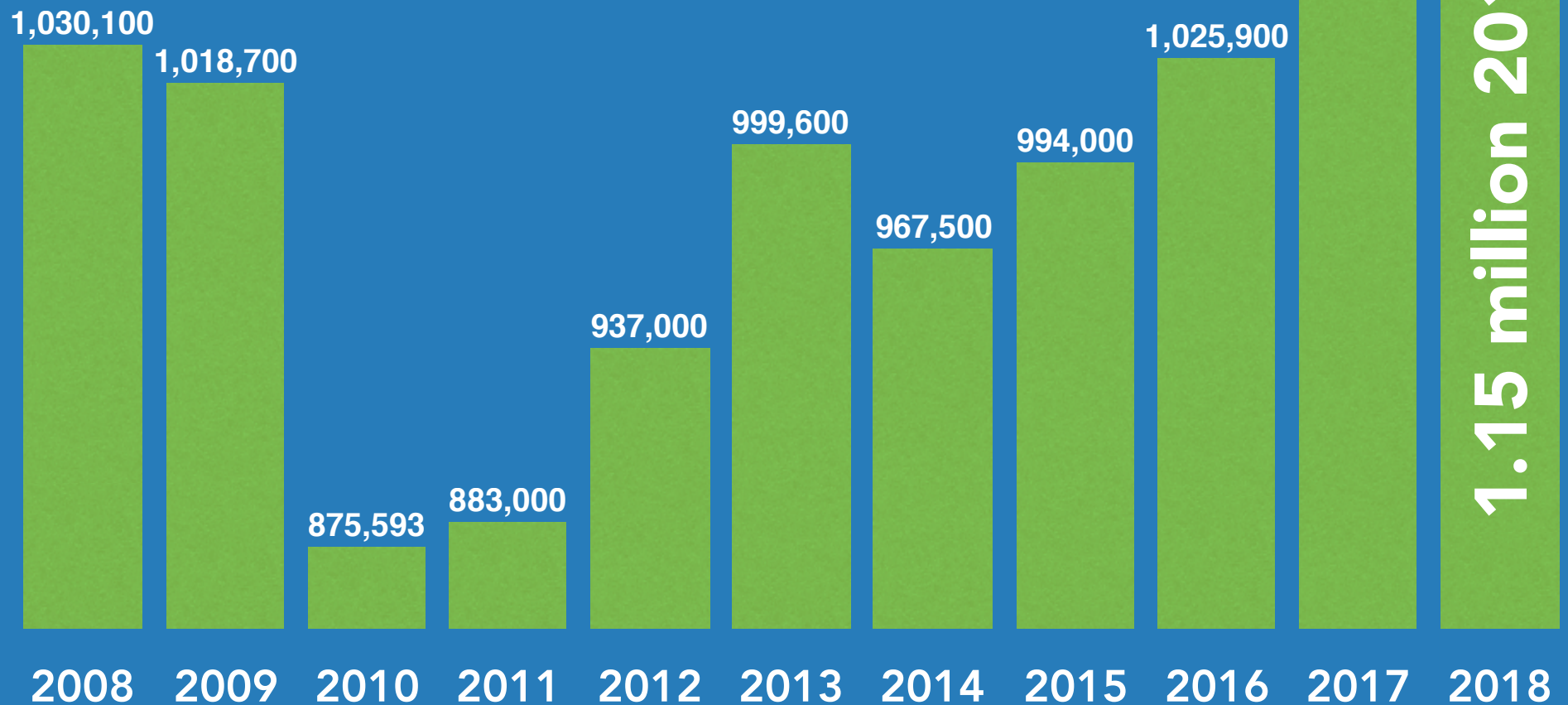


Juneau now has the capacity to host four
1,000-foot vessels at a time

Juneau Cruise Passengers

2008-2018

29% increase
2010-2018



Juneau Alaska

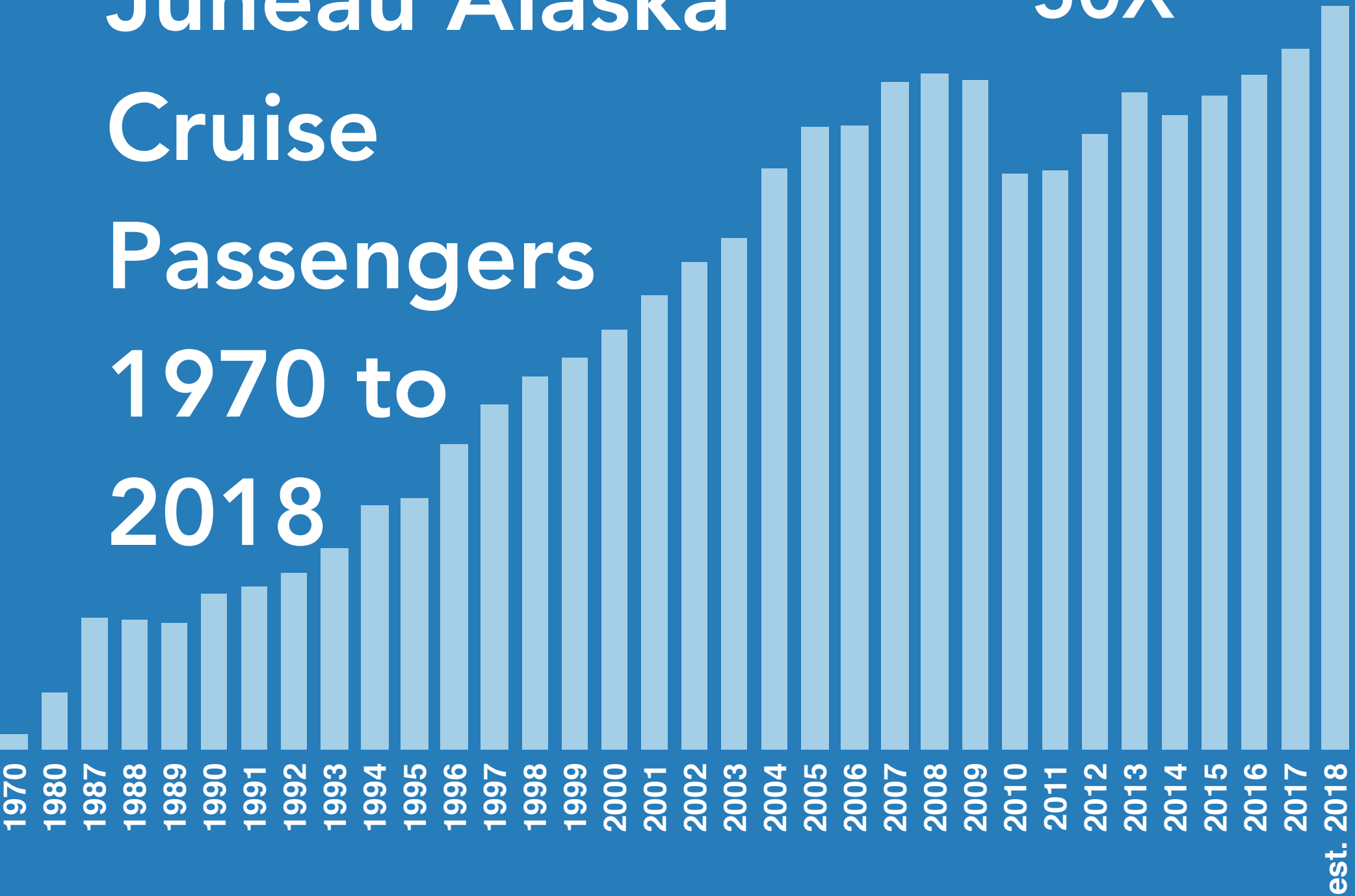
50X

Cruise

Passengers

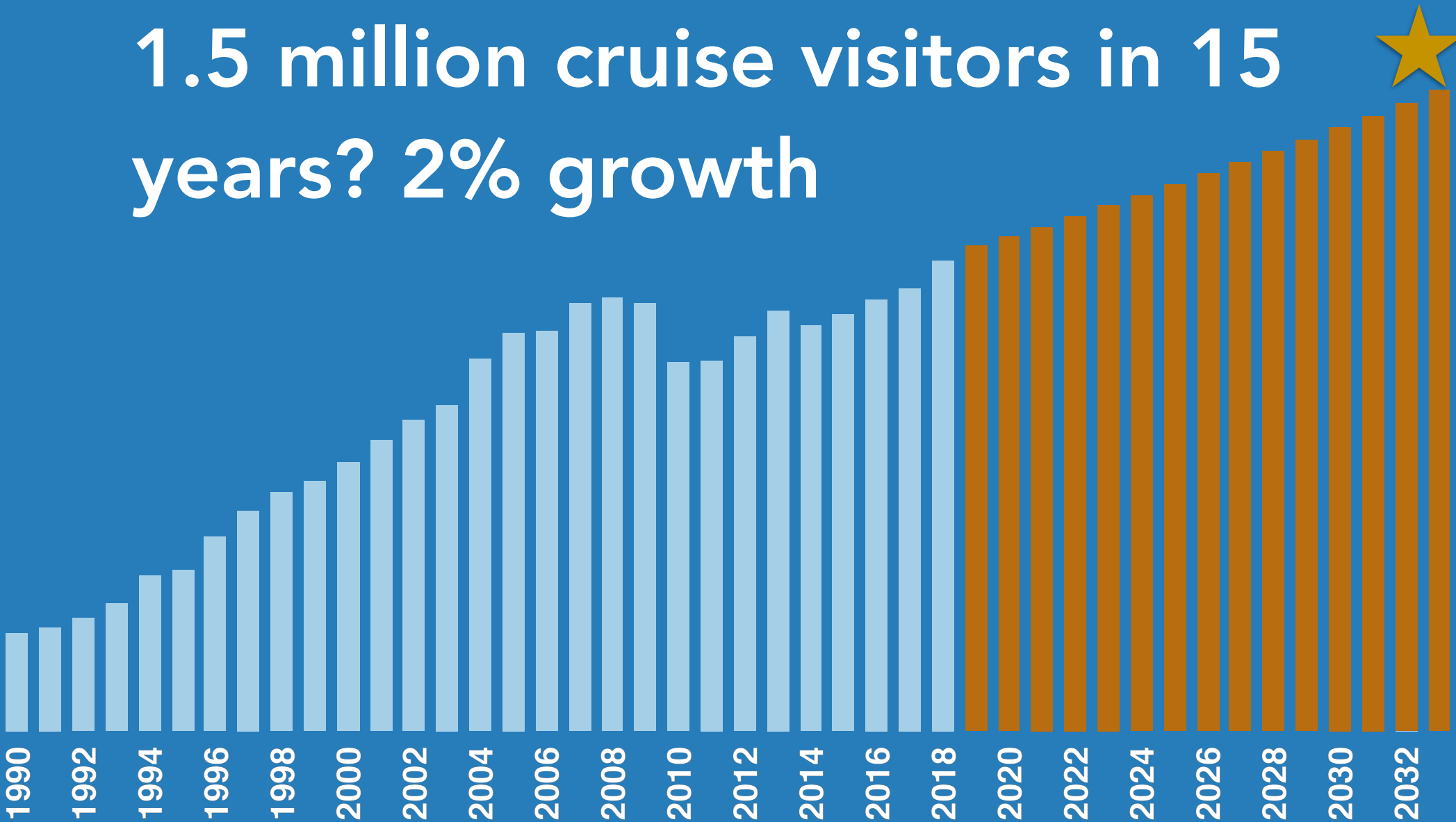
1970 to

2018



Juneau Cruise Passengers

1.5 million cruise visitors in 15
years? 2% growth

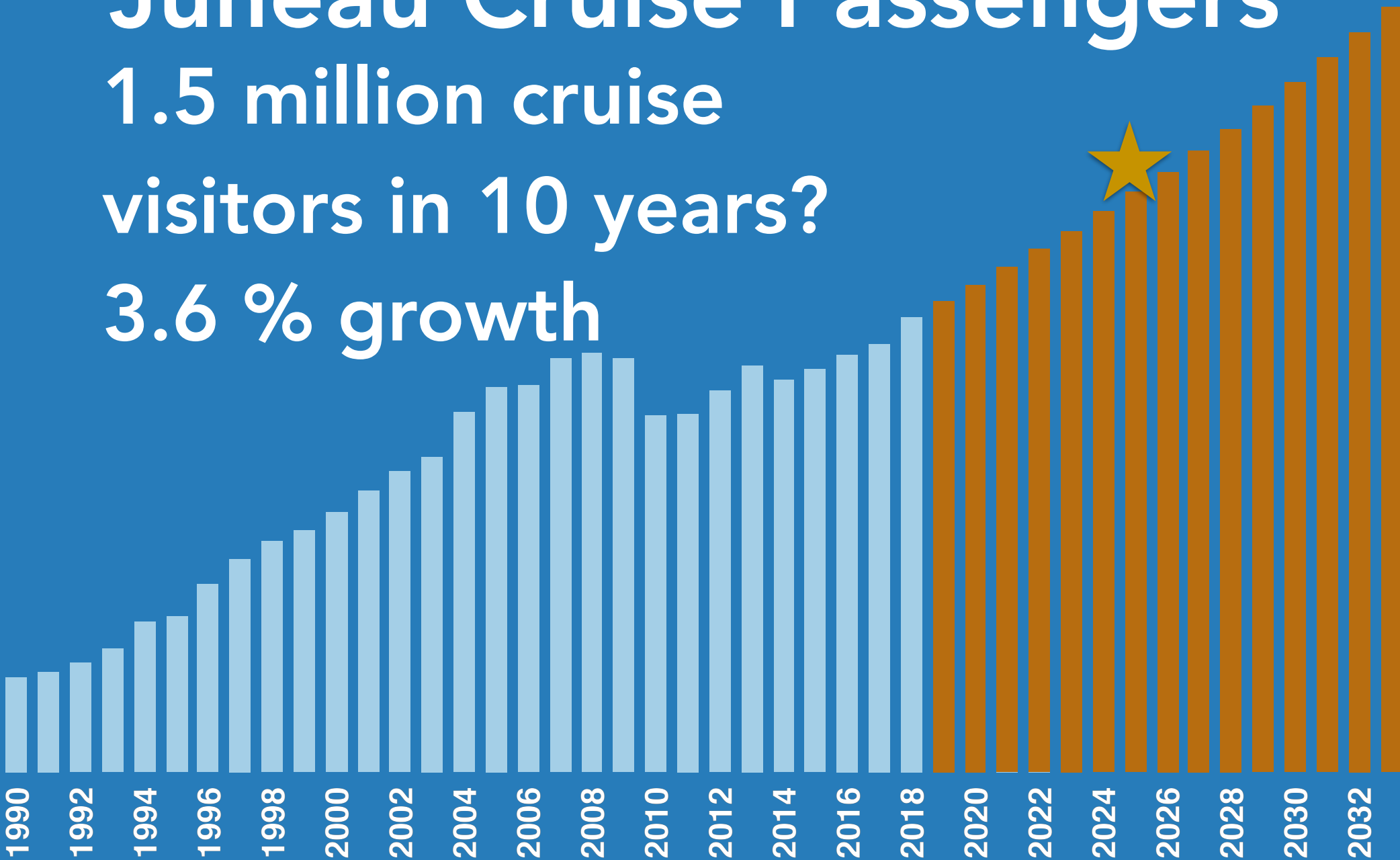


Juneau Cruise Passengers

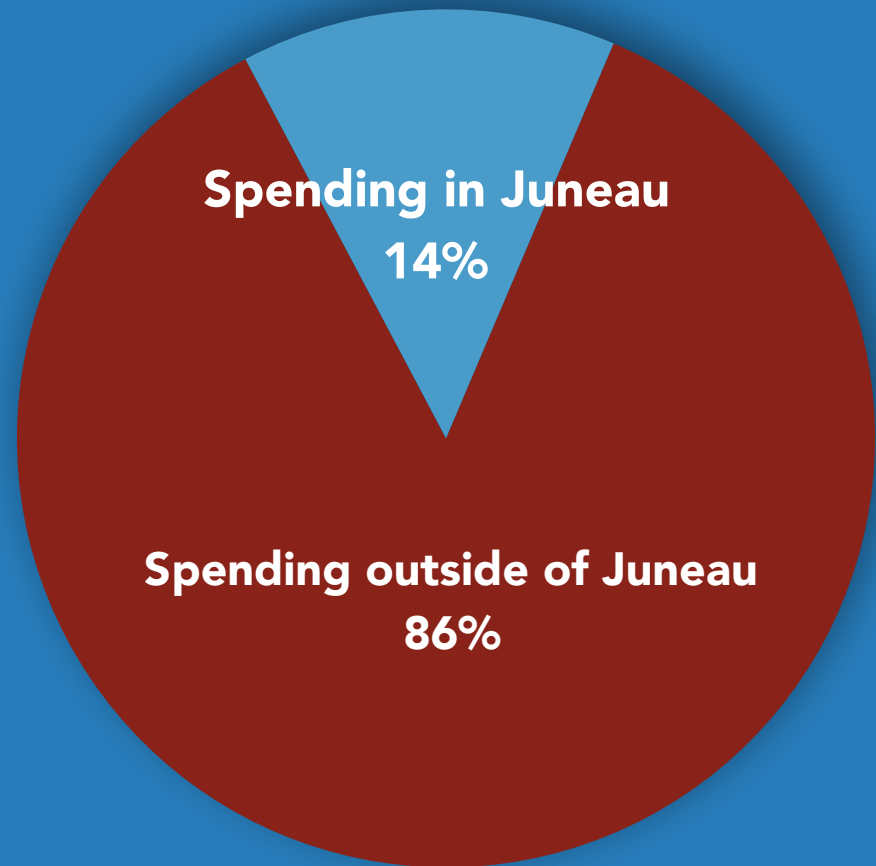
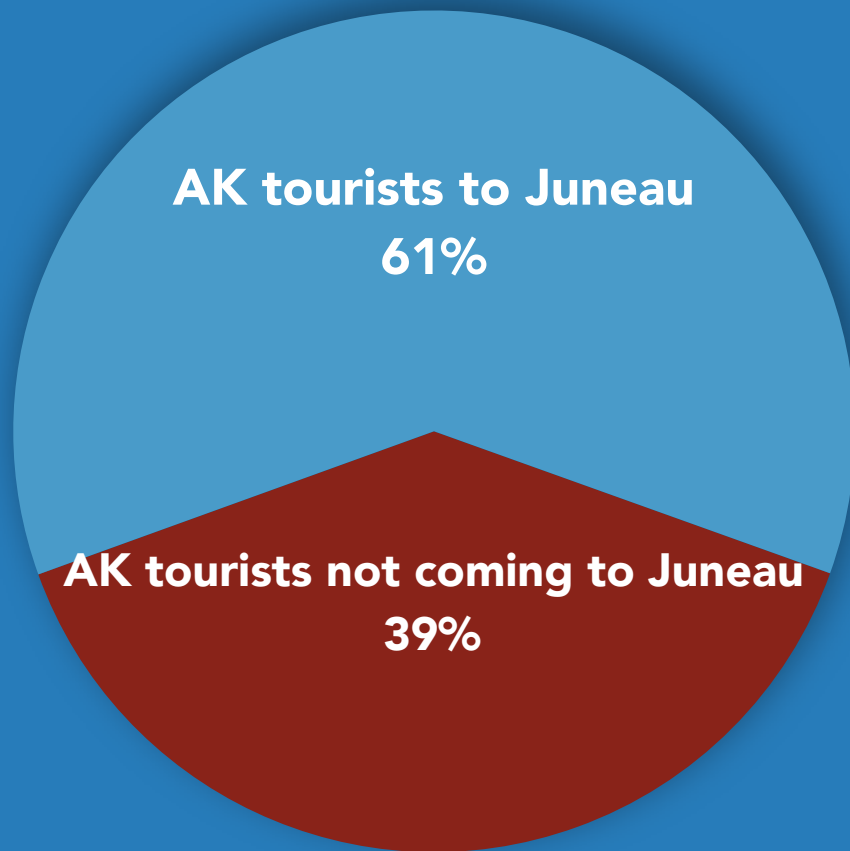
1.5 million cruise

visitors in 10 years?

3.6 % growth



Tourist Spending 2016



Tourist Spending 2016

1 cruise passenger = \$162 

1 ferry passenger = \$281

1 air passenger = \$630

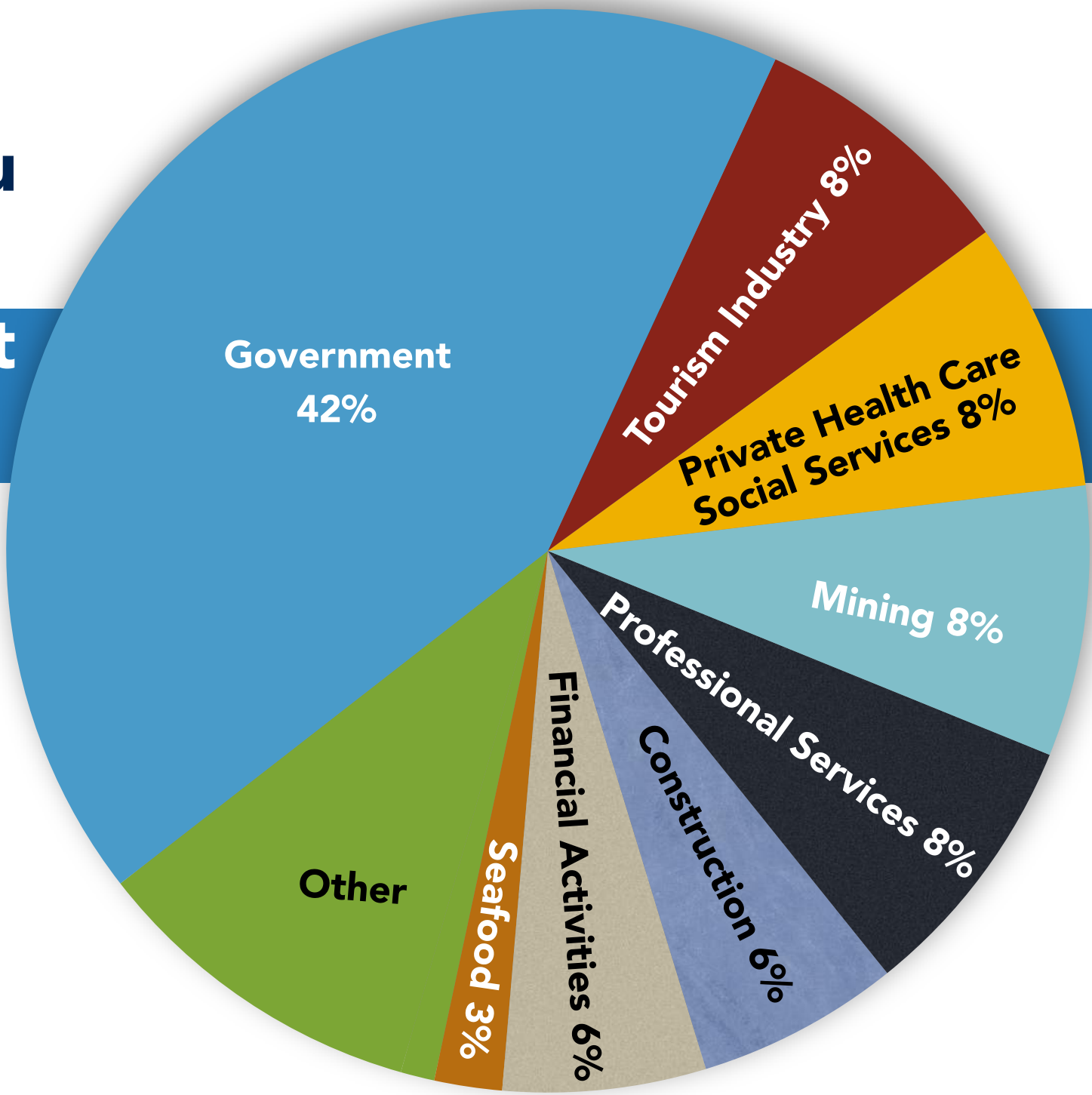
\$212 Million

providing 21% of all CBJ sales tax
revenue in 2016

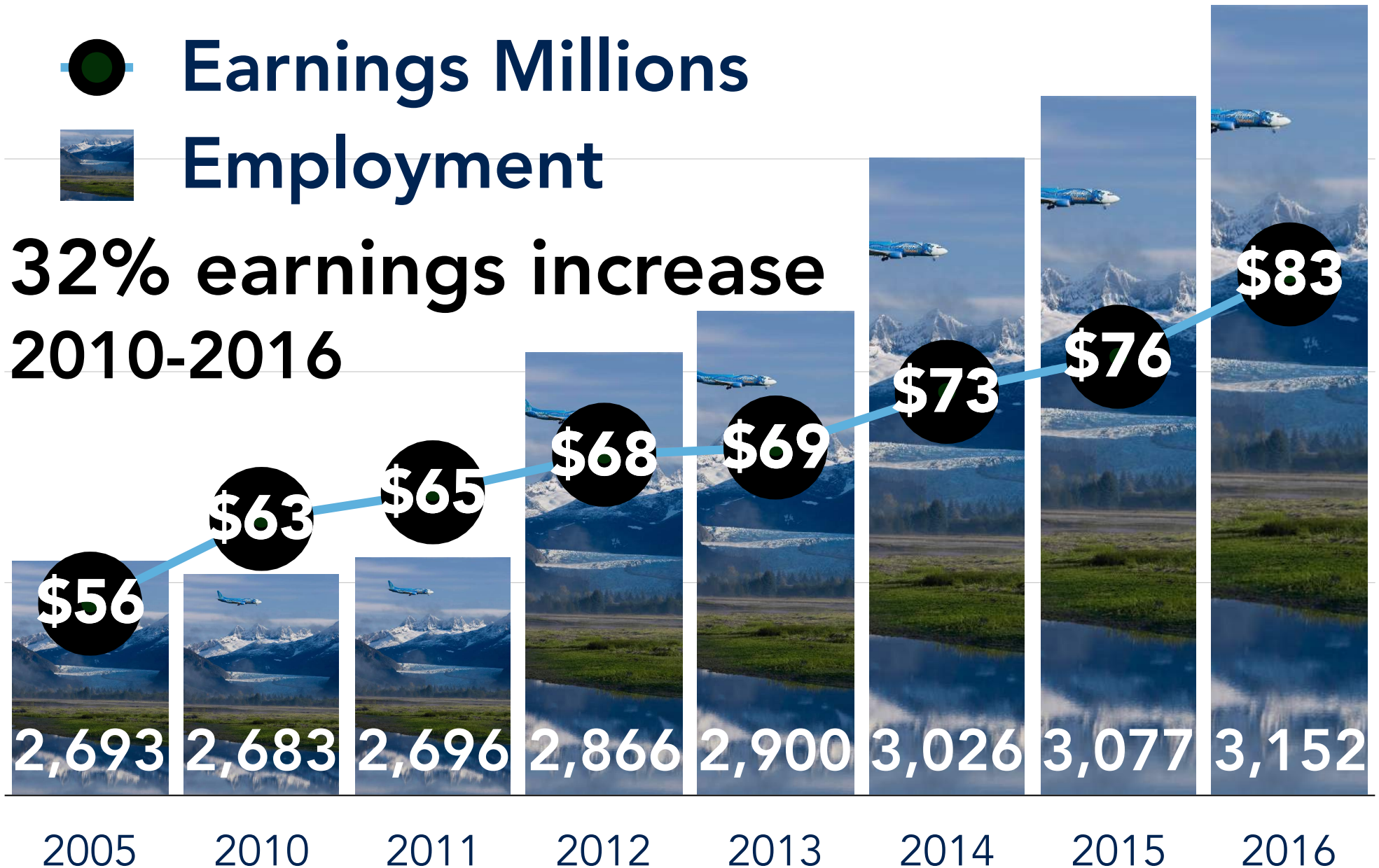
**2016 Juneau
Alaska**

**Employment
Earnings**

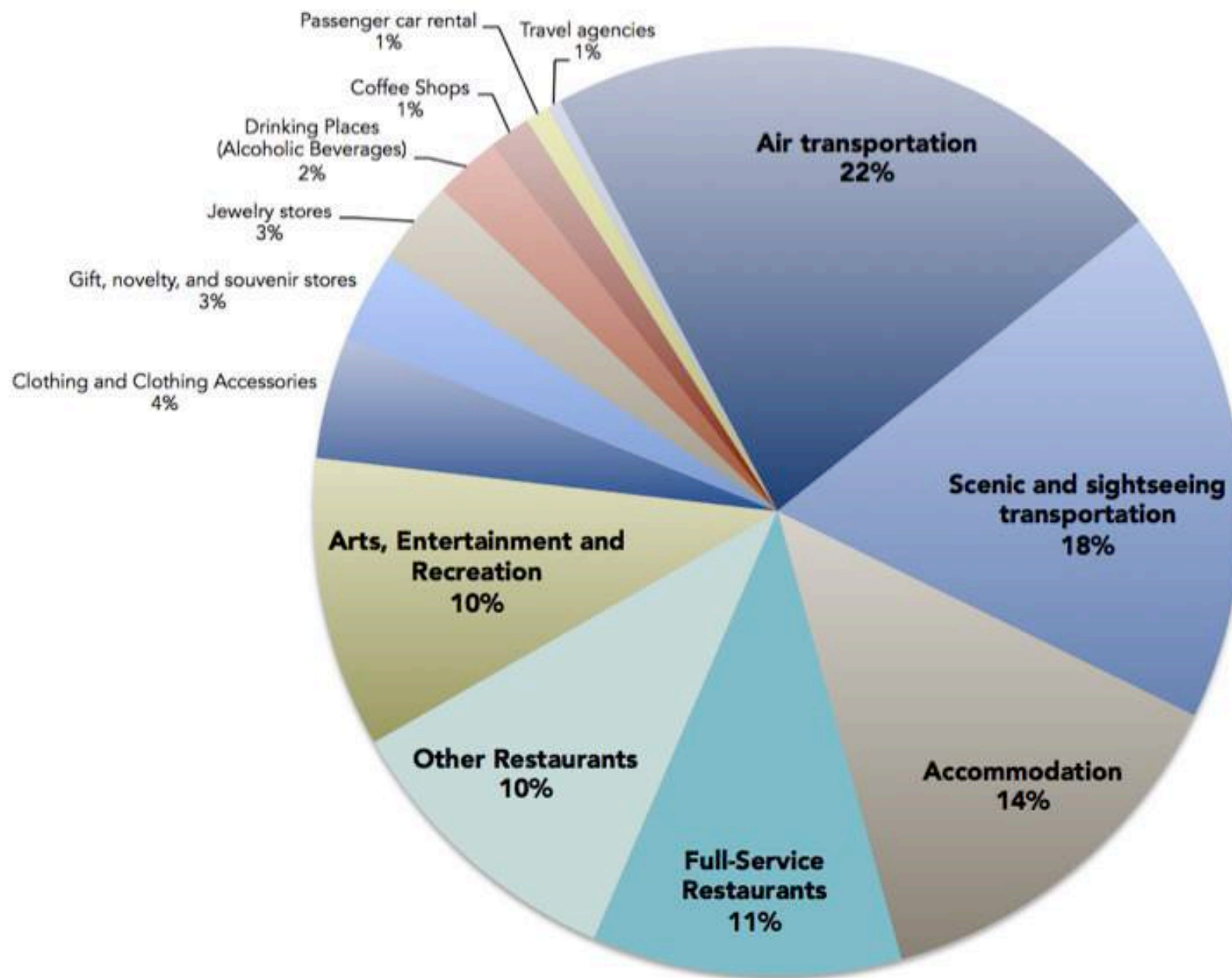
\$1.05 billion



JUNEAU VISITOR INDUSTRY EMPLOYMENT



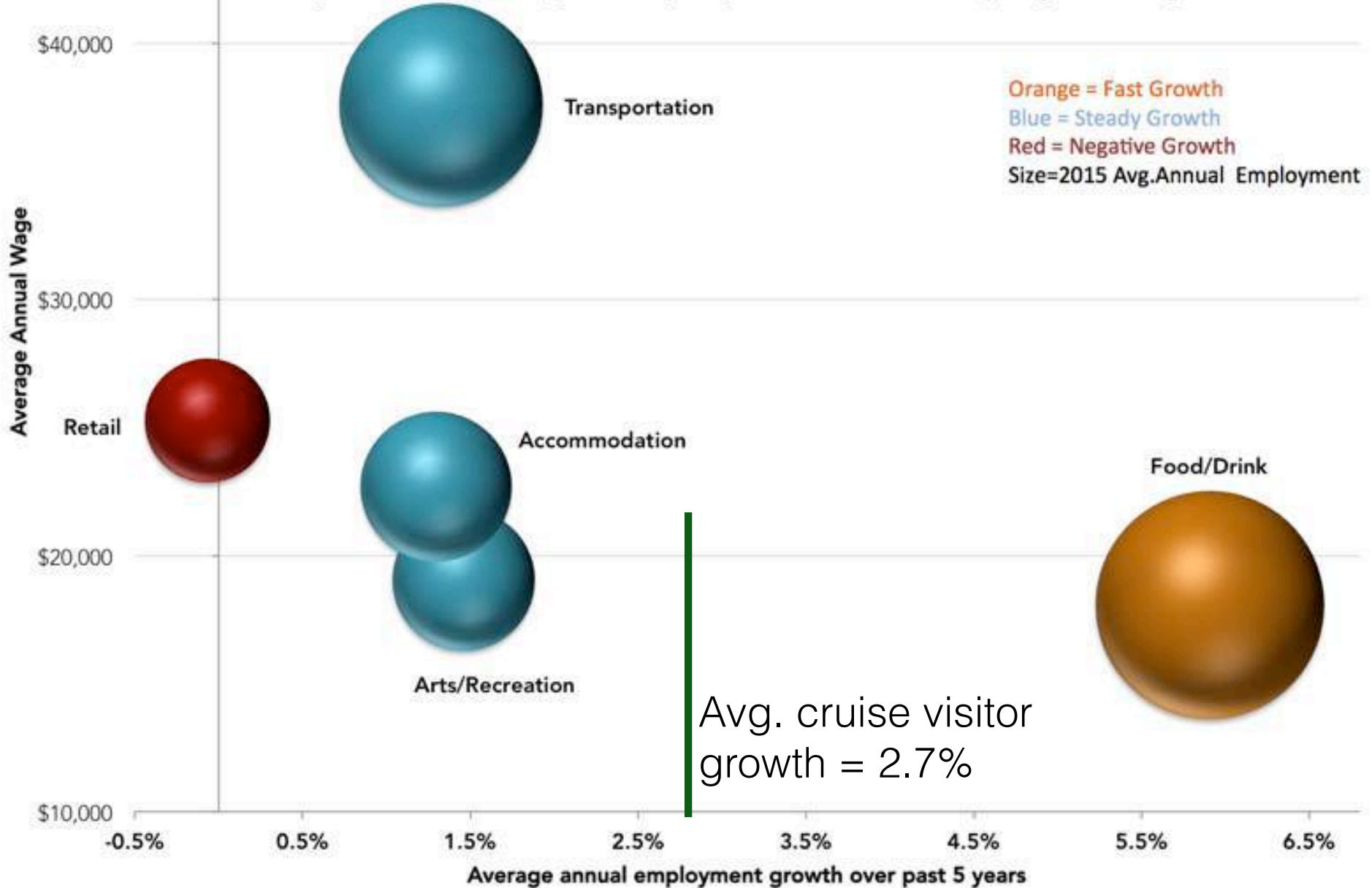
Total wages of businesses connected to Juneau's visitor industry



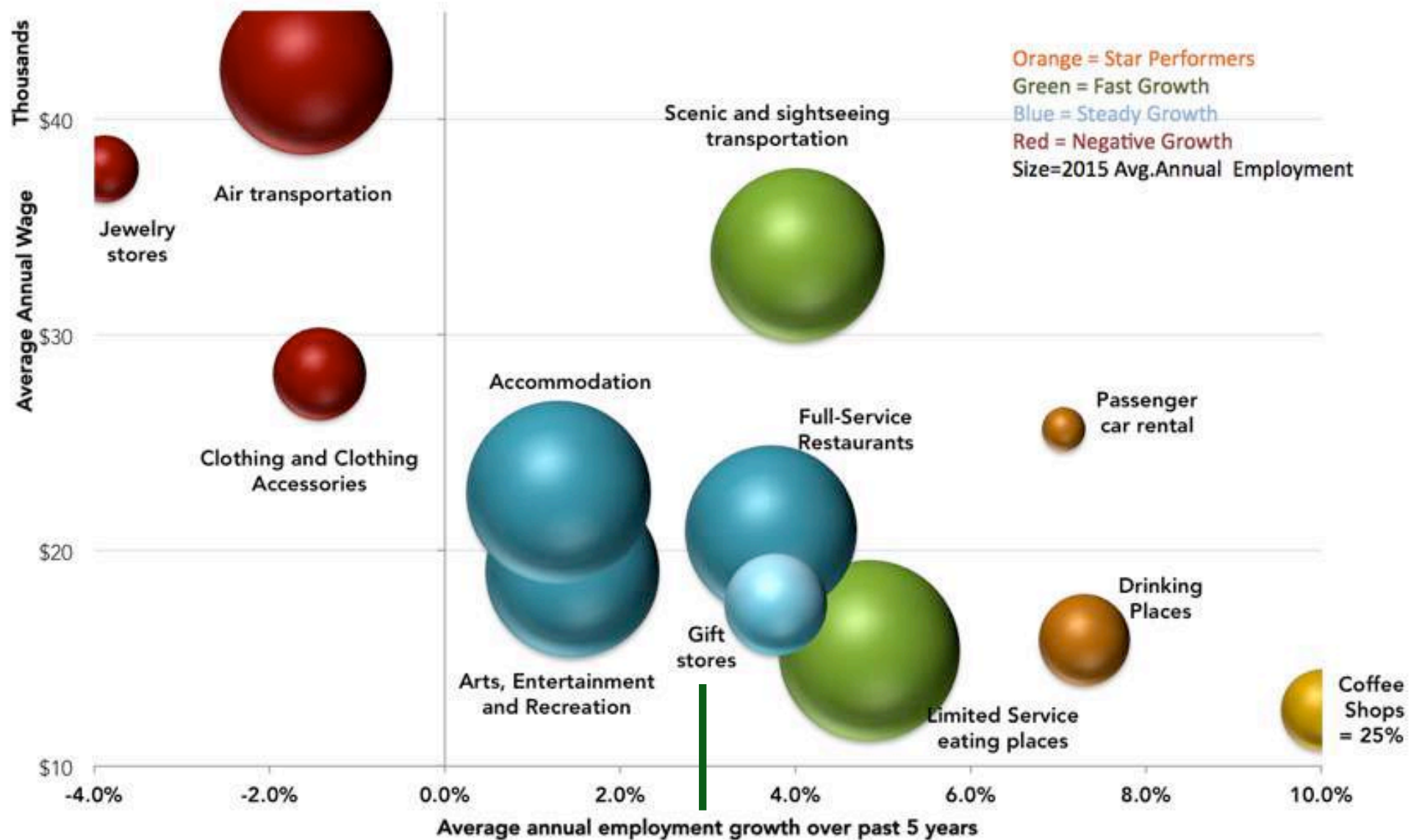
Comparison of sector elements of the Juneau visitor industry

Industry	Businesses	Total Wages	Total Sales	Avg. Annual Sales	Jobs	Avg Wages	total wages	Avg. jobs	5 yr job growth	Sales per square foot annually
Air transportation	10	\$15,282,128	\$24.5 million	\$2.45 million	361	\$42,333	\$1,528,213	36	-8%	Location not
Scenic and sightseeing transportation	24	\$12,473,299	na	na	370	\$33,712	\$519,721	15	+20%	na
Accommodation	21	\$9,325,930	\$33.4 million	\$1.5 million	411	\$22,691	\$444,092	20	+6%	\$125 (if restaurant
Full-Service Restaurants	24	\$7,470,261	Both categories \$61.3 million	Both categories \$1.2 million	357	\$20,925	\$311,261	15	+19%	\$363
Other Eateries	28	\$7,118,130			415	\$17,152	\$254,219	15	+27%	\$315
Arts, Entertainment and Recreation	37	\$7,011,977	na	na	368	\$19,054	\$189,513	10	+7%	na
Drinking Places (Alcoholic Beverages)	10	\$1,600,777	\$10.3 million	\$1 million	101	\$15,849	\$160,078	10	+36%	\$292
Passenger car rental	4	\$589,313	\$5.6 million	\$1.4 million	23	\$25,622	\$147,328	6	+35%	na
Jewelry stores	15	\$2,036,071	na	na	54	\$37,705	\$135,738	4	-19%	\$748
Gift, novelty, and souvenir stores	18	\$2,206,825	\$16.7 million	\$0.9 million	126	\$17,514	\$122,601	7	+19%	\$267
Coffee Shops	10	\$995,128	na	na	79	\$12,597	\$99,513	8	+132%	\$377
Clothing and Clothing Accessories	30	\$2,933,530	na	na	104	\$28,207	\$97,784	3	-7%	\$229
Food Truck	14	NA	na	na	na	\$11,381	\$28,452	2.5	na	na

Comparison of Visitor Industry Components in Juneau 2016: by average wage, employment, and employment growth

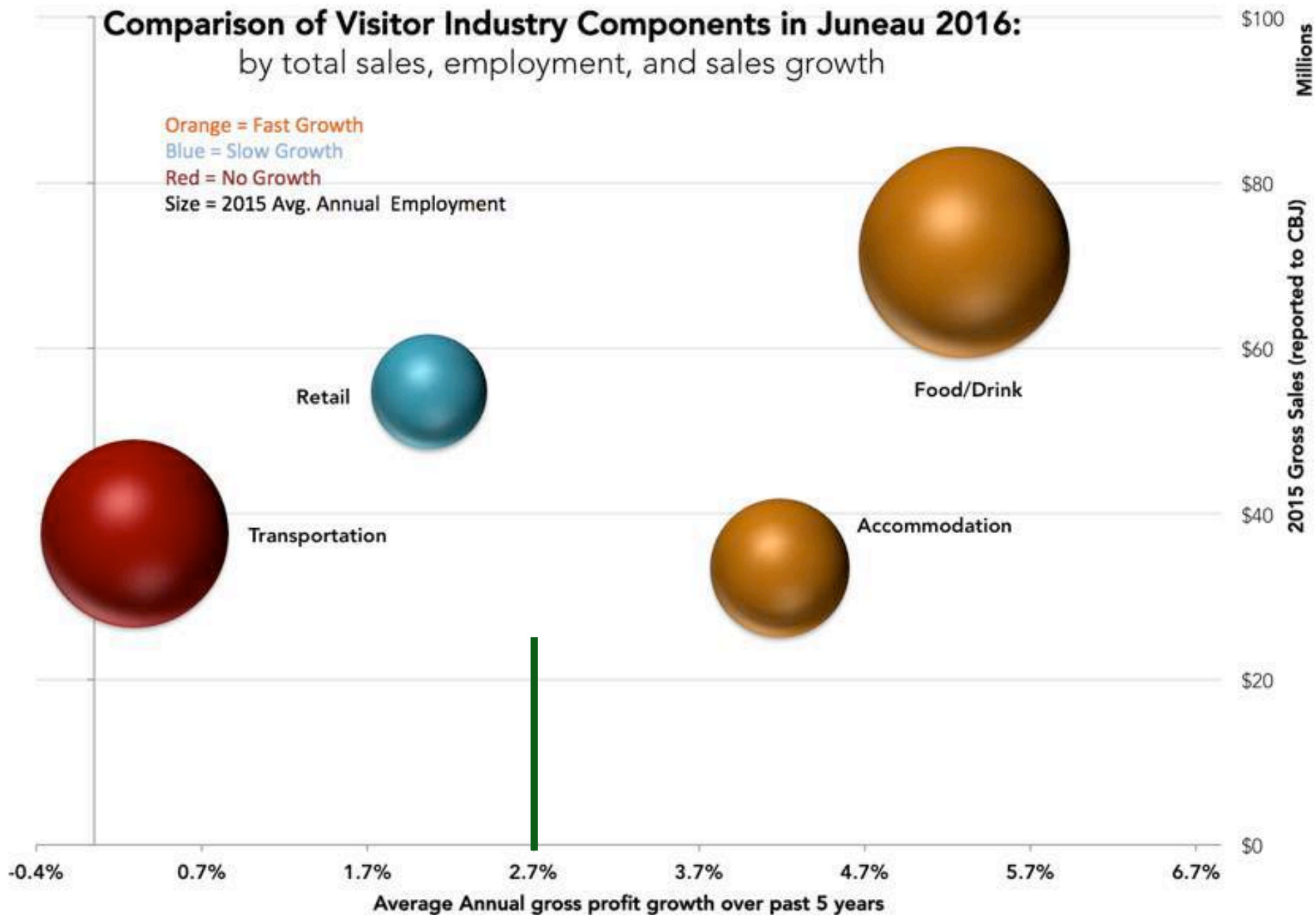


Comparison of Visitor Industry Components in Juneau 2016: by average wage, employment, and employment growth



Avg. cruise visitor
growth = 2.7%

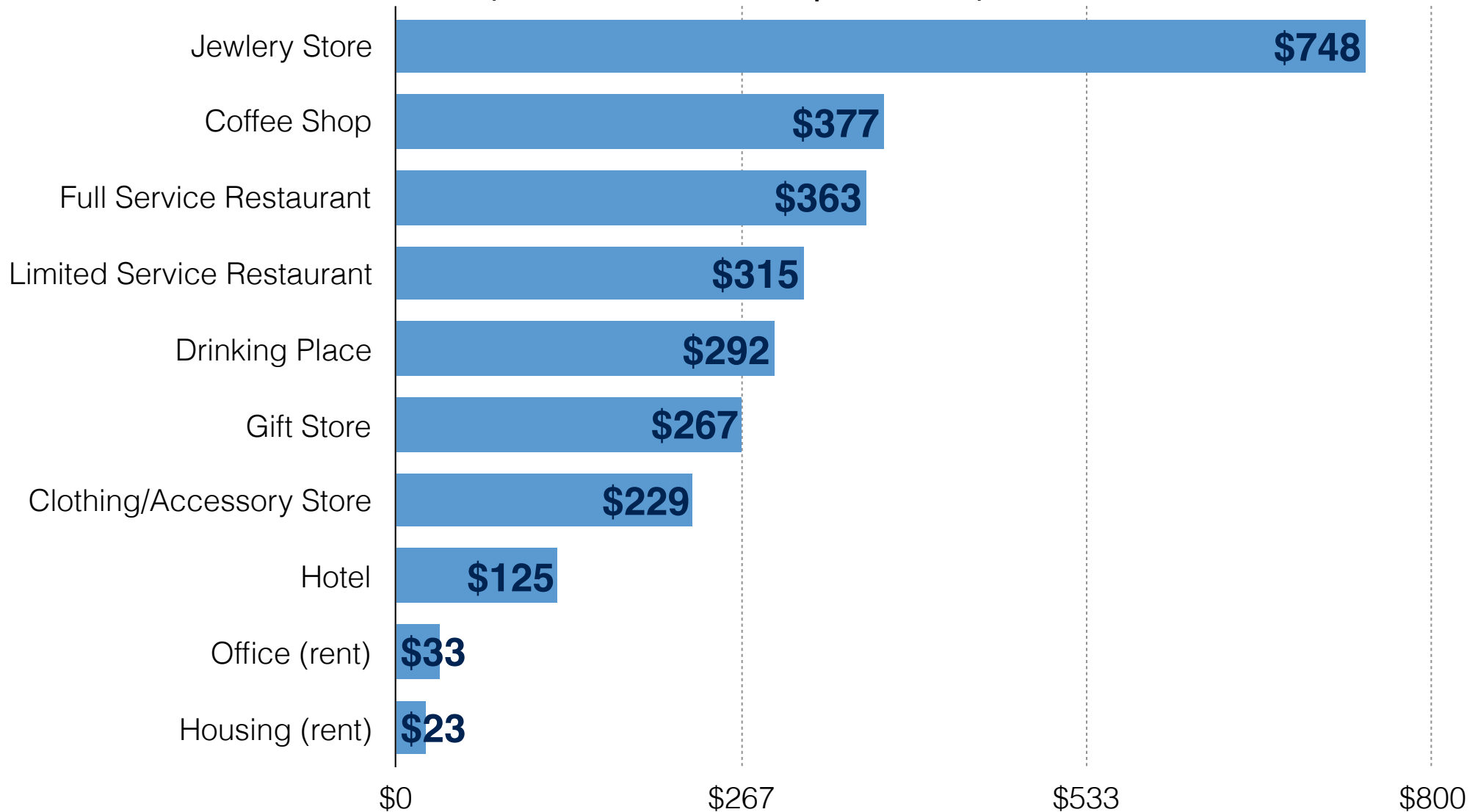
Comparison of Visitor Industry Components in Juneau 2016: by total sales, employment, and sales growth



Best value per square foot

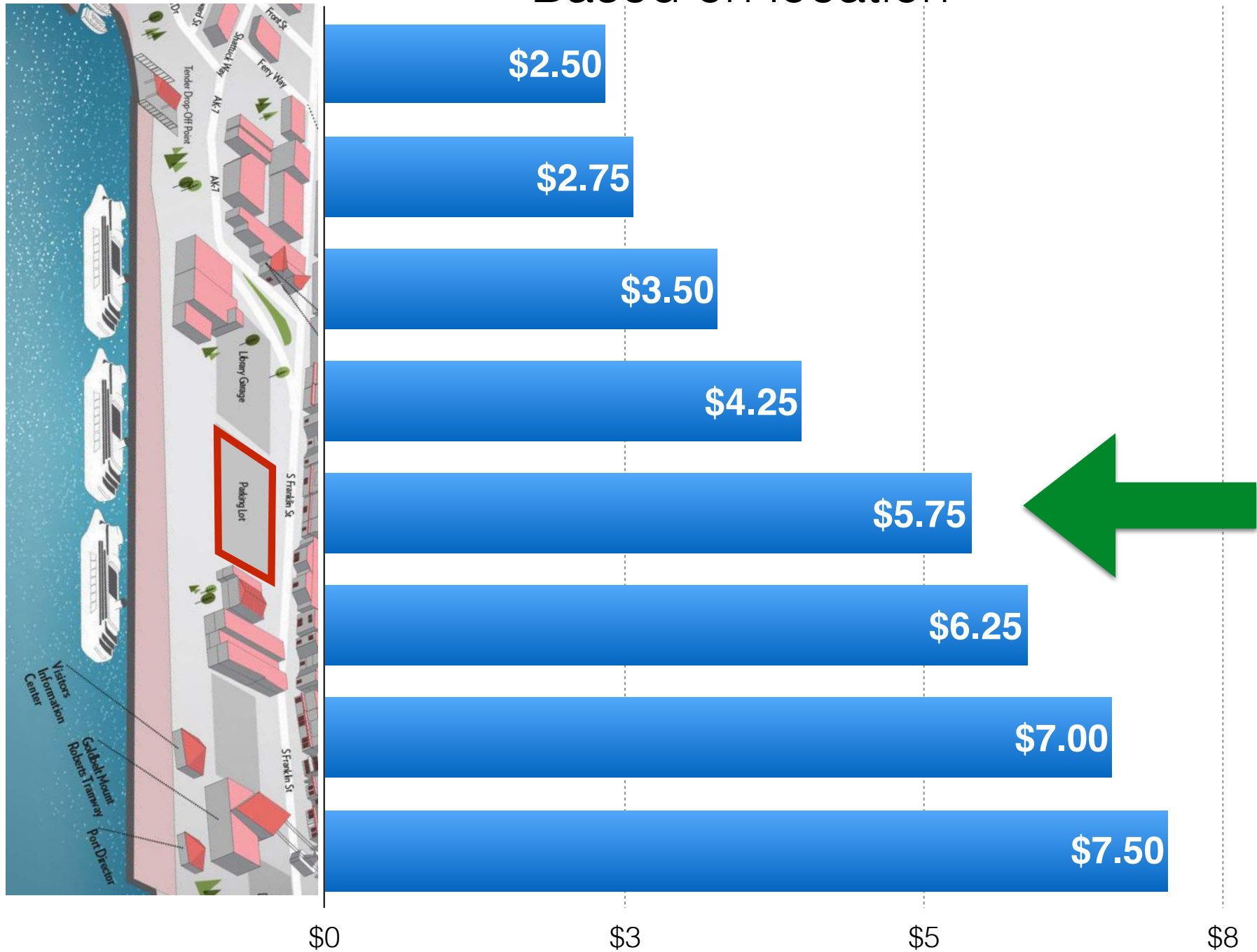
General Sales Per Square Foot Annually

(not Juneau specific)



Juneau Rent Per Square Foot

Based on location

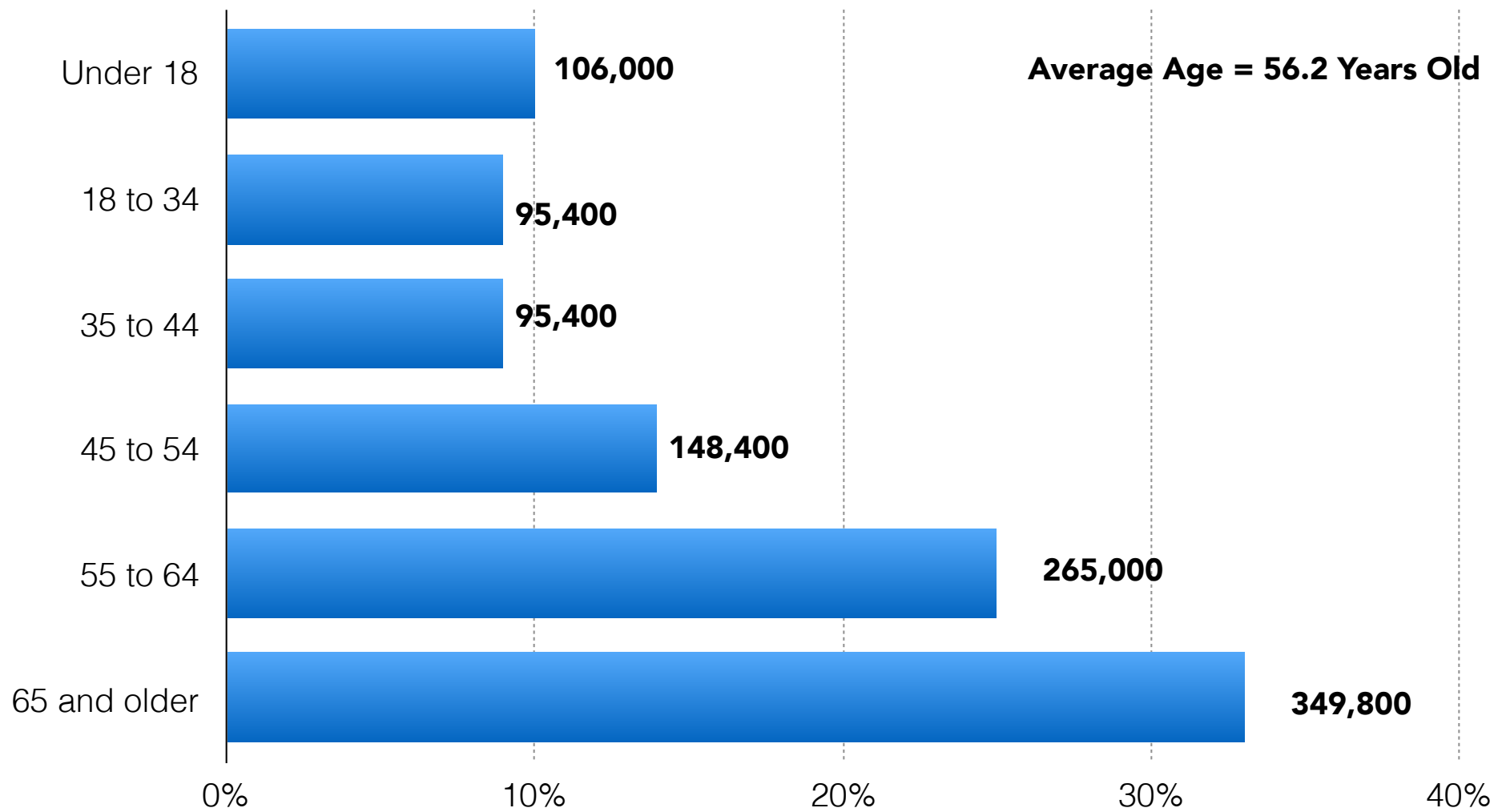


What does Juneau do well?

Here are some recent things we have become “known for” in the last several years, which can be summed up by excellent **recreation, art, food:**

- **#1 best seafood chef in America 2015 & 2017** Great America Seafood Cook-off. **#4 for small cities with world-class Food Scene** according to Thrillist 2017. BUT we have the highest average restaurant-meal cost in the US in 2017 according to WalletHub AND the most restaurants per capita.
- **#8 most “Arts Vibrant” small community in the USA** (with a population under 100,000) according to the National Center for Arts Research Arts Vibrancy Index 2017.
- **#4 Medium sized U.S. City for Green Transportation.** And we are one of five cities in the US with 100% renewable energy once Lake Dorothy came on-line making us **100% Hydro.**
- **#12 in Best Adventure Vacations in the USA** according to The U.S. News & World Report 2017
- **#5 Most Breathtaking Place to Go Before You Die** in world according to Odyssey in 2017.
- **#11 Best Place to Live** in America based on quality of life, including affluence, education, commuting time, easy access to recreation and other factors MSNBC
- **#5 Best City in the US to Raise Outdoor Kids** according to Backpacker Magazine.
- **#9 Best Small Town** in America according to Today in 2017.
- **#1 Millionaires Households** for all US small communities according to Kiplinger 2017.

Age of Cruise Ship Passengers to Juneau 2017 Estimated



Kids: Despite the fact that 10% of all cruise visitors are children (106,000 kid cruise ship passengers expected in 2017) there are almost no elements of the downtown tourism industry that are directed towards kids.



Component Analysis: Best Economic Opportunities



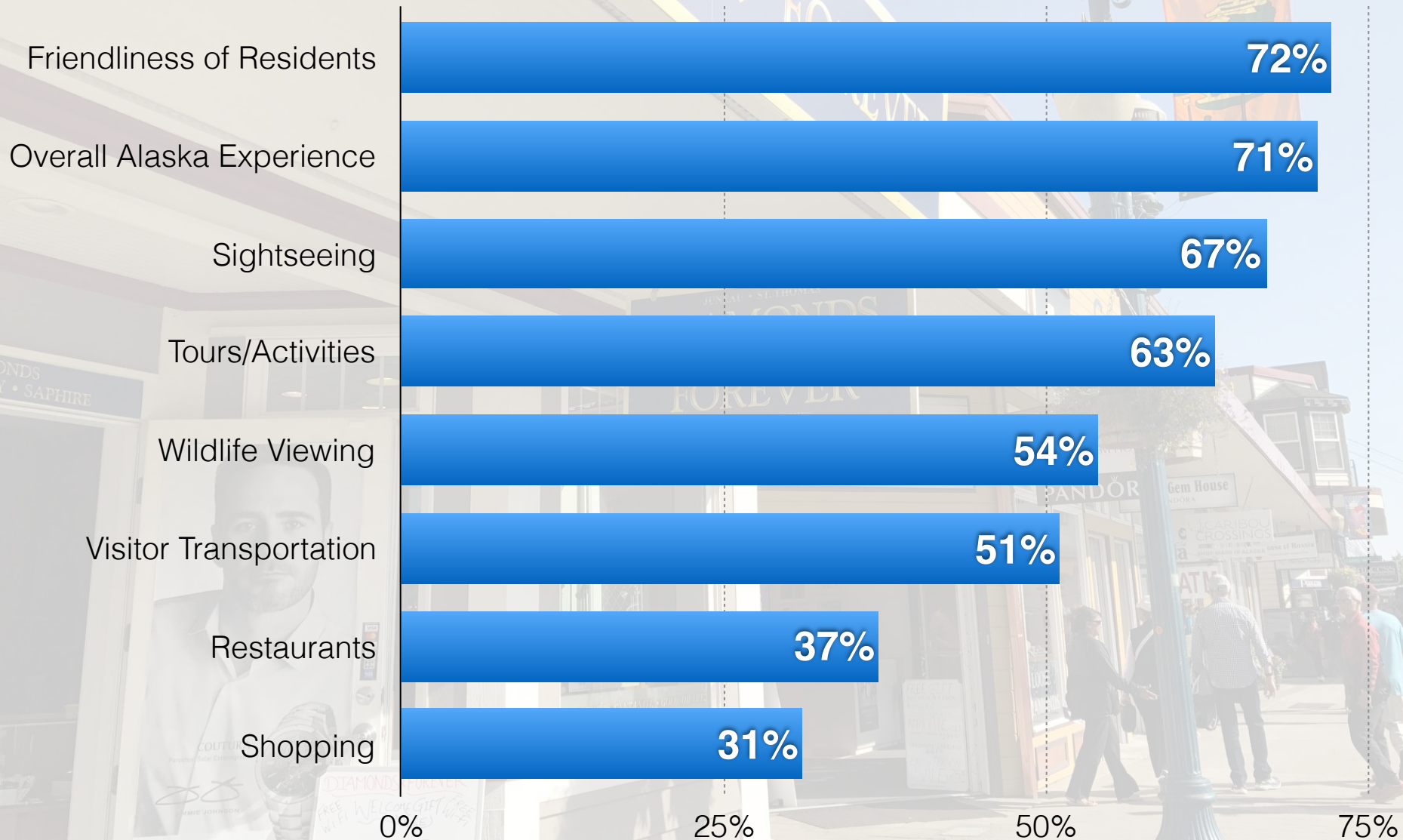
Component Analysis Retail/Jewelry Only

The top return in terms of dollars per square foot is jewelry stores. However, the visitor retail sector shows the least amount of growth in the community. Despite a 14% growth in visitors over the past 5 years, jewelry stores in Juneau have **reduced** staff by 19%. Overall, visitor retail has been flat. Also, survey data suggests retail is not Juneau's strength.

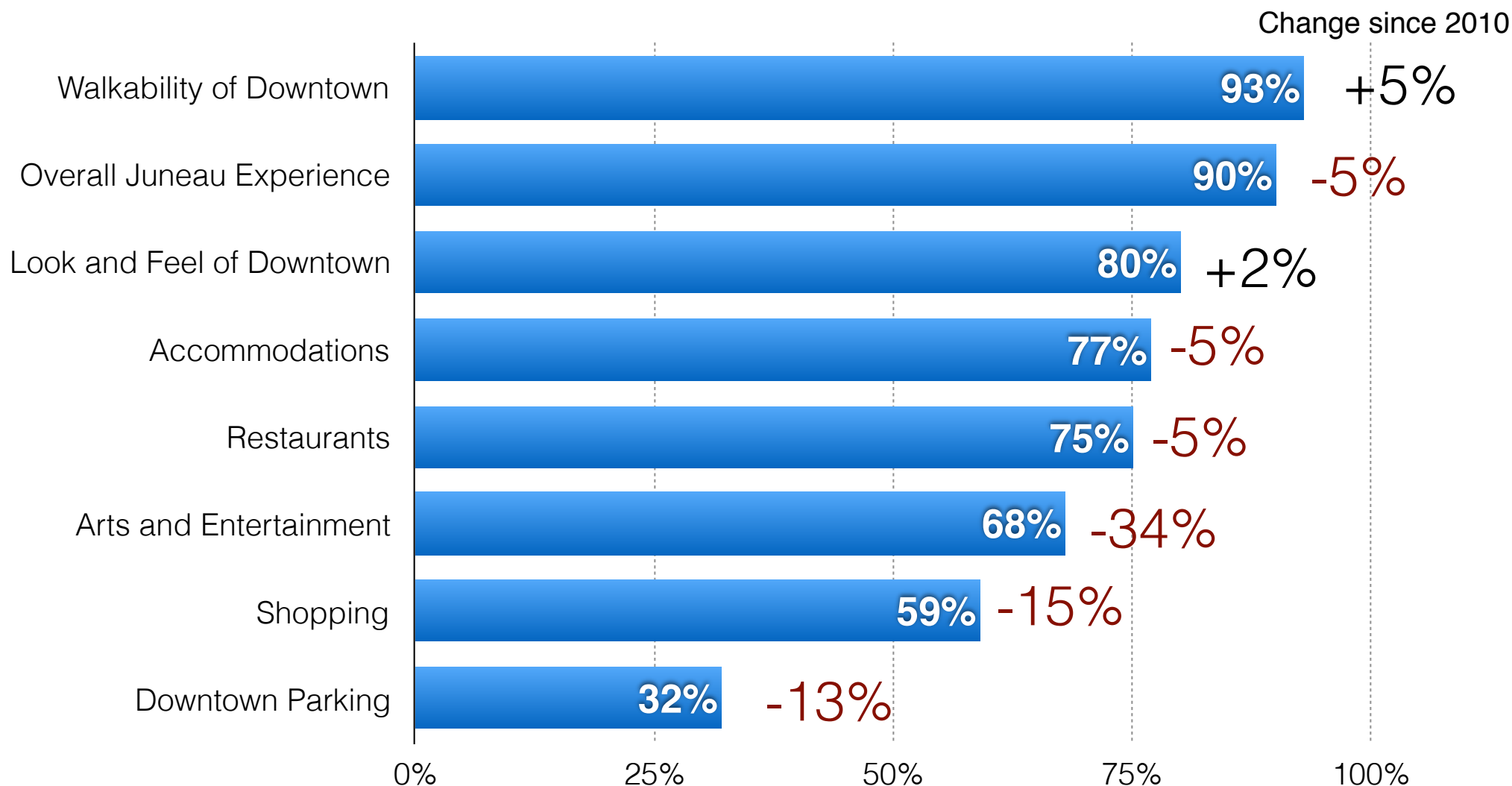


Retail Satisfaction

Juneau Visitor's Reporting they are "Satisfied" or "Very Satisfied" with Element



Juneau Visitor's Reporting they are "Satisfied" or "Very Satisfied" with Element During Legislative Session 2015



Component Analysis

Mixed Retail/Housing



Mixed-use: While more housing units in Juneau are needed, “mixed use” housing above retail stores tend to be held for summer employees, and do not provide the same level of community housing benefits that other types of house create. In order for Juneau to have an economy capable of growth, there needs to be a higher level of housing abundance – defined by at least a 5% vacancy rate. In order to meet this rate, 620 housing units are currently needed. A mixed-use project would need a substantial number of units to be responsive to current housing needs.



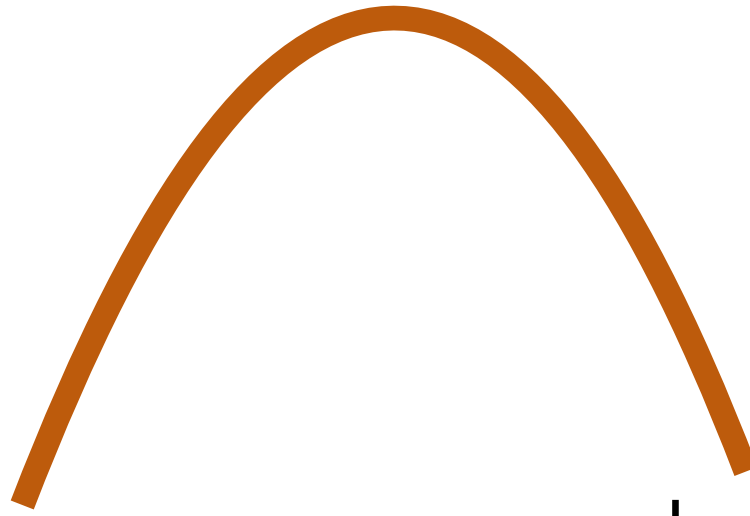
Component Analysis

**Housing
Only**



Seasonal Employees Need Housing

Peak in July =
4,158 (+2,260)



Lowest in January
= **1,898**

Component Analysis

Hotel

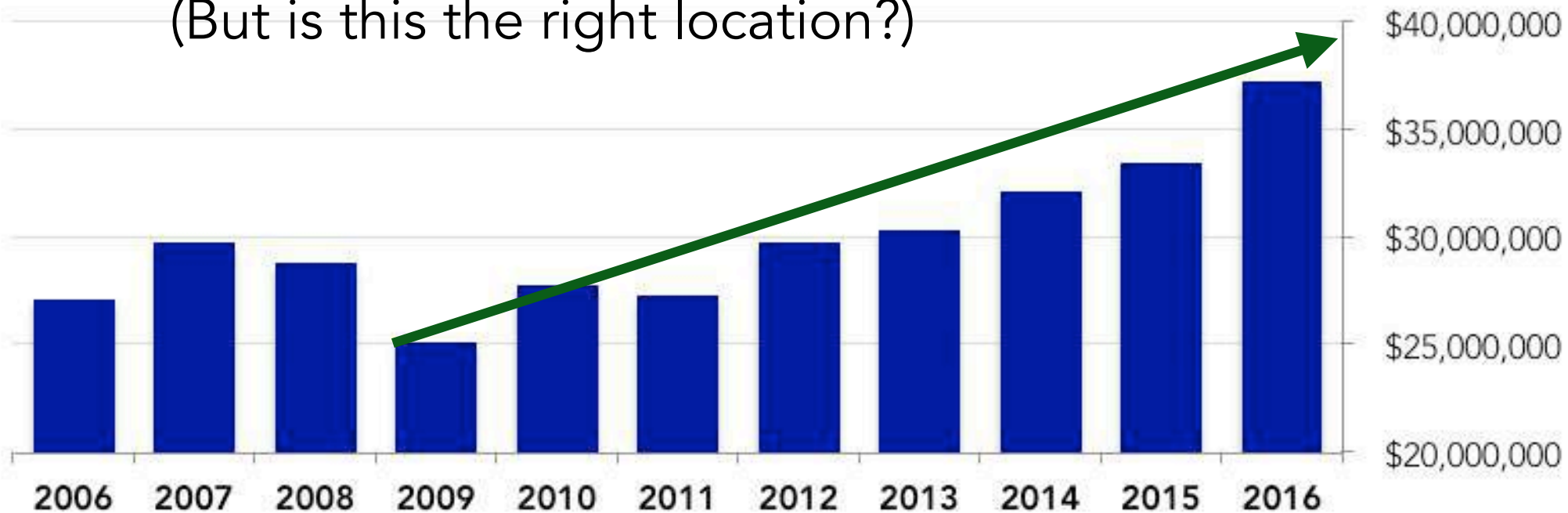
The highest visitor industry need is new hotel rooms in downtown Juneau. Likely 100 new rooms will be needed in the next ten years. A hotel would also provide the highest benefit to the CBJ in terms of direct revenue.



Depending on which projection is used, 100+ new hotel rooms will be needed in downtown Juneau in the next 7 to 13 years.

Gross Accomodation Business Sales Juneau 2006-2016

(But is this the right location?)



Component Analysis Food and Drink



Juneau is becoming noted for its “food scene” with food tours developing that sample both Juneau’s eateries and drinking establishments. While this sector is booming, it is unclear how much more room for growth this sector has—as Juneau already leads the US in terms of total market saturation.



Food and Drink

Industry: The “hottest” visitor industry trend in Juneau is food and drink establishments. Employment in food and drink related businesses increased by 30% over the past five years (6% annual growth), by far the fastest growing segment of the Juneau visitor economy.



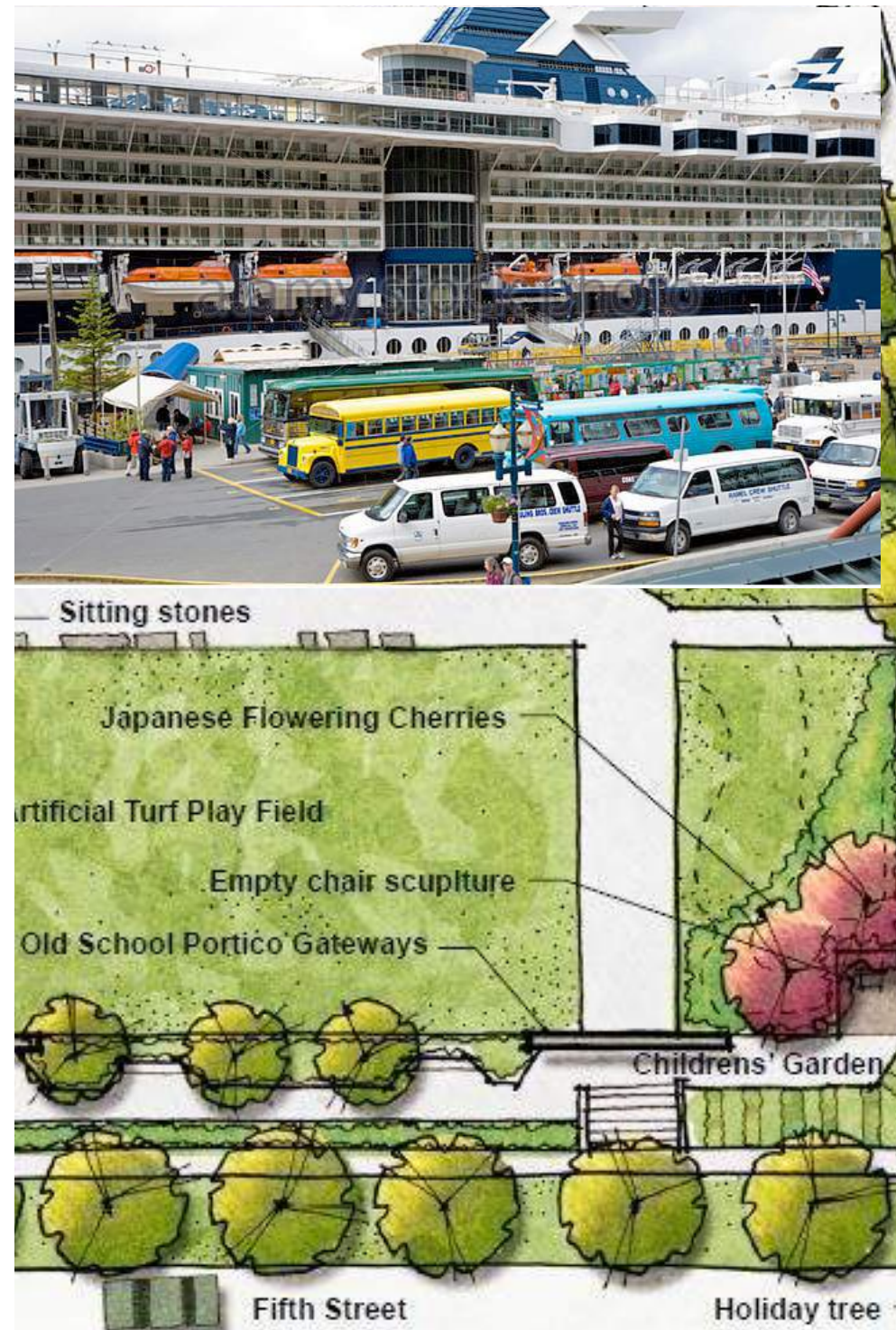
Component Analysis

Public space/green space

- Increased pedestrian flow
- Play opportunities for kids
- Public art
- Increased perceived attractiveness of downtown

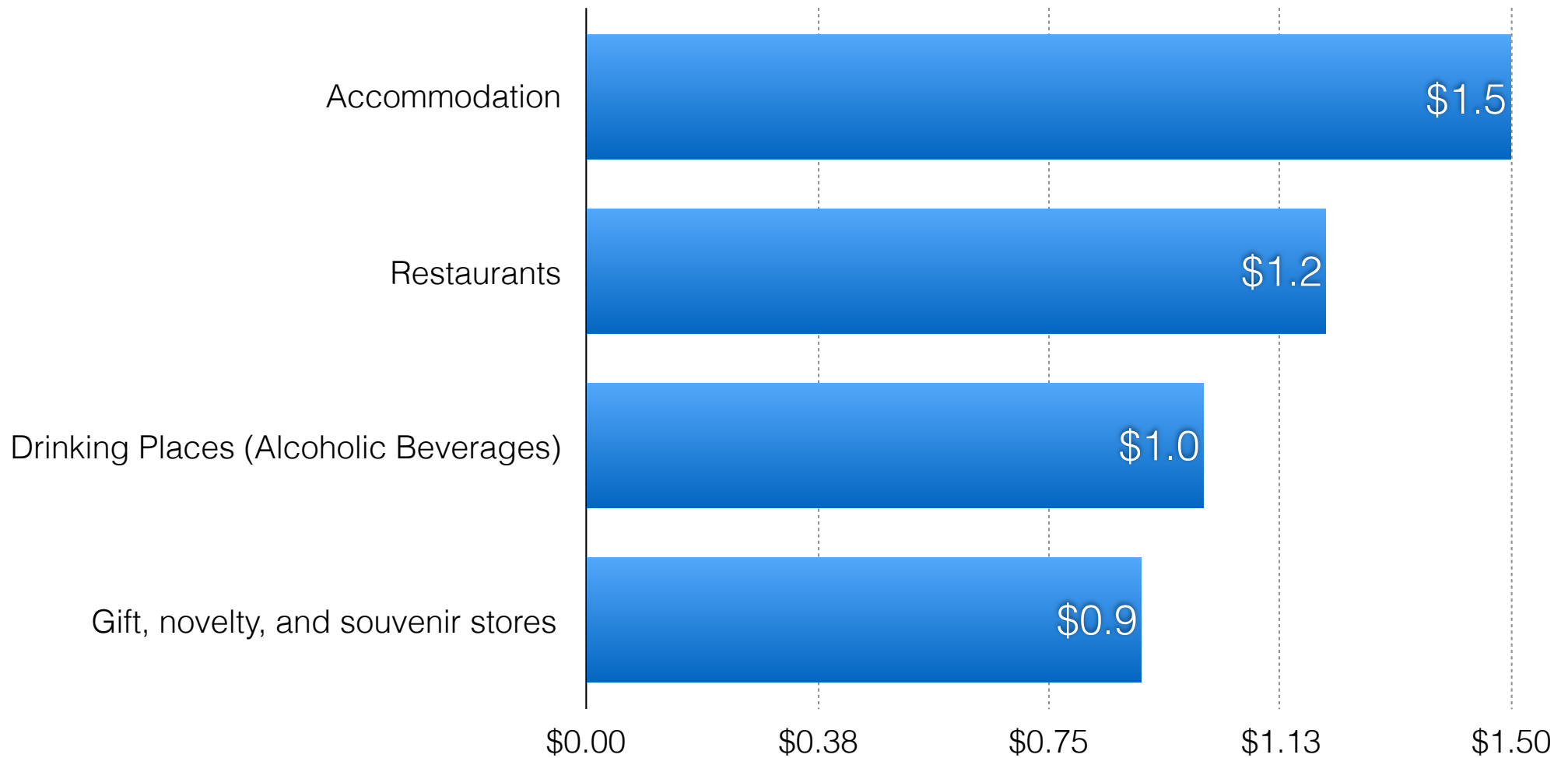


Green Space/Pedestrian Flow Supports the Larger Tourism Sector: Because downtown Juneau supports a \$212 million per year summer tourism season, and because the area is already so built up, it follows that the highest and best use of the space would be to develop it in a way that makes the entire corridor more attractive to visitors and easier to move through. While it is difficult to put exact dollars onto this, any use that congests the space to make a location specific dollar, but detracts from the overall downtown visitor experience would have a lower net economic value to the community as a whole.















































































































Component Analysis

Average Annual Sales in Millions



Criteria

- Improved Pedestrian Flow
- Increased Visitor Experience
- Increased Sales Tax
- Year Round Draw
- Growing Sector
- Juneau does this well
- Proven Local Need
- Quality of life
- Good location for activity

	Improved Pedestrian Flow	Increased Visitor Experience	Increased Sales Tax	Year Round Draw	Growing Sector	Juneau does this well	Proven Local Need	Quality of life	Good Location
Public open space									
Restaurant									
Drinking Place									
Food Trucks									
Children focused facility									
Hotel									
Space for increased staging									
Mixed Retail/ Housing									
Housing Only									
Gift Store									
Jewelry Store									
No Action									

 No
  Yes
  Mixed

Component Analysis

Appendix IV May 25, 2017 Docks and Harbors Meeting Minutes

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES
For Thursday, May 25th, 2017

\$100.00 per month. The \$50.00 rate is low and with the consideration this will be over a six year time frame.

Mr. Borg said this isn't just their dedicated parking and Harbor Patrons would still be able to use the parking spaces on weekends and holidays. The Marine exchange will use these parking spaces 30% to 40% of the time.

Mr. Bush asked what it costs to park at the Harris Parking lot now?

Mr. Borg said the parking is free with a Harbor slip.

Mr. Summers asked if we are approving this as is or are we authorizing the Harbormaster to enter into an agreement with the Marine Exchange?

Mr. Simpson said we can approve this with certain parameters in which to negotiate, or authorize the Harbormaster to negotiate and bring it back to the Board for final approval.

Mr. Borg said this is an active construction. The longer this is delayed the longer it may take to finish their project.

MOTION By MR SUMMERS: MOVE TO MOVE FORWARD WITH OPTION TWO FROM THE LETTER FROM THE MARINE EXCHANGE DATED APRIL 18TH, 2017 AS WRITTEN AND ASK UNANIMOUS CONSENT.

Ed Page, Juneau Alaska.

He said the Marine Exchange is trying to make this a fair deal for Docks & Harbors and not take advantage of the situation. The paving will be professional and we only need the parking spaces during business hours.

Mr. Summers restated the motion adding a total of six years.

MOTION By MR SUMMERS: MOVE TO HAVE DOCKS & HARBORS BOARD ACCEPT AS STATED IN THE LETTER FROM THE MARINE EXCHANGE DATED APRIL 18TH, 2017 OPTION TWO AS WRITTEN FOR A TOTAL OF SIX YEARS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IX. Items for Information/Discussion

1. Marine Park to Taku Dock Urban Design Plan

Mr. Gillette said we are in the design phase of the Marine Park to Taku Dock. Now that the ships have been moved off the dock there is a lot of open public space and a broad seawalk. In the past we have had numerous food vendor requests and rather than wait for more to come in, we wanted to take a look at how retail & restaurants would fit into this area. The other thing to look at is the Archipelago lot which we have looked into purchasing in the past. All the different things are going to be looked at for this area. Melani Shivers, who is part of the team working on this urban plan will provide the economic development information of the area and trends she sees that might help the Board think about different types of activities that would be appropriate for this area. Chris Mertil is also in attendance that is working on this urban plan. They will both cover the economics of this area and the schedule for this process.

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Chris Mertl, Corvus Design, Juneau, AK

He said Corvus Design is leading the design for this project. We are looking at and trying to understand what the opportunities are for the community. The Archipelago lot is the last undeveloped part of the waterfront, but at the same time the Seawalk has become a signature feature now that the ships have been moved away from the Seawalk and they are looking at how to tie the two together. Melani will discuss the economic analysis and look at trends and opportunities. This will help us ensure that our planning decisions are backed by good economic trend understandings and will make sense for the future. The project is led by the Docks & Harbors Board members and will be the decision makers in this process. In terms of the schedule, Melani has already started and is wrapping up her analysis. She will come back to you next month with her findings and ideas to think about. Dick Sommerville with PND and James Bib with Northwind Architect is also on the team. The team will discuss the great opportunities for the area and the issues that will need to be dealt with and resolved in the conceptual master planning. We will work on the Board priorities and community needs and we could come back with a plan to have a public meeting in July. July is a busy month for the community and they can have the meeting at a later date. When we are given the next direction, it will take about a month to come up with a couple of concepts for the master plan. After receiving input from the Board and community, the two concepts will be refined to one. Mr. Sommerville will then provide his construction estimate and Melani will refine her findings for economic opportunities and bring the plan back to you in September or October.

Melani Shivers said she started this process looking at Industry trends and initial feasibility analysis and went over the initial observations;

- Retail and Jewelry stores – This is the top return in terms of dollars per square foot of a structure. However, this has shown the least amount of growth in the visitor industry overall.
- Mixed Use- Definitely more housing units are needed in Juneau. The housing units above the retail stores are held for summer employees and does not provide the community benefits that other housing creates. In order for Juneau to have an economy capable of growth, we need at least a 5% housing vacancy rate which means we would need 650 housing units. This would need to be a substantial number of units to be responsive to Juneau's current housing needs.
- Hotel Rooms- This would provide the highest benefit to CBJ in terms of direct revenue and is currently the highest industry need. Juneau is going to need 100 hotel rooms in the downtown area in the next 10 years.
- Food & Drink – This is the hottest visitor trend in Juneau. This has had 30% growth over the past five years with a 6% annual growth and is the fastest growing segment of the Juneau visitor economy.
- Demographics – The average cruise ship passenger age is over 55. However, looking deeper into this, there is expected to be over 100,000 kids coming off the cruise ships this summer which says 10% of all cruise ship passengers are kids. Resources for visiting kids is one thing that the downtown corridor is not set up for.
- \$220M Tourism Industry – The highest and best use of the Archipelago lot could be to make the entire corridor more attractive to visitors and easier to move through. This year will be the highest number of cruise ship passengers ever which is 30,000 above the 2008 levels. It is difficult to put exact dollars on creating a green space with an improved

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visitor flow, but on the other hand any use of this area that congests the flow of visitors to make a specific location dollar which detracts from the overall downtown experience will have a lower net economic value to the community as a whole.

Board Discussion/Public Comment

Mr. Summers asked if any of their planning involved retail or food sales on the dock?

Mr. Mertl said it does.

Mr. Summers said he has a strong objection to that. Docks & Harbors has taken head tax dollars and created uplands and now the intent is to circumvent the existing land holders who have been paying property tax and sales tax for years. He will not support retail or food sales on the dock and there will be a big push back from the existing land holders. He said just the thought that you think it is okay to take head tax money and create uplands and then allow retail and food sales to compete with the existing land holders is not even good planning.

Mr. Mertl said that is a valid concern and he wants to hear that next month. At this time all options are on the table and the Board will give the direction when the conceptual plans are brought back next month.

Mr. Summers asked Melani about the visitor experience regarding retail. He sees the visitor experience with local retail is very high but the non-locally owned jewelry stores are very low, but you stated the visitor experience is very low. He asked if retail could be separated by locally owned retail stores that offer Alaska products and jewelry stores.

Melani said looking at the visitor industry retail growth not performing well is in the following order. This is all based on performance and not satisfaction;

1. Jewelry Stores
2. Clothing & Clothing accessories stores
3. Gift stores

Mr. Bush recommended to have a public meeting in the summer to maybe receive suggestions, ideas, or a different perspective from the retail owners that are not here all year.

Mr. Mertl said a September meeting is a good time because things are starting to slow down a little and store owners are still here that don't live here all year.

Mr. Eiler suggested to not only look at the Archipelago lot for green space but other areas along the water front.

2. Navy USS O'KANE Visit

Mr. Uchytel said this was a successful visit from the USS O'KANE that was at anchor from May 13 to May 18th. There was over 80 volunteers that wanted to adopt a sailor requesting over 200 sailors. The companies providing excursions were very generous in offering discounted rate tours for the sailors. There was a lot of money spent by the sailors downtown and he recommends encouraging the Navy to come back more often than in the past. Mr. Uchytel said he spoke with Murray Walsh to try to re-invigorate the Navy league. He will reach out to the community members involved in the Adopt a Sailor program to educate them about the Navy league in hopes that this will get the Navy league reengaged as an organization to support naval and Coast Guard

Appendix V September 28, 2017 Docks and Harbors Meeting Minutes

CBJ DOCKS AND HARBORS
REGULAR BOARD MEETING MINUTES
For Thursday, September 28th 2017

I. Call to Order

Mr. Donek called the Regular Board Meeting to order at 5:02 pm in the Assembly Chambers.

II. Roll Call

The following members were present: Weston Eiler, Don Etheridge, Bob Janes, David Lowell, Robert Mosher, Mark Ridgway, Budd Simpson, and Tom Donek.

Absent: David Seng

Also present were the following: Carl Uchtyl – Port Director, Gary Gillette – Port Engineer, and Dave Borg – Harbormaster.

III. Approval of Agenda

Mr. Uchtyl requested to move #2 Cruise Ship Art Work to #1 under Items for Information.

MOTION By MR. ETHERIDGE: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Minutes from the August 31st, 2017 Regular Board Minutes.

Mr. Eiler said on page four of the minutes Bonnett was misspelled and should only have one t.

Hearing no objection, the August 31st, 2017 Regular Board minutes were approved as amended.

V. Public Participation on Non-Agenda Items – None

VI. Special Order of Business

Mr. Uchtyl read three letters of appreciation to seasonal Harbor Technicians. Ms. Laura Slaught received one for her quick response and aid to a cruise ship passenger who collapsed and was suffering an apparent heart attack. Mr. Kenneth Davis and Mr. Shawn Mckeown both received one for aiding an individual who was unable to pull himself from the water during a water side patrol. They both pulled the individual onto the boat and began treatment for hypothermia and transported him to awaiting CCFR emergency personnel on shore. Their efforts aided in saving the individual's life.

Mr. Uchtyl read employee of the year 2017 award to Ms. Jennifer Shinn. This award will be recognized at the AAHPA conference in Petersburg next week.

VII. Consent Agenda – None

VIII. Unfinished Business- None

IX. Items for Information/Discussion

1. Urban Design Plan Concepts Presentation

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Mr. Gillette said staff is moving forward on the downtown urban design plan. Corvus Design is the lead consultant on this project and has Northwind Architect, Raincoast Data, and PND Engineers working for them. There was a Board workshop about a month ago and early September there was a public meeting that was an introduction to this project. There was also a full day studio held at the Senate Building. At all of the meetings the design team made presentations and sought out input from all. This is the first iteration of a series of concepts that address the different comments that was heard. Here tonight you will see four concepts. The team will listen to what you like and don't like in the concepts and work on getting it down to one or two concepts.

Committee Discussion/Public Comment

Mr. Simpson said he is recusing himself from participating in this matter due to a possible conflict of interest.

Mr. Mertl said this project goes from the wedding cake in Marine Park to Taku Fisheries Dock and from Franklin Street to the Seawalk. He provided a brief recap of the project process so far with Melani Shijvens starting the process with a study on trends to cover the economic opportunities and how this area could generate revenue from this project as well as meet the needs of visitors and local residence. Next it was to develop a criteria for development which was to improve pedestrian flow, increased visitor experience, sales tax, year around draw, a growing sector, Juneau does this well, proven local need, quality of life and good location. At the top of the list was public open space, restaurants, drinking places, and food trucks. Near the bottom of the list was Jewelry stores, gift stores and housing only. He asked the Board to vote on priorities. Based on what was provided, the Boards priority list was housing, jewelry stores and gift retail received no votes. Mixed housing received some response as well as children focused facility. Food trucks/carts was the next priority. Hotels, drinking establishments and restaurants were all close together at about 12%. Cruise ship support facilities received 19%. The highest priority was public open space with 27%. This same voting exercise was repeated with the public on September 9th with roughly 35 people in attendance. Jewelry Store and housing was on the bottom of the priority list. Drinking establishment and restaurants were a lower priority than the Boards priority. Gift retail, mixed housing, and retail came out higher than the Boards priority list. Hotel, children focused facilities, public open space and food carts were also all high priorities from the public. He provided a quick synopsis of what he heard the Board and public want.

- Public open spaces and seawalk are the highest priority.
- Develop the entire seawalk within the project area to be similar to the seawalk adjacent to the tram and Cruise Ship terminal.
- Support local retail and creation of small start ups.
- Consolidate food and carts into a unified area.
- Facilitate cruise truck business.
- Develop a market building or galarea similar to Pike's Street market.
- Provide a year around waterfront destination.
- Provide more B-Zone parking.
- Maintain view to the water.
- Provide shelter from the rain.
- Deck over undeveloped areas in the seawalk.

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- Create more welcoming gateways.
- Eliminate vehicle/pedestrian congestion at the berths.
- Be true to Juneau/build it for locals and the visitors will love it.
- Provide kid facilities.
- Replace the old visitor center kiosk by the Library.
- Consider alternative transportation for cruise ship passengers to and from the downtown waterfront.
- More restrooms.
- Provide winter off season destination and attractions.
- Support brick & mortar businesses and include art culture interpretations.
- Improve the seawalk connection through Marine Park to Merchant's Wharf and beyond.
- Improve or replace Marine Park pavilion.
- Beautify the Library parking garage.
- Allow visual and physical access to the water.
- These are all concepts and themes to incorporate into our designs.

Mr. Mertl said these were all concepts and themes to incorporate into our designs and four concepts have been developed. He went over all the concepts and pointed out the different ideas in each. He then asked each Board member to point out the ideas they liked or didn't like in the different concepts.

Mr. Donek said his likes are;

- USS Juneau Memorial and floating dock in option 1.
- The ramp and stairs outside the parking garage and the visitor center in the corner of the parking garage in option 4.
- The B-zone parking in the north end of this area in option 3, his second choice for the B-zone parking area is in option 1.
- The pavilion in the center of the area.

He does not like;

- The open water in the Seawalk in option 2.
- The B-zone parking area in the middle of the site in option 4.

Mr. Etheridge said his likes are;

- The USS Juneau memorial, and the floating dock in option 1.
- The B-zone parking area in option 1 and option 3.
- The playground in option 4.

He does not like;

- The open water area in the seawalk.

He said he has a concern with all of these options of creating more problems with people camping out. How are those problems going to be addressed?

Mr. Janes said his likes are;

- Option 3 because of the inviting feel bringing the seawalk through the area and to the downtown sidewalks.
- He supports the B-zone parking at the Marine Park area.

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- The reconfigured space in front of the Library with the stairs and the ramp.
- The park with canopy in option 4
- The deck over patio in option 1

He said he wants the service access to be public space as well.

Mr. Eiler said his likes are;

- The USS Juneau Memorial and the playground but unsure where the best place is.
- Adding to the downtown parking garage in option 2. He asked if the B-zone vehicles could go through the parking garage to alleviate some of the parking needs.
- The 150' floating dock and gangway in option 1.
- The combined concept of vendor and visitor center in option 2. He questioned if the Board wants to have the vendor booths directly on the seawalk like in option 4 and wants more discussion.
- The 45 degree angle off the seawalk into the Archipelago lot in option 3. He said he cautioned whether we want the buildings with retail to be that large of a foot print. He suggested a smaller foot print.
- Extending the seawalk is great.

He does not like;

- The open water area in the seawalk in option 2.
- He has a concern with option 3 turning marine park as we know it now into parking.
- The location of the B-zone parking in option 4.

He said the main thing he would emphasize is we look at how we can use the parking garage better.

Mr. Mosher said he likes option 3 the best.

Mr. Ridgway said his likes are

- Incorporation of the playground.
- The USS Juneau Memorial somewhere in the plan.
- Incorporating the south side of the parking garage into any design concept.

He does not like;

- Open water in the seawalk.

He encouraged the design team to get these plans out to the downtown business community for their input.

Mr. Lowell said his likes are

- Option 3 is most favorable. He asked if there was enough room for the existing demand of food carts in option 3?
- The seawalk extension in option 3.
- Restoring access to the water in both option 1 and option 2.
- Option 3 provides larger scale buildings to blend in with existing structures in this area
- The pavilion for events and open thorough fare throughout the Archipelago property.
- He likes the playground in option 4.
- The B-zone permit parking in a separate congregated area, and the covered walkways in option 3.

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- The arrangement of the vendor booths and visitor center in option 4 which is along the parking garage and the edge of the seawalk.

Mr. Janes asked if the purchase of the Archipelago property was going to be figured into the final decision cost and will the current land owners be able to move forward with the design that the Board chooses? How does this all come together?

Mr. Uchytel said our planning efforts here are to look at what is best for the Community and Docks & Harbors with the idea that we own everything. As this is refined he would like to have the discussion with the Board on what the public policy aspect of the use of Docks & Harbors managed property is and how much and under what circumstances should the property be a lease open to the community. At this time, we are trying to find out the full potential for this property.

Mr. Janes asked if the vendors in the options are referring to the vendor booths?

Mr. Mertl said yes.

Mr. Janes said he would like to explore the idea of the vendor booths leaving the public dock space and moving into private retail or market space indoors.

Mr. Mertl said that is in option 1.

Mr. Janes said he would like that incorporated in option 3 also.

Mr. Eiler asked to explain the market place open space building?

Mr. Mertl said the concept is there is a solid roof with sliding removal doors as walls on the sides and this would house all the small development and move it to a centralized building. This will provide shelter, restrooms, restaurant, and consolidate the uses. It is basically putting all the smaller elements under one roof and create an environment inviting people to come down to this location. It will be a multi-purpose/multi-use facility that special events could also be held in.

Mr. Ridgway asked if the study indicated how many Juneauties go south of the Parking Garage in the winter time currently?

Mr. Mertl said no.

Mr. Ridgway asked if the general thought is if a pavilion is built they will come.

Mr. Mertl said one of the comments heard was to build for the locals and the visitors will love it.

Mr. Eiler asked which of the options meet the projected growth in tourism passengers.

Mr. Mertl said in all the options we are trying to address congestion related issues.

Mr. Gillette said the team will relook at all the new input. They will look at the ideas that are a real need for the public space and what can be offered to the private sector to join Docks &

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Harbors in development of this space. The plan is to come back with only one or two concepts for the next go around.

Mr. Donek asked what the next step is in this process?

Mr. Gillette said we also want public comment on these options.

Mr. Donek asked if tonight would work for public comment or do it in a special public meeting.

Mr. Uchytel suggested to take the public comment tonight. He said he received two letters and they will be added to the minutes and entered into the record.

Public Comments

Renee Recer, Douglas, AK

She said she likes the central market place under a big covered area with removable walls. She suggested to have it have two floors with the second floor enclosed being dedicated to permanent retail and open year around. She said she likes option 3.

Anna Edgerly-Moore Visitors Service Manager for Travel Juneau

She said in terms of the Visitor Center, option 3 incorporates most of the elements that seem important to people in a functional space and is her favorite. It connects nicely to the angle of the flow of traffic created in the center area by the market. The market is a large foot print but she doesn't know the projected demand for that space. She said she is concerned about the issues the canopy area is going to attract. She said she thinks the playground is a great idea.

Bob Jacobsen

He said the 150' floating dock in option 1 is a safety concern for the float planes.

Mr. Gillette said to contact Chris Mertl or himself if anyone has further comments.

Mariann Cummings, Juneau, AK

She said she is one of the owners of the vendor booths on the dock. All the options have wonderful concepts in each one. Option 3 is her favorite. She likes the parking and the openness of the area. She wants to see the USS Juneau and the playground added to this option. As a business owner, if the vendor booths are not out in the open and in the eye of the visitors coming off the ships, they won't be able to assist and help them with their tours and that is what they are there for. She also pointed out that she is unsure if the public knew they would be able to speak at tonight's meeting and voice opinions. Other vendor booth holders would have attended if they knew they would have been able to speak. She requested to have another public meeting so they could voice their opinions as well.

Mr. Mertl asked her preferred location of the Vendor Booths?

Mariann said location they are at now which is in option 2.

Odin Brudie, Juneau, AK (sp) -

Three of the things he really likes in the options. The access to the water, the historical interpretative opportunities like the USS Juneau Memorial and expanding the B-Zone parking.

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Mr. Donek recommended to have another public meeting for public input.

Mr. Eiler also recommended another public meeting. He asked if there was specific outreach to property owners within this zone of planning?

Mr. Mertl said a lot of the property owners came to the open studio sessions and we worked one on one with them. We did not specifically reach out to all the property owners in the project area. This was also not in our scope of work.

Mr. Eiler recommended staff reach out to property owners in this area.

Mr. Donek asked if the scope of work could be increased to include what Mr. Eiler suggested or an additional public meeting?

Mr. Uchytel said the term contract that was used limits this work to \$50,000 and that was maxed out. We could descope something. The plans are posted on our website and he said he did reach out to Reecia Wilson, Bill Heumann, Diamonds International manager, and the Archipelago property representative. We are getting the word out and people know what Docks & Harbors is doing. People who are interested will show up and provide comments. We also receive comments from our website.

2. Cruise Ship Berths Artwork Update

Mr. Gillette said the artist that did the artwork is Cliff Garten and he is here tonight.

Mr. Garten said this was a great project. The sculptures were installed today and they really look great. The sculptures provide a welcome for the cruise ships as well as a prominent space for the community.

Mr. Gillette said the sculptures will be lit and they will experiment tonight.

Committee Discussion/Public Comment

Mr. Donek asked if there was a ribbon cutting ceremony planned?

Mr. Gillette said a thought was to have it on the first Friday of the gallery walk. No exact time planned yet.

5 Minute Break – 6:32 pm

6:40 pm the meeting resumed

3. End of Season Meeting Summaries

Mr. Uchytel said at the end of every summer staff holds three meetings for the Vendor Booth Holders, Loading Zone Permit Holders, and Statter Harbor Users.

- The vendor booth meeting take away was there is a lot of tension between the vendor booth sales representatives and it was proposed by the vendor booth owners to work on a TBMP type guideline. It would be similar to the Whale Sense program for the Charter Operators that they come together with voluntary rules about how they engage one another. This is something the vendor booth holders will move forward with over the winter.

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- The loading zone holders meeting was well attended and they said the summer was very efficient even with the increased number of people coming off the AS dock. Docks & Harbors staff did a great job managing those conflicts. One complaint was there was a tree limb obstructing the line of site coming out of the CT dock and one of our Harbor Officers is going to trim that limb.
- Statter Harbor users gave the Harbormaster huge compliments on how smooth the operations went this year. The process to take the boat yard out of that area and the new launch ramp facility and the new uplands bus area was great. There was very little drama.

Mr. Borg said hand sanitizer and pot holes were the issues at Statter Harbor. He said another complaint from the loading zone users downtown was having more B-Zone access.

Committee Discussion/Public Comment- None

4. CY2018 Docks & Harbors Meetings Schedule

Mr. Uchytel pointed out differences in the normal scheduled times.

The January OPS Committee meeting will be held on Thursday the 18th to facilitate the Legislative Reception at Centennial Hall on the 17th.

There are no Finance Committee meetings scheduled. He thought to have the budget discussions at the OPS meetings. We can schedule a Finance meeting if it was needed.

Mr. Uchytel asked what room was the preferred location for the OPS meetings?

Committee Discussion/Public Comment

Mr. Simpson said the Assembly Chambers or a fixed location so not to have a lot of moving around.

Mr. Uchytel said looking at the meeting schedule for October this year, he recommended to move the October Board meeting to November 2nd and cancel the October OPS meeting. Items of discussion can be Boat Insurance, Qualified Vessels, and Title 85 review.

X. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, September 20th, 2017

Mr. Simpson reported the Committee had discussions on;

- The Boat Insurance issue. The Committee directed staff to work on a specific proposal for next meeting.
- The concept of having operable vessels and how to define that.
- Developing a policy for vessels anchored on our submerged lands.

2. ~~Finance Committee Meeting~~ CANCELLED

3. Member Reports

4. Assembly Lands Committee Liaison Report – Mr. Eiler said the Lands Committee did not meet. He said something staff should be prepared for is a proposal regarding Indian Cove.

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5. Auke Bay Steering Committee Liaison Report – No Report

XI. Port Engineer's Report

Mr. Gillette said his written report is in the packet. One thing he wanted to point out is that the Auke Bay Loading Facility boat yard buildings and fabric structure are complete and he is doing project close out.

Mr. Lowell asked for a project update on Phase II of Aurora Harbor.

Mr. Gillette said they have been going through the submittal review process and fabricating a lot of the steel. PND's Seattle office have been performing inspections. They are building some floats. He said they will be in town about the middle of October.

XII. Harbormaster's Report

Mr. Borg reported;

- North Douglas floats will be pulled out the first part of October
- In our efforts to continue the seaworthy test, there are about 10 impounds in the works.
- There was a 10" water line break in the parking lot at Statter Harbor. Secon came out and dug it up. They found the break, repaired it, and it is ready for paving today. They did a great job.
- The Breakwater repair was completed by Trucano.
- The waterline breaks in Aurora have been taken care of.
- Seasonal staff finishing up this week. There will be a few stay on for another week to get ready for winter.

XIII. Port Director's Report

Mr. Uchytel reported;

- Next week will be the AAHPA Conference in Petersburg.
- The projected large Cruise Ship passenger count for this year is 1,046,000 which is a record high and about 8,500 small Cruise Ship passengers.
- Statter Harbor Phase III moving forward with the dredging part of the project
- Staff is working on three TIGER Grant applications.
- Working on the Auke Bay Marine Station land transfer.

Mr. Eiler said he would be interested to hear from the AAHPA if anyone other than Juneau and Seward is looking at boat insurance requirements. He also asked for an update on the Lumberman.

Mr. Uchytel said he was given a deadline and we have not heard anything. If we don't hear anything Mr. Borg will engage Law to start the process.

XIV. Assembly Liaison Report – None

XV. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Tuesday, October 17th, 2017 at 5:00pm - Cancelled

JUNEAU'S WATERFRONT RESTAURANTS

September 28, 2017

Thank you Docks & Harbors, Corvus Design, and Northwind Architects for your hard work on this project. I very much like what I'm seeing from these sketches and think this site will be a gem for all of Juneau to enjoy.

We operate an outdoor restaurant business in the building directly south of the Archipelago Lot at 406 South Franklin Street. The waterfront and downtown views are essential parts of our business and our exciting future plans for the entire building.

We would like to ask the board and the designers consider adopting a site plan where the view planes of established private businesses are better protected from view obstruction. I believe there is an option being presented today that addresses this concern while also achieving a wonderful blend of public space and facilities, private enterprise, and a van staging solution.

Charlie Herrington



Marketing and Communications Director

Juneau's Waterfront Restaurants

(907) 419-4433



September 28, 2017

DOWNTOWN JUNEAU, ALASKA

CBJ Docks & Harbors Board:

RE: Urban Design Plan Concepts Presentation

Dear Board Members,

As downtown waterfront property owners with year round tenants, we support the use of public funds to purchase property and address infrastructure needs on the waterfront, such as transportation and staging areas, restrooms and open space for the public. Based on preliminary drawings and discussions, these items appear to be addressed. As a related matter, we do not support any use of public funds to purchase property, which, once owned by the City will be used to create commercial opportunities for select individuals. We look forward to your findings and decisions regarding the waterfront, and would be happy to discuss any issues with members of the board or architectural/design team.

Sincerely,

Reecia Wilson

Merchants Wharf, LLC

Appendix VI November 2, 2017 Docks and Harbors Meeting Minutes

CBJ DOCKS AND HARBORS
REGULAR BOARD MEETING MINUTES
For Thursday, November 2nd, 2017

I. Call to Order

Mr. Donek called the Regular Board Meeting to order at 5:03 pm in the Assembly Chambers.

II. Roll Call

The following members were present: Weston Eiler, David Lowell, Robert Mosher, Mark Ridgway, David Seng, Budd Simpson, and Tom Donek.

Absent: Don Etheridge and Bob Janes

Also present were the following: Carl Uchtyl – Port Director, Gary Gillette – Port Engineer, Dave Borg – Harbormaster, and Matt Creswell – Harbor Operations Manager.

III. Approval of Agenda

Mr. Uchtyl requested a Special Order of Business following Public Participation.

MOTION By MR. SIMPSON: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Minutes from the September 28th, 2017 Regular Board Minutes.

Hearing no objection, the September 28th, 2017 Regular Board minutes were approved as presented

V. Public Participation on Non-Agenda Items – None

Special Order of Business

Mr. Uchtyl read the Harbormaster of the year award Mr. Borg received at the AAHPA conference in Petersburg.

VI. Consent Agenda – None

VII. Unfinished Business-

1. Urban Design Preferred Plan Presentation

Mr. Gillette said during the last few months Docks & Harbors has been in a planning effort to look at the area between Marine Park and Taku Dock. An important property within this area is the Archipelago lot south of the downtown Juneau Library. This lot is currently vacant and ready for development. Staff requested CBJ purchase this property to meet the needs of the larger ships coming to Juneau a few years ago, but at the time of the request CBJ did not support the purchase. Docks & Harbors is going through this public process and taking comments from the public, users of the area, and the Board on development of this area. There was a Board workshop, a public meeting/workshop, and an open studio. The design team came back to the Board with four different concepts. The Board and public indicated what they liked the most out of those four concepts and the team developed a preferred master plan.

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The planning consultant for this project has been Corvus Design teamed with North Wind Architects, PND Engineers, and Rain Coast Data.

Chris Mertl with Corvus Design went over the likes and dislikes and how they came up with the preferred master plan shown in a power point presentation

Mr. Gillette said during the process of working on this plan, we have been looking for a private public partner which is a key element for this area because Docks & Harbors does not have enough money to develop this plan. We have our specific needs and mission to serve the cruise ship passengers. In this case, the owner of the property is a developer and they are excited about this project and want to work with Docks & Harbors to make this plan come to fruition. Allen Grinalds who is with Morris Publication Group is here tonight from Augusta, Georgia to let us know their plans.

Mr. Grinalds said Morris has a long Alaska history in Juneau, Anchorage, and Kenai. The family loves Alaska and is invested in Alaska looking at it as their second home. He said his position in the company is director of real estate in charge of real estate development for Morris Communications which has recently been changed from a Media Firm to a Real Estate Company. He said the dock changes in Juneau are impressive and they have been paying attention. He said he is here to provide a face for the developer and let the Docks & Harbors Board know Morris is excited about the potential for this project and what it brings to the Community. Looking at the Archipeligo property, there is a couple of different options for retail in this space. He said the easy answer would be throw up a couple of buildings facing Franklin Street for retail and call it good. However, Morris Group sees this as an opportunity to do something special for Juneau and make an impact for the community which will allow for retail for the cruise ship passengers as well as year around opportunity for downtown. This project will require a lot of diligence and staying focused on the project and creating that opportunity to continue to grow and invest in downtown. The project from a private stand point has to stand on its own economically. With the Morris family, this is not just about the economics of the deal but investing in the community and creating something special and lasting. They are committed to Juneau and won't put their name on anything that is not a first class presentation. The reason he is here is because of the investment and progress already made on the waterfront downtown Juneau. This is the time to develop this site in a creative, disciplined manner that creates value for all the parties. The Morris group is impressed with Docks & Harbors approach and Corvus Design championing public input and making sure that is incorporated in the design having the public voice heard. They want to capture not just a retail space but also the character in the spirit of Juneau.

Board Questions –

Mr. Doneksaid looking at the preferred plan he does not have a problem. It has compromises from what he was looking for but does not have a problem with it. His question is how the partnership is going to work?

Mr. Uchytal said as far as process wise for today this is the unveiling of Docks & Harbors preferred alternative. Now that this is in the public domain we will ask at the next Board meeting on November 30th to approve this as the preferred plan moving forward. This will not

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require a motion tonight. How do we meet the desires of the owner and the needs of the public side of this project? Mr. Uchytel said there are more details to be worked out, but he is hopeful by November 30th they should be worked out.

Mr. Simpson said he is recusing himself from this discussion.

Mr. Lowell said generally speaking, Corvus Design and team did a good job on this preferred plan and incorporating all the comments from the earlier meeting. He thought there was a lot more food cart activity than what is in the design. Are there other locations in this development that operators would have available space for a food cart?

Mr. Gillette said the food carts currently on the Archipelago lot basically rented a parking space. Some used four or five spaces and some took less which ended up filling the property. It wasn't necessarily a money maker but we wanted to keep some opportunity. It is not realistic to dedicate that much square footage of that valuable property for the level of development and investment the food cart owners put in. There are some food cart spaces in the plan and can be tweaked a little because we do understand that is an important part. However, it will probably not be to the level there is currently.

Mr. Lowell said he understands that. He also questioned if the 150' float dock would be a problem for the float planes and if they have been notified on this plan? He asked if there was any consideration to phase the project to try to limit that issue.

Mr. Uchytel said it is important to state that this is a plan. With the reconfiguration plan for Marine Park, the location for the 150' floating dock may not be the best location. Access to the water is important which was heard from the Board, but the concern from Wings was the float that was perpendicular to the shore obstructed maneuverability. However, he did receive an email from Holly Johnson of Wings Airways and she expressed concerns with the new float design. We would like to keep it in the plan but not sure it will be executed. He also said with the expansion of the seawalk it could change this plan again.

Mr. Lowell said he likes the idea of the seawalk expansion. He said in addition to the geometric constraint that Wings had expressed was the promotion of small vessel activity in that location and conflict with their operations.

Mr. Borg said the 150' float would be used as moorage and not a lightering float.

Mr. Eiler said this is an impressive plan and gives the Board a lot to think about. Is the intention tonight to have full public testimony and comment and those worked into the plan again and then looked at again at the next meeting?

Mr. Donek said we will take public comment and not vote until next meeting.

Mr. Eiler asked if this plan allows for the status quo of Vendor Booths?

Mr. Gillette said yes and in the same locations as currently.

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Mr. Eiler asked what the reasoning was for positioning of the B-zone in this plan?

Mr. Gillette said he took the four concepts to three Engineers at DOT and their preference is in the location in this preferred plan. The Marine Park location because of the long curve and intersection activity they did not like that location. Another location was next to the parking garage. There was a lot of activity in that location with the pedestrian crossing and people coming and going from the library, road, and Red Dog parking lot. They did not like that opportunity there. The other idea was to just have a pull off South Franklin Street and then back on to South Franklin. With most of the cruise ship activity going away from downtown, the buses would need to turn around in another facility to head back the other way and that would add congestion so that did not seem appropriate. DOT will sign off on the location of the B-zone in this preferred plan.

Mr. Eiler said this is prime waterfront area for the future of the community and something that was said earlier is “if you plan for what the locals enjoy it will also attract visitors”. The position of the USS Juneau and the expansion of the seawalk are great. He thinks CBJ can look at more ideas for the parking garage.

Mr. Mosher said the Board needs to think about how the 150’ floating dock will affect Wings. He asked if this is approved next month, will construction start immediately? Is this plan a concept or mission?

Mr. Grinalds said we are on a mission.

Mr. Gillette said this is a plan and a concept of the plan. Each one of these buildings is going to be designed and detailed. They may change a little in location and detail as all this is put together. This is a place holder for the different functions. We will move forward once we receive the Board’s approval and the Assembly’s approval. There is still a lot of work to do, but this is the first step. This is a road map and the other details still need to be worked out. The process moving forward is figuring out budget and design costs.

Mr. Mosher asked if there was money to get started from the cruise ship tax?

Mr. Gillette said yes, there are funds identified to start with the next level of planning for this project. This is not a plan to put on the shelf because we have the funds.

Mr. Seng asked what the position of CBJ is to be able to partner effectively with a private sector to make all this happen? With Morris group being on a mission, what if CBJ isn’t able to hold up its end of the deal? Time kills deals. He wants to feel comfortable making a recommendation to the Assembly that we think we are in a position to move too. You can’t only execute half a plan.

Mr. Ridgway said looking at this design, is it just the parking that meets Docks & Harbors mission? In terms of entering a PPV with Morris Communication, what part of this plan meets Docks & Harbors mission?

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Mr. Gillette said the bus staging and pick up area for cruise ship passengers. Based on some of the economic trends heard from Meilani in the beginning of the process, the cruise industry is expected to grow. Larger ships are coming and not less calls which means more people. Some projections for the coming years are 200,000 or more passengers. Just having space for people to mingle, gather and get to their busses for their different venues is the open space that we have heard as a needed area which is in the plan.

Mr. Ridgway said he primarily wanted to know how this relates to Docks & Harbors mission? He asked if Mr. Gillette was saying the mission of Docks & Harbors is to support the cruise industry, open space and B-zone parking for the crew members.

Mr. Grinalds said with decking over the submerged lands, it makes more sense to do this from the uplands. If Morris moved forward with the development on the uplands, it would become more expensive to deck over the submerged lands connecting the seawalk to south Franklin Street in the future. There is value in the sequence in terms of communicating our intentions and understanding the long term desires of Docks & Harbors. Doing the deck over from the uplands will save a lot of money.

Mr. Ridgway said it was indicated that this plan was a place holder and not a design agreed upon tonight but subject to change. He asked for some indication of how much change this plan may undergo?

Mr. Uchytel said staff is working on refining the Archipelago lot with the Morris Group and every week it is more solidified and Mr. Grinalds said time kills deals.

Mr. Grinalds said the Geotechnical work has started. Morris is excited and serious about this project. He said now is the time and there is a lot of momentum. He said he won't say Morris' situation will be the same in two years. The Morris family is behind this project and they are enthusiastic about it. In terms of timeline, once there is an agreed upon structure for the property we are ready to go. There is a lot in terms of weather and other possible issues but an ideal situation would be to have retail open to the tenants in the summer of 2019. Morris is completely committed to this project. They want to be a part of the future of downtown.

Mr. Uchytel said the Archipelago area of this plan is in reach and a short term goal, but the other parts of this plan are not ready to start immediately.

Mr. Ridgway asked Mr. Mertl if the deck over in Pier 49 in one of the initial four options? He asked if that area was currently under lease?

Mr. Gillette said there are lease areas by People's Wharf and the Jewelry stores, but they are built on already. The open area where Tracy's Crab Shack was this year is Docks & Harbors property not under lease and show a potential development there. The piece in front of Pier 49 is under lease and we don't know what their plans are. That is a potential deck over area for future development put in the plan as a placeholder.

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Mr. Donek said this planning process for this area started last spring, and the original thought was to have placeholders. Now with the potential partner coming in, the Archipelago property, which is the center area of this plan, has changed. We are now in a different situation than we were when we first started. The other parts of this plan are placeholders. Now we need to figure out how CBJ can work with a private developer.

Mr. Uchytel said excluding the Waterfront Sales Booths, another thing to think about is having the seawalk an open sales free area.

Public Comment

Dennis Watson, Juneau, AK

He said he has had the opportunity to have dinner on Holland American ships in the Harbor many times over the last few years in front of one of the most unattractive part of the Harbor which is where the development is being planned. It is really ugly. This project will solve that problem. He is glad to see the public private partnership because this is a thing of the future and we better get on board. Private enterprise has had a much better track record in Juneau managing and operating businesses than the Borough ever has. There are some things he doesn't like in this plan but there is still more time to discuss that. Overall he thinks this is a great project and would like to see it move forward. He said he urges the Board to get more serious on what is good for Juneau. Take a look at this area from the waterside and it is not attractive. He said he came to Juneau in 1992 and this lot has been empty since then.

Greg Pilcher, Juneau, AK

He wanted it verified that the Vendor tour booth areas are to stay where they are located currently for the foreseeable future.

Mr. Mertl said that is the way they are shown in the plan.

Mr. Pilcher asked if the plan is what we are sticking to?

Mr. Mertl said that is what is in the master plan.

Mr. Gillette said that is the plan.

Board Discussion/Action

Mr. Eiler said there were two previous discussions he wanted to look at in the future –

- 1- Leaving open water space and not decking over the entire seawalk like in Ketchikan.
This could be looked at with continuing the seawalk to Gold Street
- 2- He also would like to find a place for a playground around the Willoughby area.
He suggested saying something to the City Manager to include in future plans.

He suggested to have CBJ put these plans on Facebook for comment. If the food vendor area is going to be limited, it should be communicated to these small businesses. If this is no longer the place for it, maybe develop placeholders between Marine Park & Taku because

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there are a lot of CBJ owned open space areas. He said he thinks the private public partnership will work but to bring the community along for the rest.

Mr. Mertl said based on the comments heard at the last meeting, the 150' float provided better access to the water and with the ships farther from the seawalk it provided the visual. As for the playground in the current plan there really is no room but we could put it in as a placeholder where the waterfront attraction facility is because we don't know when we will find another private partner who would want to take that on and don't even know what that facility will be. Finding another location may be better.

Mr. Mertl said there are eight food cart placeholders that are roughly 10' x 20'.

Mr. Uchtyl said this will come back on November 30th.

NO MOTION

VIII. New Business

1. Resolution 2017-01 in support of full funding (\$9,820,141) for the State of Alaska Municipal Harbor Facility Grant Program in the FY2019 State Capital Budget.

Mr. Uchtyl said this was brought before the Board in previous years. At AAHPA annual conference resolutions are drafted on what is important to this organization. The organization will then ask Municipalities to sign and have their Assemblies approve additional resolutions. The organization then packages all the communities that put the resolutions together and communicates with the Governor and the Legislature for support. This resolution is for the Harbor Facility Grant Program which is a DOT program 50/50 match. In the past, Docks & Harbors has been very successful with the program. With support of CBJ and other Municipalities we are hoping DOT funds all the programs for all the Harbors that have applied. On page 24 of the packet shows all who have applied for these funds.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MR. SIMPSON: THAT THE ASSEMBLY APPROVE A RESOLUTION IN SUPPORT OF FULL FUNDING (\$9,820,141) FOR THE STATE OF ALASKA MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY2019 STATE CAPITAL BUDGET AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Resolution 2017-02 in support of Senate Bill 92: An Act relating to Abandoned and Derelict Vessels

Appendix VII November 30, 2017 Docks and Harbors Meeting Minutes

CBJ DOCKS AND HARBORS BOARD
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I. Call to Order

Mr. Donek called the Regular Board Meeting to order at 5:00 pm in the Assembly Chambers.

II. Roll Call

The following members were present: Weston Eiler via telephone, Don Etheridge, David Lowell, Robert Mosher, Mark Ridgway, David Seng, Budd Simpson, and Tom Donek.

Absent: Bob Janes

Also present were the following: Carl Uchtyl – Port Director, and Gary Gillette – Port Engineer,

III. Approval of Agenda

MOTION By MR. SIMPSON: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Minutes from the November 2nd, 2017 Regular Board Minutes.

Hearing no objection, the November 2nd, 2017 Regular Board minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Special Order of Business

Mr. Uchtyl read Mr. Gillette's Municipal Employee of the Year award.

VII. Consent Agenda – None

VIII. Unfinished Business-

1. Urban Design Plan – Marine Park to Taku Dock

Mr. Uchtyl said plans are important and shape what we do in the future. He said after public input he would like the Board to look at the preferred plan and recommend the plan move forward. Title 85 in the CBJ Code is what empowers this Board. He read title 85 to the Board. This gives broad responsibility without limitation for the operation, development and marketing of all municipality owned properties. This planning exercise gives a lot of responsibility to the Board. Mr. Uchtyl read the Docks & Harbors mission statement to the Board; To develop and provide opportunities, services, and facilities to support marine related commerce, industry, fisheries, recreation, and visitors. The limitations on the Boards authority is; The Board may commit the City and Borough of Juneau to long range port development for capital improvement plans or projects only as authorized in advance by the Assembly by ordinance or resolution. This means the Board can approve this plan, but the Assembly still has the final decision. This is a good opportunity to move another planning document forward.

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Mr. Gillette provided a power point presentation showing when the Urban Design planning began and the process. The process began in October of 2016 with the need for additional bus staging to handle the larger cruise ships. In November of 2016, the planning process for this bus staging was brought to the Board and staff was directed to find a planning term contractor. Staff went through the process for the term contractor with the Engineering Department and Corvus Design was selected who then assembled a design team and they are here tonight. The design team consists of Chris Mertl with Corvus Design, Meilani Shivers with RainCoast Data Research, Dick Somerville with PND, and James Bibb with Northwind Architects. In May 2017, staff met with the team to discuss issues, constraints, opportunities, visions, and goals for this particular location on the waterfront and then the team was introduced to the Board. Corvus Design developed site condition maps and research on economic trends which was then brought to the Board. Staff met with transportation providers to discuss the needs for staging. From that meeting, the companies thought 12 to 13 B-Zone bus staging areas were necessary to accommodate the larger cruise ships. In June 2017, a schedule for the planning was presented to the Board. This was a fast paced schedule because we did not want this to go on for years. The only date changed in this schedule was the October 26th date which was moved to the November 3rd date. The final design approval is scheduled for tonight. July 2017 was the first time staff met with the Morris Group who is the Archipelago land owner. We were already in this planning process when they were alerted of this plan. The Archipelago lot is the only vacant lot in the downtown area that could accommodate the bus staging. Staff went to the Assembly a few years ago trying to purchase the entire Archipelago lot but there was opposition partly because the loss of property tax. Because of that, staff has envisioned having retail be privately developed portion of that property but we didn't know who that partner was going to be. When the Morris Group heard about the planning for this area, they wanted to be included. They informed staff they sold the newspaper portion of their company and were focusing on developing their real estate properties all over the country with one of them being the Archipelago property. Staff has had several discussions with the Morris Group and they have several different ways this property could be developed, but they want to do something good for the community and want to work with Docks & Harbors to develop this plan. There were several Board and public meetings on this planning process. From these meetings, the planning team took all the input and came up with four different concepts. At the September Board meeting these concepts were introduced to the Board and each Board member was given a chance to address their concerns and tell what they liked or didn't like in the concepts. From all the comments from the Board, the design team came up with a preferred plan that was introduced on November 3rd. At that meeting there were more comments heard and here tonight is the final preferred plan. Mr. Gillette went through his power point presentation with explanation of the different concepts and the comments heard leading to how the final preferred plan was developed. This is a plan and a place to start. December 4th is an Assembly Committee of the Whole meeting where this preferred plan will be discussed with the Assembly.

5:26 – Mr. Eiler left the meeting

Board Questions -

Mr. Simpson said he recuses himself from participation in this matter.

Mr. Lowell asked if in the planning of the location for the bulkhead if there was consideration to move that further seaward to reduce the cost of the deck over.

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Mr. Gillette said there were some preliminary looks at that. If it makes sense the planning team can move it out. The B-zone buses are the smaller 18 or fewer passengers.

Mr. Seng asked what the process is that exists in the function of CBJ that would impact these plans? Somethings we can predict and somethings we can't predict.

Mr. Gillette said once this gets into more detail, and looking more closely at the ordinances, setbacks, and height limits. This plan is very conceptual at this point. Getting down to the very inch could change some things. Plans can change getting through the process.

Mr. Uchytel said plans do change. Over a year ago, he said he wanted to buy the entire Archipelago lot. What changed is the Morris Group coming forward and seeing the great potential for this area to blend with what Docks & Harbors is doing and they want to develop it. There are two willing partners that want to work together to develop an undeveloped parcel. Moving forward there is a lot of details to work out.

Mr. Seng asked if there are sales tax projections for when the property changes and retail is added?

Mr. Uchytel said he does not have those projections.

5:51 - Mr. Ridgway said Mr. Eiler is trying to rejoin the meeting.

Mr. Eiler rejoined the meeting.

Mr. Ridgway wanted to make sure the public point of view was being considered.

Mr. Gillette said a lot of the new letters from the public is supporting the food carts. Docks & Harbors supports that but the food carts were located under private enterprise. The Morris Group understands the importance of food carts but that part of the plan is up to the Morris Group. There is not enough room for the 15 food carts that was in that lot this last summer. There will be room for some.

Mr. Ridgway said setting aside the food carts, there are a lot of different comments on the design. Wings of Alaska has a safety issue with the 150' float, and in discussing these design issues is the Board establishing a public policy?

Mr. Uchytel said the position of the Board previously was that they did not want private enterprises on Docks & Harbor maintained facilities as a general rule. Mr. Heumann has an ask for the Board for additional use of public property for this area and that was set aside until this planning process was complete. He does not have any expectation the Board will be establishing a policy tonight on commercial activity on Docks & Harbor property. Before the Board is a plan on how to manage this area with an agreement that will compliment the private enterprises on the Archipelago lot and work together.

Mr. Ridgway asked if Mr. Gillette has considered the design issues brought forward from the public?

Mr. Gillette said he believes they are being looked at. If there are items in the plan that the Board does not want in the plan, that item could be removed and still move forward.

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Mr. Uchytel said there were public comments received that were not added to the packet. One was from Sally Smith that was 38 pages on electric vehicles. Last month there were four letters received, one from Recia Wilson and Charlie Harrington opposing development on Docks & Harbors lands. Greg Pilcher and Jeff Fanning requested the Waterfront Vendor Booths remain in their current locations.

Public Comment -

Al Clough, Vice-President/Pilot Wings Airways

He said he is here to discuss the safety concerns with the proposed 150' float in this plan. He said he was before the Board earlier in the year to request the removal of the lightering float that was in this location due to the safety concerns. The Board listened and removed the lightering float. After that float was removed, Wings Airways put over \$200,000 in improvements into their facility and the 2017 was a safe and productive season. The proposed 150' float overlies part of the pre-existing lightering float and will present similar set of approach and departure angle challenges that the lightering float had to our dock. The blind zone that is being established with the new panamax ships would be more onerous and a larger safety hazard than boats going to and from the previous lightering float. Ships are going to get larger and it is going to get tighter. He said float planes do not have brakes. The turbine engines can go backwards but it is not pretty when the wind is going one way and the current is going another and where boats are located on the docks. There are significant safety concerns for our passengers as well as the public that may or may not be operating at that location and unknown schedules. This proposed 150' is a higher safety concern than the last lightering float because it is further shielded. He requests the 150' float be removed from this plan. If in the future the seawalk continues along in front of the hanger, and Wings Airways location moves due to that project, that would be the time a float could be added. Currently, it is unsafe.

Mr. Etheridge asked if the 150' float was left in the plan, but no vessels were allowed to go to it, would that still hinder your operation?

Mr. Clough said it is very tight to maneuver in that location. The best he can tell is this float would go under where the ramp to the old lightering dock was. We are currently turning our aircraft in this location so it will not work in that location.

Bill Heumann, Juneau, AK

He said this plan is progress and he is in favor of it. The proposed retail will bring competition, but that is part of the game. There is a considerable expectation of increase in tourists and Juneau has to meet that demand. This plan is a step in the right direction. He doesn't have any issues with a public/private partnership and would like the scope of that broadened. It should not be just restricted to this area. There are a lot of benefits in general with government working with the private sector.

Dennis Watson, Juneau, AK

He said he has a concern similar to Wings Airways. He read a paragraph from Title 85.10.50 "of this title provides where necessary to expedite waterborne traffic or to eliminate congestion to safeguard persons or property". Title 85.25.10 "All vessels or watercraft within any area now or hereafter set aside for such purposes of all vessels and watercraft shall keep clear and avoid

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impeding their navigation". Mr. Watson said this is the responsibility of the Board and it is a serious concern. Tourism is increasing and that means congestion is increasing.

Drew Green, Juneau, AK, Port Manager for Cruise Line Agencies of Alaska.

He said there is great value in planning, but he has some concerns. He said he has had problems with past plans that were just plans that could be modified or changed and down the road a developer tried to do something but it was not allowed because it was not in the plan and you had to go back through the process to change the plan. He is worried if a plan is approved tonight and everything is not flushed out, it could cause problems. He recommended to isolate the Archipelago project so that part of this project can continue and work on the other issues before the rest of the plan is approved. The operational issues Cruise Line Agencies has is the float. He would like that removed from the plan. In 2019 there will be a need to put the lines to tie up the ships on the old Alaska Steamship bollard number one which has been discussed since the conception of 16B. The other things he would like to work on is the bathrooms and visitor center at the cruise ship terminal. There are some problems there and he would like the opportunity to work with Travel Juneau. He would like to see a covered area. There was a temporary Costco tent this last year, but he would like to see something more decorative and permanent. By design, the larger ships will go to the Alaska Steamship float. When that happens, there will be more people and more people wanting the covered area. He doesn't like to put restrooms on prime waterfront real estate and suggested to put it closer and adjacent to the visitor center. The number one question from visitors is how do you get to the glacier and the second is where is the bathrooms. He said he would also like to discuss at another time the dollar figure to do the deck over. It is a big price tag.

Board Discussion/Action

Mr. Etheridge said he has a concern with the 150' float. He suggests to remove it from the plan until it can be done more safely. Having ship lines go over the float is another safety concern.

Mr. Seng said plans change, if this is approved moving forward, what is the Board being locked into and what is flexible? He believes if the 150' float is left in the plan, it doesn't mean it is going in and could be stopped at any time in the future. The restrooms could move, the vendor area's could move. Is the Board approving a concept or a plan as drawn?

Mr. Donek said it is a concept.

Mr. Uchytel said this is a conceptual plan. It is something to bring forward to the Assembly and show interested people what the waterfront plan is. This plan solidifies generally what Docks & Harbors wants to do. We are trying to capture operational needs.

Mr. Eiler said this plan is different than the Norway Point to Bridge Park plan. There are pieces in this plan that is practically shovel ready and other pieces that are generational vision of what we want this area of the waterfront to look like. He is open to hold this over for more conversation if the Board agrees. He sees this as a two step process, the Archipelago and development there with a partnership and then he cautions to not just put something in a plan just to move forward. This needs to be a living document with various things we want to see on this waterfront. If there is not enough room for the food carts in the Archipelago area, where will they go? If the Visitor Center on the corner is not the best location, where is the best location?

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Mr. Mosher said with the safety concerns with the 150' float brought forward from Wings, the float should be removed from this plan. He doesn't have a problem with a public/private partnership, but this will open it up for others.

Mr. Lowell said the Archipelago plan to date is a solid plan. If this is a concept and plans can change, than he suggested to adopt this plan with the excpetion of the float. It is not associated with the development of the Archipelago lot so it won't stifle that portion of the project moving forward. He recommended moving forward with the plan with the removal of the float.

Mr. Ridgway asked Mr. Uchytel what staff thinks solidifies this plan as written and what is the process to change what is not solidified in this plan?

Mr. Eiler left the meeting at 6:36 pm.

Mr. Uchytel said this plan identifies different things needed on the waterfront and during the public process it was identified that open space was valuable to have an area decked over and have an open area for people to meet. This plan shows we are interested in complimenting private investments and letting private enterprise do what they do best while also meeting the needs of the public part of this plan you wouldn't expect private enterprise to do.

Mr. Ridgway said he would like to know the process if the plan needs to be changed.

Mr. Donek said it will need to go to the Operations Committee and then to the Board. Contracts under \$100,000 can be approved here, over \$100,000 will need to be approved by the Assembly.

Mr. Seng said the Morris Group can do whatever they want on their property without the Board saying anything. This is more of an opportunity for the Board to be able to have a partner and allow the Board, CBJ, and the Assembly all to participate in this plan so it is a win/win for all.

Mr. Donek recommended to remove the 150' float and replace it with an asterick with future water access vicinity of Marine Park. This does two things, it removes the float, but also keeps it on the plan so when the seawalk continues around the corner, that may be the time for the float to be installed.

MOTION By MR. ETHERIDGE: THAT THE DOCKS & HARBORS BOARD ADOPT THE AMENDED URBAN DESIGN PLAN WITH THE 150' FLOAT REMOVED AND ADD ASTERICK WITH FUTURE WATER ACCESS AND RECOMMEND TO THE ASSEMBLY THAT IT APPROPRIATE THE FUNDING NECESSARY TO FACILITATE FUTURE DEVELOPMENT PLANS FROM MARINE PARK TO TAKU DOCK CONSISTENT WITH THE URBAN DESIGN PLAN AND ASK UNANIMOUS CONSENT.

Mr. Simpson asked for a roll call vote to show he abstained from voting.

Don Etheridge – Yes

David Lowell – Yes

Robert Mosher – Yes

Mark Ridgway – No

David Seng – Yes

Budd Simpson – Abstained from voting

Tom Donek – Yes

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5 Yes, 1 No, and 1 Abstained from voting – Motion passes.

5 Minute Break 6:48pm

Back in Session 6:55pm

IX. New Business

1. Capital Improvement Projects

Mr. Gillette said on page 49 in the packet is the proposed FY19 Capital Improvements projects staff would like to have funded. Proposed funding sources are also included. He went over the projects on the list and described the need for these projects.

Board Questions -

Mr. Seng asked what is the \$7M intended for on the Archipelago Property?

Mr. Gillette said this would be looking into more of the design for the deck over area. There is some property acquisition. It would go for the design and construction of a portion of this land. FY19 begins July 1st. This is a starting point and how it is exactly spent will come back to the Board.

Mr. Uchytel said this list is a requirement every year for CBJ Engineering. The projects on this list are needs, but they are markers.

Mr. Gillette said this identifies projects that need funding. This is a CIP Plan list projected out six years.

Public Comment - None

Board Discussion/Action

MOTION By MR. SENG: TO APPROVE THE LIST OF FY19 CIP PROJECTS AND ASK STAFF TO MOVE FORWARD IN ACCOMPLISHING THEM AND ASK UNANIMOUS CONSENT.

Motion Passed with no objection.

X. Items for Information/Discussion

1. Annual Report to the Assembly

Mr. Uchytel said in Title 85 there is a requirement to make an annual report to the Assembly. On page 51 in the packet is the FY17 annual review of Docks & Harbors operations and page 52 is our fee schedule that the Assembly requests to see. This is basically communication with the Assembly.

Board Discussion - None

Public Comment - None

XI. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, November 15th, 2017

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Mr. Donek reported the Committee discussed;

- The six year Capital Improvement Plan that was discussed here tonight.
- Marine Passenger fees request for 2018
- Floating Breakwater netfloat in the vicinity of Glacier Seafoods
- The Downtown Urban Plan

2. ~~Finance Committee Meeting~~ CANCELLED

3. Member Reports - None

4. Assembly Lands Committee Liaison Report- None

5. Auke Bay Steering Committee Liaison Report- None

XII. Port Engineer's Report

Mr. Gillette's written report is in the packet. He said one item to point out is the contractor for Aurora Harbor Phase II is on location and the project is underway. The Corps permit requires observation of marine mammals in the area and this has been accomplished with our staff. Work has not had to stop because of the marine mammals yet. The requirement is to account for sea lions and humpback whales. They were delayed a little in the beginning, but are getting back on schedule. The floats are complete and were trucked to Seattle. They will be loaded on the barge and coming to Juneau soon.

Mr. Donek asked if this project will be completed on time?

Mr. Gillette said they are good right now and still on schedule.

XIII. Harbormaster's Report - None

XIV. Port Director's Report

Mr. Uchytel reported;

- Statter Harbor phase III will require the Incident Harassment Authorization (IHA) which will delay any work until October 2018. It also means this will need to be completed over two winters. The IHA will cost \$100,000 and staff is hopeful we will get the permit by July. We still intend to get the plans and specs to do the blasting and dredging and have those ready to go in the May/June timeframe. The bid award date will be extended based on if we have the IHA in hand. The work will be required to be finished by March 2019. There is also a bald eagle nesting area that we will need to obtain a permit for.

Mr. Donek asked if there was the Eagle nesting area problem with the Statter Harbor launch ramp project?

Mr. Gillette said no because we were far enough away from the specific Eagle nesting tree. We did have an Eagle nesting tree we needed to get a permit for during the Douglas Harbor project. We ended up not needing the permit because the dates for the project changed and we didn't need to do the observation.

Mr. Donek asked where the Eagle tree is located?

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Mr. Gillette said it is along the road. He said DOT removed an Eagle nesting tree when they were doing their road work.

- Staff put together three separate “what you need to know” cards for the Harbor Users. One is for the use of the launch ramps, one is for securing a slip, and one is general Harbor information. This is an attempt to let people know expectations for Harbor use.
- There were two RFI’s that went out. One was for used waste oil that the Harbor collects – Secon showed interest. The other was for the Auke Bay Marine Station renting opportunities – the State Troopers and Juneau Youth Services showed interest. We should have the keys for this facility by the first of the year.

XV. Assembly Liaison Report –

Rob Edwardson reported that the Assembly voted on the insurance requirements for vessels resolution and the vote passed.

Other items the Assembly worked on was –

- Procurement for six buses – three next year and three for the year after
- Discussed electric buses and the City does have one coming that will be paid for by a grant

XVI. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Tuesday, December 13th, 2017 at 5:00pm
- b. Finance Committee Meeting – Cancelled
- c. Board Meeting – Thursday, December 21st, 2017 at 5:00pm

XVII. Adjournment – The regular Board Meeting adjourned at 7:26 pm.

Appendix VIII December 4, 2017 CBJ Assembly Committee of the Whole Meeting Minutes

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

December 4, 2017, 6:00 PM.
Municipal Building - Assembly Chambers

Assembly Work Session - No public testimony heard

I. ROLL CALL

Deputy Mayor Jerry Nankervis called the meeting to order at 6:00 p.m. in the Assembly Chambers.

Assemblymembers Present: Mary Becker, Rob Edwardson, Maria Gladziszewski, Norton Gregory, Loren Jones, Jesse Kiehl, Ken Koelsch, Jerry Nankervis, and Beth Weldon.

Assemblymembers Absent: None.

Staff present: Rorie Watt, City Manager; Mila Cosgrove, Deputy City Manager; Laurie Sica, Municipal Clerk; Rob Steedle, Community Development Director; Beth McKibben, Planning Manager; Jill Maclean, Senior Planner; Allison Eddins, Planner I; Kirk Duncan, Parks and Recreation Director; Bob Bartholomew, Finance Director; Carl Uchytel, Port Director; Gary Gillette, Port Engineer.

II. APPROVAL OF AGENDA

Hearing no objection, the agenda was approved as presented.

III. APPROVAL OF MINUTES

A. November 20, 2017 Committee of the Whole Minutes

Hearing no objection, the minutes of the November 20, 2017 Committee of the Whole meeting were approved as presented.

IV. AGENDA TOPICS

A. Travel Juneau Update

Mr. Watt introduced Liz Perry with Travel Juneau (formerly known as the Juneau Convention and Visitors Bureau). She introduced four board members, John McConnochie, Board Chair, Jane Anderson of Alaska Zip Lines, Co-Chair; Liz Barlow with Wings Airways/Taku Glacier Lodge and Val Kelton with Knightly Tours. The visitor industry is the #1 industry in Southeast Alaska. Staff is engaging in an analysis of how Travel Juneau does its business, given the number of changes in the travel industry. The board has shifted to a partnership model with bundled marketing packages available to members. Partnership allows non-paying industry businesses onto the Travel Juneau website, making the information inclusive vs. exclusive. Paid partners have first billing, but this represents Juneau as a full destination. The new structure will be rolled out in the next few months. We have reviewed board governance. A smaller, self perpetuating board is used by many non-profits and we will be able to bring on directors with a wider range of expertise. The board has approved new by-laws and a transition plan. Travel Juneau has recast its mission statement to read, "To promote Juneau to conventions, groups and travelers." Staff is updating the marketing plan and strategic plan. Travel Juneau remain committed to serving Juneau in the most effective ways possible.

Mr. Jones asked what percentage of overall budget comes from partner fees and Ms. Perry said approximately 10%. There are approximately 270 members - most are small businesses. She spoke about the membership packages. Mr. Jones asked if the majority of the Travel Juneau publication is paid by the partner fees. Ms. Perry said the publication is mostly paid by advertising and is not run through the bed tax revenues. Mr. Jones said he understood that the MOA between CBJ and Travel Juneau is old and asked if it would be renegotiated. Ms. Perry said Travel Juneau is reporting on how the funds are spent and did not believe the agreement needed updating.

Ms. Gladyszewski asked if Ms. Perry expected that the partnership model will derive more revenue to the program. Ms. Perry said yes. Ms. Gladyszewski asked if there was a goal. Ms. Perry said she anticipates 10-20% more over time. It will take time to transition members into packages and she will be able to tell in a year from now. Because staff is being inclusive, we will be able to demonstrate value to potential new members due to being a paid partner.

Mr. Koelsch said he was disappointed that there was no greeting when the first cruise ship arrived and nothing when the last ship left. Ms. Perry said Travel Juneau will be carrying the water on those types of greetings and send offs and they welcome any helpful participation.

Mr. Kiehl said he received a call from a year-round business who states their perception is that Travel Juneau has shifted focus to cruise passengers instead of year-round tourism. What metrics can we use to see if your change of structure has helped market for year round businesses. Ms. Perry said they track numbers of rooms booked through their office. We want to increase the number of meetings and the number of hotel bed nights. They will have a better handle on independent travelers based on a McDowell study this summer. They are going after meetings, independent travel and groups and that is their focus. We love cruise passengers and many return. Mr. Kiehl asked if the metrics could be provided to the Assembly and she said yes.

Mr. Jones asked what Travel Juneau can do to help encourage the hotels to improve their facilities and how will this strategy help Air BNBs that are now contributing to bed tax. She said Travel Juneau is reaching out to the small cruise operators to encourage the overnights and ask how they can market to their customers, especially earlier than their arrival in Juneau. We will market packages to their customers, which requires one to one relationships and building the packages. The quality of hotels is out of Travel Juneau's control. We want to market Juneau as a place where you don't want to spend a lot of time in your room - it takes constant communication with the property owners. Ms. Perry said Travel Juneau's priority are our hoteliers. Air BNB is a completely different experience. We need to get as much business into town that we can.

Mr. Nankervis asked how many other CVB's get funding from their municipality. Ms. Perry said almost all of them do. Travel Juneau is a Destination Marketing Organization (DMO). When we do our job well, hotel bed tax and sales tax goes up.

Mr. Nankervis thanked Ms. Perry for her report.

B. Docks and Harbors Urban Design Plan

Mr. Uchytel said the reward for work well done is the opportunity to do more. The Docks and Harbors (D&H) Board approved the urban design plan at its last meeting. Two representatives from Morris Communications were present to discuss the design plan. He asked for direction from the Assembly regarding next steps and milestones and said the D&H Board was asking for the Assembly's blessing to move forward with the big picture and to allow staff to work out the details.

Mr. Gillette spoke about the Marine Park to Taku Dock Urban Design Plan. He said the Assembly chose not to pursue purchase of the entire Archipelago property in 2012. In 2016, the Board discussed the need for a bus staging area, and directed a study of the downtown waterfront area. Corvus Design was contracted in 2017 to discuss issues, constraints, opportunity vision and goals. In July and August, Morris Communications, the current owner of the Archipelago property, began

discussions with D&H as an owner of adjacent property. We discussed what both parties' needs are and held public meetings. The consultant developed four plan alternatives and presented them to the board and public. The board chose one of the alternatives and approved it November 30. He gave an overview of the site area, the operations in the area, and the proposed plan. CBJ owns an easement and a portion of the Archipelago lot. The plan includes improvements to the visitor information booth near the downtown library. He spoke about decking over open water areas, moving the USS Juneau memorial, adding public restrooms, and adding vendor sales booths. The plan allows the private owner to maintain ownership, and add bus staging and retail space with the property decked over. A second phase would add a covered shelter area for gathering and a big question is to add a waterfront attraction, developed by the private sector, to attract people to the downtown area year-round. The design is a "village" concept. The Morris company used a different design team and have a similar design. They did a marketing study of trends in the area. They did not want one large mall building and purposely kept the development small to attract local craft vendors. The public and private investment will be \$25 - 30 million and the portions still need to be worked out. This investment will go a long way to downtown revitalization, which is a goal of the Assembly.

Mayor Koelsch asked about circulation studies regarding walking patterns had been done. Mr. Gillette said no, the seawalk has been touted as a way to reduce traffic on Franklin Street and with the increasing numbers of visitors. A goal is to get people off an unsafe walkway if all the tourists would be on one street. Mayor Koelsch asked if there would be a walking traffic pattern study done and said businesses would be interested in this study.

Mr. Uchytel introduced Bob Kuhar, VP of Properties and Facilities, and Allen Grinalds, Director of Real Estate for Morris Communications.

Mr. Grinalds said Morris is transforming from a media company, selling its daily papers, to a professional real estate company. Morris has a long history with Alaska and they are very interested in keeping the ties strong. They have been examining all of the real estate in the portfolio to determine the highest and best use. This specific project is exciting and is an opportunity to be transformational for downtown. This is the only undeveloped property downtown and there is not a lot of buildable space. We could develop the property as is, but if we can take it a step further in a partnership with shared interests, a good development can become a great development. It can be unique and impactful. The current property is chopped up a bit and we want to see how we can work with our neighbors to improve the site and help increase the circulation of people in the area. We are serious, we are well capitalized and we have the ability to do something very interesting. He spoke about giving small businesses a start on this property and being interested in seeing them grow. This amount of private investment shows that we are betting on Juneau.

Ms. Gladziszewski asked about the possibility of adding housing to the site and Mr. Grinalds said they looked at all possible uses and apartments on the site do not pencil out due to the lot size and the soils on the site, along with parking, to create a reasonable return.

Mr. Jones said his concern is that the kind of retail contemplated seems to exclude a lot of the young business people in town. Mr. Grinalds said there will be many businesses that only want to operate during the tourist season and there is a place for those business people on the property. Mr. Kuhar said they understand the role the young entrepreneurs play in town and there is a way to incorporate them into the design. This design allows for more informal spaces.

Mr. Kiehl said he appreciated the property owners using their property as a business "incubator space." He wanted to explicitly know the public benefits of this design that we couldn't have gotten by buying property for a bus parking lot. Mr. Grinalds said connectivity between the seawalk and South Franklin is a benefit - decking over the property will require the use of upland property or expensive staging from a barge off the seawalk. The timing of the project could help save a vast amount of money. The design includes more expanded public space. Mr. Kiehl asked about easements through the development. Mr. Grinalds said that the critical paths need to be identified and interests aligned to find a comfort level for the design. We are interested in working with "incubator" businesses. Mr. Kuhar said they want to create connectivity, which is more than an easement and walkway through

the property.

Mr. Jones asked about the public process and said other D&H projects seemed to have had more public input. Mr. Uchytel said they were limited by the term contract with the consultant. They followed a similar process for Norway Point to Bridge Park. He spoke about the difficulty of finding a meeting time for those who are busy in the summer and gone in the winter. Mr. Gillette spoke about the meetings between Morris and CBJ leadership and other community groups.

Mr. Jones asked about a concept plan vs. an implementation plan. Mr. Uchytel said D&H will not dictate to Morris what they do on their property and they can provide detailed, implementable plans. A mission of docks and harbors is to build a world class seawalk, which is the aspect that D&H is focused on. The elements of the CBJ portion of the plan are conceptual.

Mr. Jones asked about private activity being allowed on CBJ / D&H controlled property. Mr. Uchytel said there was a long discussion about this issue of providing CBJ land to private entrepreneurs in this area and this request will be before the board again, and it is a struggle to manage the limited uplands within a confined area. In this plan we are providing a value of bus staging which is much needed. The board has not had the appetite to expand retail opportunities on D&H land on the waterfront, and had "inherited" the tour vendor booths.

Mr. Jones asked about the rules regarding land disposals and if the Assembly approves this concept plan - what instruction is given to the manager to negotiate lot lines - where does the Assembly put the manager.

Mr. Kiehl asked for clarification of the deck over of "private land" and Mr. Gillette said that the property adjacent to the Warner Company was under lease (for 35 years). That lessee has been notified and has asked about their interest in decking over the property. Mr. Gillette spoke about the cost of developing the deck over of the sites from the waterfront instead of from the uplands.

Mr. Kiehl asked why this presentation is narrowing down the scope of the Marine Park to Taku Dock overall plan to this portion of the plan. Mr. Gillette showed the improvements that have been done in the entire area to date and all the facilities seem to be working well. No major changes are anticipated. Mr. Uchytel said the opportunity of having the open space on the waterfront for aiding development of city property had been discussed over the years. Mr. Kiehl asked about the opportunity for keeping the "public good" of allowing incubator businesses to continue. Mr. Uchytel said the need has been met on private property and that is a good place for those types of businesses to continue. The policy statement regarding providing vendor space needs to be determined.

Ms. Gladziszewski asked for and Mr. Gillette summarized the public process on this plan. The top priority item from the public and the board was more open space on the waterfront. Covered areas were important as well as bus staging. She said since this is the last open space on the waterfront, it is important to ask the public on a community wide scale, not only the D&H scale. She thought this was a good beginning of a conversation and was not sure this was the best use of the property. She understood the private owner can do what they want. Mr. Gillette said when CBJ purchased the access strip through the Archipelago lot, it was anticipated to primarily be a pedestrian corridor. Ms. Gladziszewski asked if bus parking was the best use of the property. Mr. Gillette said that staging buses may not be the best use, but there is a critical need to move many people in a short period of time. Right now we are saddled with buses to solve our transportation problem and a horizontal structure can be a short term use of the property.

Mr. Edwardson said the Assembly had directed the Board to develop a plan, they've done it, and he likes a lot of the plan. He asked about the recommended motion to move forward on development. Mr. Uchytel said the board is seeking permission to move forward with negotiations with the private property owner and to work with other CBJ leadership staff to see how the project can meet current code and regulations. The Board is a willing participant at this point. With the Assembly's permission, they would return a plan to the Assembly to approve or part ways with the developer.

Mr. Watt said the purpose of the plan is different from a neighborhood area plan to use for permitting. The board wants do do infrastructure planning on the waterfront and determine public / private use of the water. This is a specific proposal within the plan umbrella. There are six actions that belong to the Assembly:

1. Land deal - a CBJ purchase, sale or trade of land would require assembly action.
2. Public improvements - determine if a B permit loading zone is a necessary public improvement
3. Public improvements - determine if a deck over of waterfront for an undesignated use is a necessary public improvement.
4. Type of funding used - since one proposal calls for year round use of the property, this would not be able to exclusively use passenger fee revenue as a source of funding.
5. The deal - review whether to negotiate a land deal and design a project with a low bid an award or provide code authorization for a public/private partnership arrangement.
6. Commercial use of public property - the D&H Board has struggled with this issue but it is a policy question for the Assembly.

Tonight the Assembly can make specific requests to develop the information to be brought forward for the Assembly as follows:

- A - land deal details
- B - funding package - cost of city responsibility and type of funding (incorporates items 2 & 3)
- C - paths to the deal - ways to execute
- D - a public comment process
- E - discussion on commercial policy on waterfront (broader than the specific Archipelago property) (can be a stand alone discussion)

Mr. Watt said the D&H Board has made a lot of progress on the Waterfront Plan of 2004 and has done what it can in the scope of their jurisdiction.

Mr. Gregory asked about the timeline for actions and a general idea of cost to the city. Mr. Uchytel said between \$25 - 30 million as a rough estimate for the scope of work. Mr. Grinalds said Morris is looking to be in business in the summer of 2019. He said there is momentum within the organization for the development but they don't want to move forward alone. Later than the summer of 2019 was not a total deal breaker but he could not say that definitively.

Ms. Weldon said she was excited about a public/private partnership but she asked how the property tax question would be answered, and who would manage the food trucks. Mr. Gillette said they did not want the property lines to restrict innovation. The carts are a private economic development and CBJ is criticized if we compete on our property. The property lines will need to change. Maintenance of the plaza areas will be worked out in any deal. The carts are a private economic development and CBJ is criticized if we compete on our property.

Ms. Weldon asked how Morris could ensure year-round use. Mr. Grinalds said the conditions to attract people to a year-round use need to be set. He has seen this work with rehabilitating distressed property by gaining consensus for a year-round use. The catalyst is a "crawl - walk - run" process. A community event draws people, a restaurant stays open off season, people stay, and the momentum grows. There are preconditions - people need to feel safe, warm, invited, provided activity and they need to linger. There is not just one answer. The development has to stand on its own feet economically and the primary economic driver of the businesses downtown is cruise ships and jewelry stores are a portion of this development. The tenant mix will help create the solution for a year-round destination.

Mr. Kiehl asked about the idea of moving the USS Juneau Memorial to the area. Mr. Gillette said this idea was from the time when the Visitors Bureau and Customs facility was built and the memorial needed to be moved. We have always said the current location was temporary. Corvus Design proposed a plaza with historical references for the entire event.

Ms. Gladyszewski said that the mission of the Assembly was broader and wanted to consider that items 2 and 3 were still open questions for the Assembly.

Mr. Jones said that the proposed questions still concern him - and he does not want to see a blank check for Morris, despite their good efforts. B zone parking, open space and public restrooms don't rise high in his idea of public improvements. He wanted to discuss the policy about private use of public land first. He supported the other items A-D as a good course of action.

Mr. Kiehl said it was important to know which public improvement should be priced. B zone is 18 passenger and fewer vans. The cost of a deck over piecemeal makes me think the entire area should be decked over as the best extent of this project. Do we want more flat land on the waterfront available for development or not?

Mayor Koelsch said he was happy to have a positive development project coming the Assembly's way.

MOTION, by Koelsch, to direct the City Manager and Port Director to bring back a plan with a timeline to the COW. Hearing no objection it was so ordered.

C. **Lemon Creek Neighborhood Plan**

Mr. Nankervis proposed a change to the agenda, to remove Annexation from the agenda. Hearing no objection from the public or the Assembly, it was so ordered.

Jill Maclean provided a memo discussing three items the Assembly had questions about, including recommendations for changes to the plan. She explained the thinking of the Steering Committee and the Planning Commission in developing the plan.

MOTION, by Kiehl, to amend the area plan to remove the action to "Pursue making gravel and organic waste disposal resources in the Lemon Creek area available to the private sector" in its entirety.

Mr. Kiehl said the Assembly has grappled with this question and it is not a neighborhood plan issue - it is a CBJ resources question. This is an issue that is an areawide topic and does not need to be included in the area plan.

Mr. Jones objected as he attended many meetings and the Lemon Creek area will see a lot of extraction and the review wants to keep the industry in line with neighborhood concerns.

Mr. Edwardson asked if removing the issue from the plan would prohibit the activity. Mr. Watt said that eliminating the reference to sand and gravel from the Lemon Creek plan would not prohibit the activity. It is available areawide and is always a contentious issue.

Roll call:

Aye: Edwardson, Gregory, Kiehl, Weldon, Koelsch

Nay: Becker, Gladyszewski, Jones, Nankervis

Motion passed 5 ayes, 4 nays.

Ms. Weldon was concerned about the lack of industrial land and the clarifying statements that the former Walmart location and Grant's Plaza should be promoted as mixed zoning of business and neighborhood. Ms. Maclean said the committee discussed the need for industrial land as being very important and wanted to have the Costco area developed and redeveloped for industrial and those two locations were seen as buffers to existing neighborhoods with industrial uses not as suitable.

MOTION, by Jones, to forward the Lemon Creek Area Plan to the Assembly for adoption as part of the Comprehensive Plan, as amended previously.

MARINE PARK TO TAKU DOCK URBAN DESIGN PLAN

Assembly Committee of the Whole

December 4, 2017



MARINE PARK TO TAKU DOCK URBAN DESIGN PLAN

Process Timeline to Date

February 2012 – Requested Assembly approve purchase of entire parcel for public purposes

October 27, 2016 – Board discusses need for bus staging

November 17, 2016 – Board discusses need for MP to Taku Dock Plan

December 15, 2016 – Board directs staff to seek planning term contractor

February 23, 2017 - Corvus Design selected as term contractor

April 3, 2017 – Notice to Proceed given to Corvus Design

May 21, 2017 - Planning Team met with CBJ Docks and Harbors staff to discuss issues, constraints, opportunities, vision and goals.

May 25, 2017 - Docks and Harbors Board introduced to planning team.

June 8, 2017 – Corvus Developed Site Conditions Maps

June 15, 2017 - Received draft Economic Analysis for Review

June 15, 2017 - Met with Transportation Providers (Holland America-Princess, Alaska Coaches, Juneau Tours, Cruise Line Agencies). They indicated a need for 12 to 15 B Zone spaces.

June 22, 2017 - Updated Board on tentative planning schedule:

August 29 – Board Workshop

September 28 – Presentation of Plan Concepts

September 6 – Public Presentation

October 26 – Presentation of modified Plan Concepts

September 7 – Open Studio

November 30 – Final Approval by Board

MARINE PARK TO TAKU DOCK URBAN DESIGN PLAN

Process Timeline to Date

July 2017 - First discussions with Morris Communications Company regarding their plans to develop Archipelago property. MCC provides various concepts for their development options. Agreed to work together to develop plan that would fulfill MCC and Docks and Harbors needs.

August 29, 2017 - Presentation of Economic Trends, planning objectives, issues, constraints at BOARD WORKSHOP to solicit input for planning direction

September 6, 2017 - Presentation of Economic Trends, planning objectives, issues, constraints at PUBLIC MEETING to solicit input for planning direction

September 7, 2017 - Held day-long OPEN STUDIO at for one-on-one input from public to planning team

September 28, 2017 – Developed four plan alternatives based on input received in previous Board Workshop, Public Meeting and Open Studio. Presented alternatives to BOARD and PUBLIC.

November 3, 2017 – Developed one preferred plan based on comments received and presented to BOARD and PUBLIC.

November 30, 2017 – Developed Final Plan for PUBLIC comment and BOARD approval

December 4, 2017 – Discussion with CBJ Assembly Committee of the Whole

Public Meetings



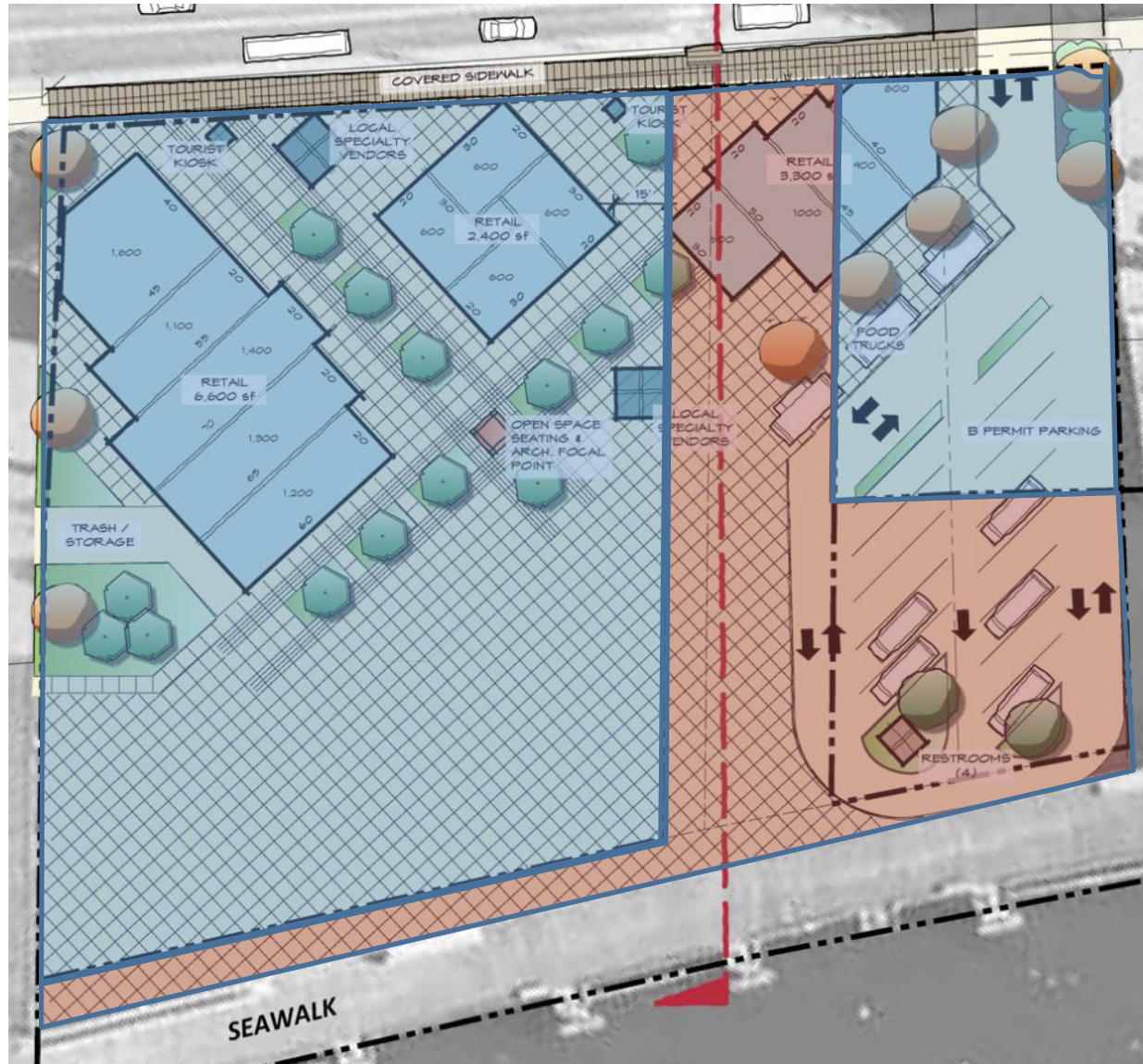
Waterfront Before Cruise Berth Project

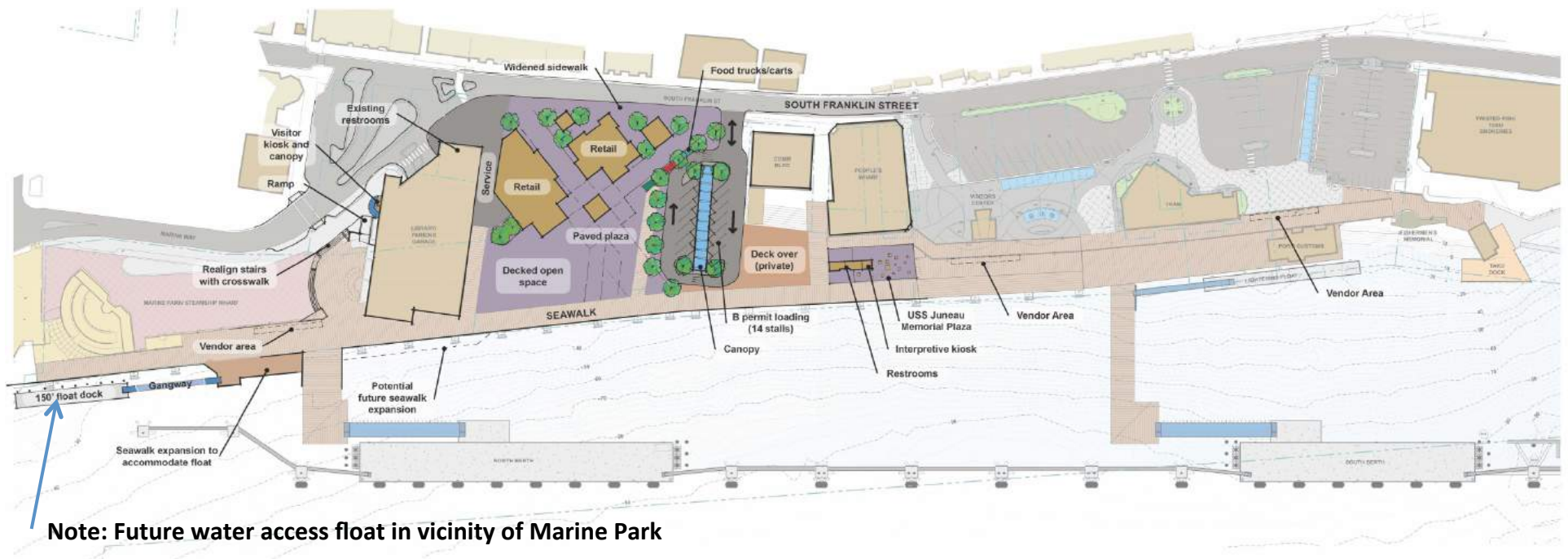


Archipelago Lot Before Cruise Berth Project

PROPERTY OWNERSHIP

- Morris Communications Company
- CBJ Docks and Harbors

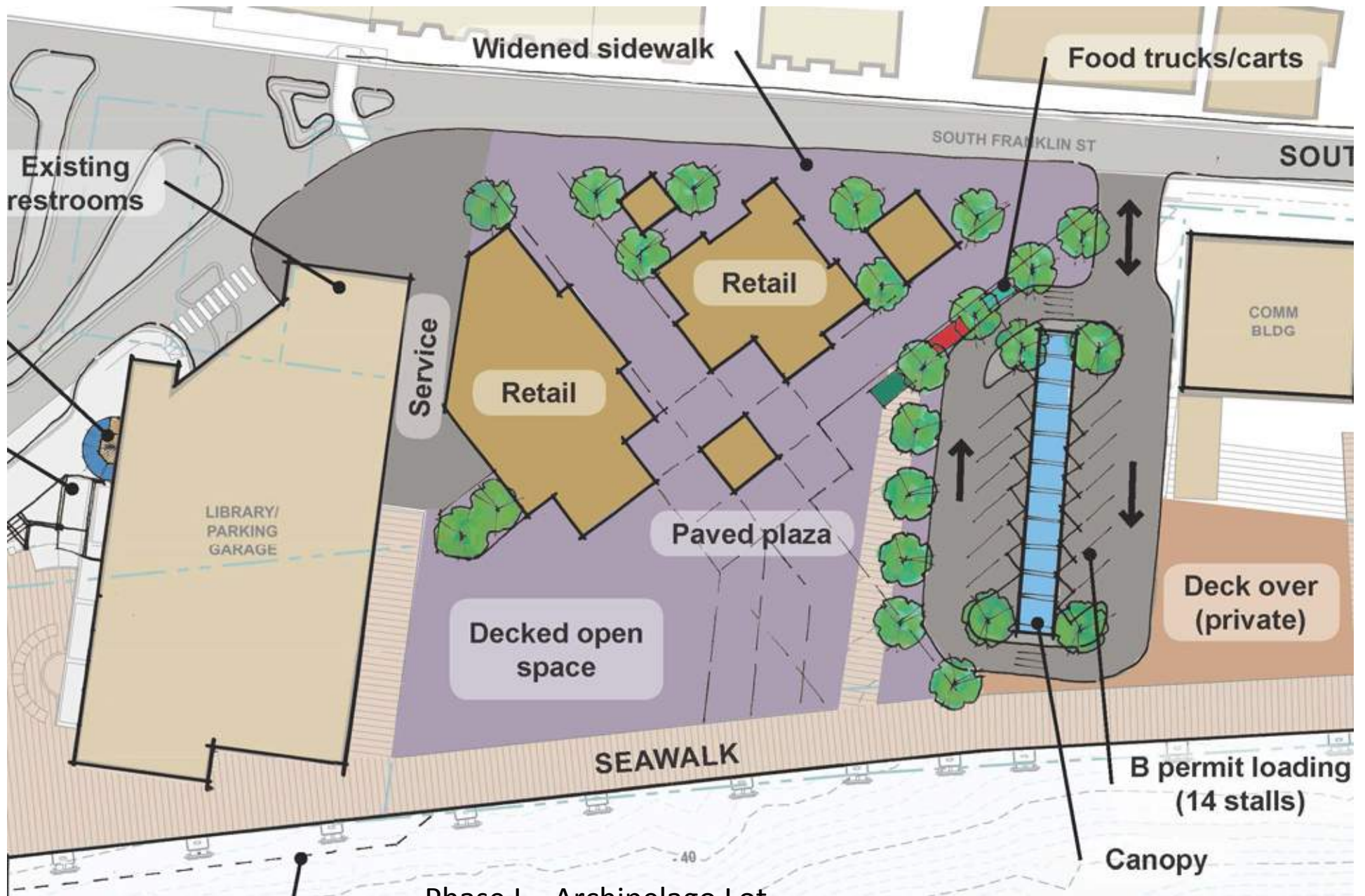




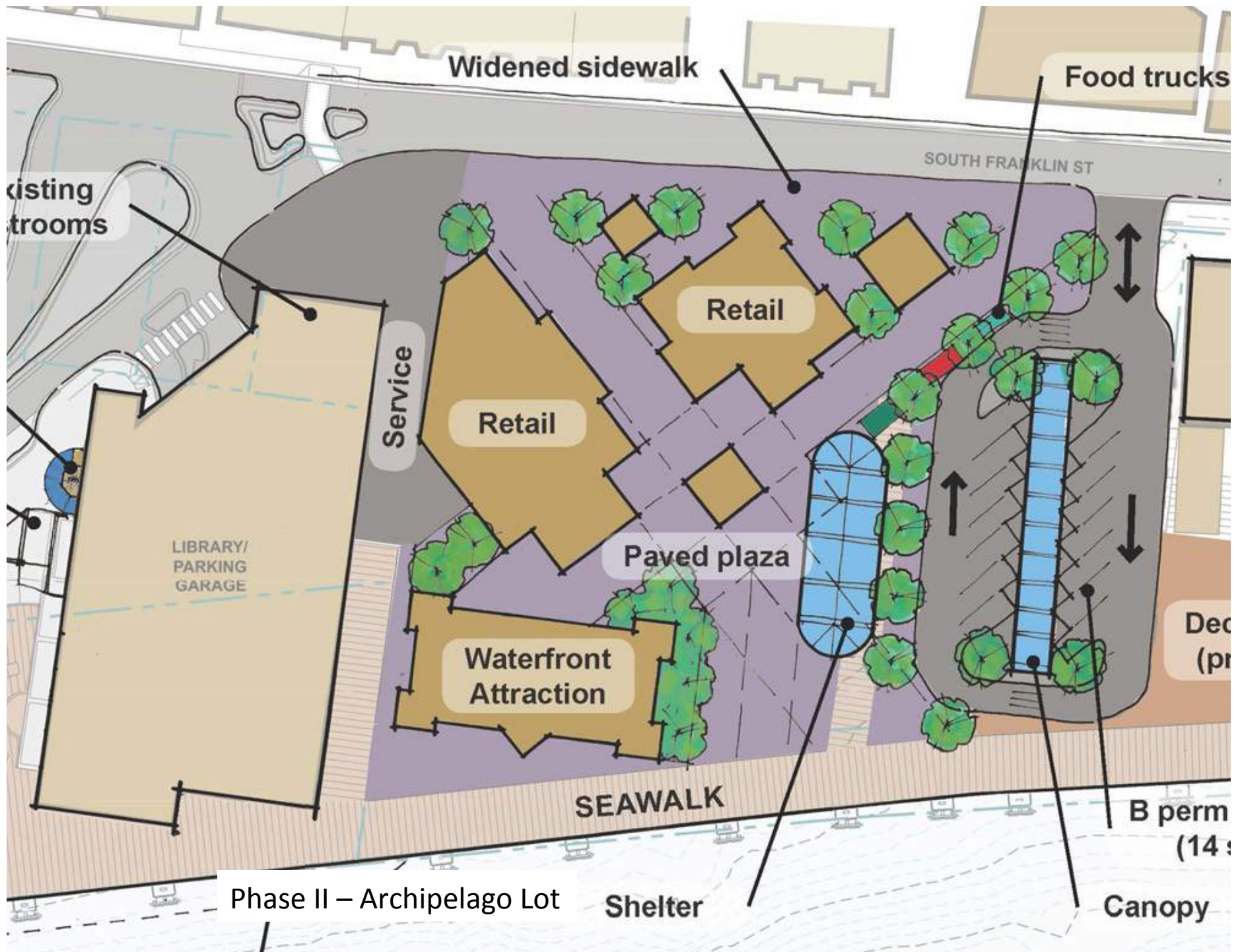
Taku Dock to Marine Park Urban Design Plan Preferred Master Plan - Phase I

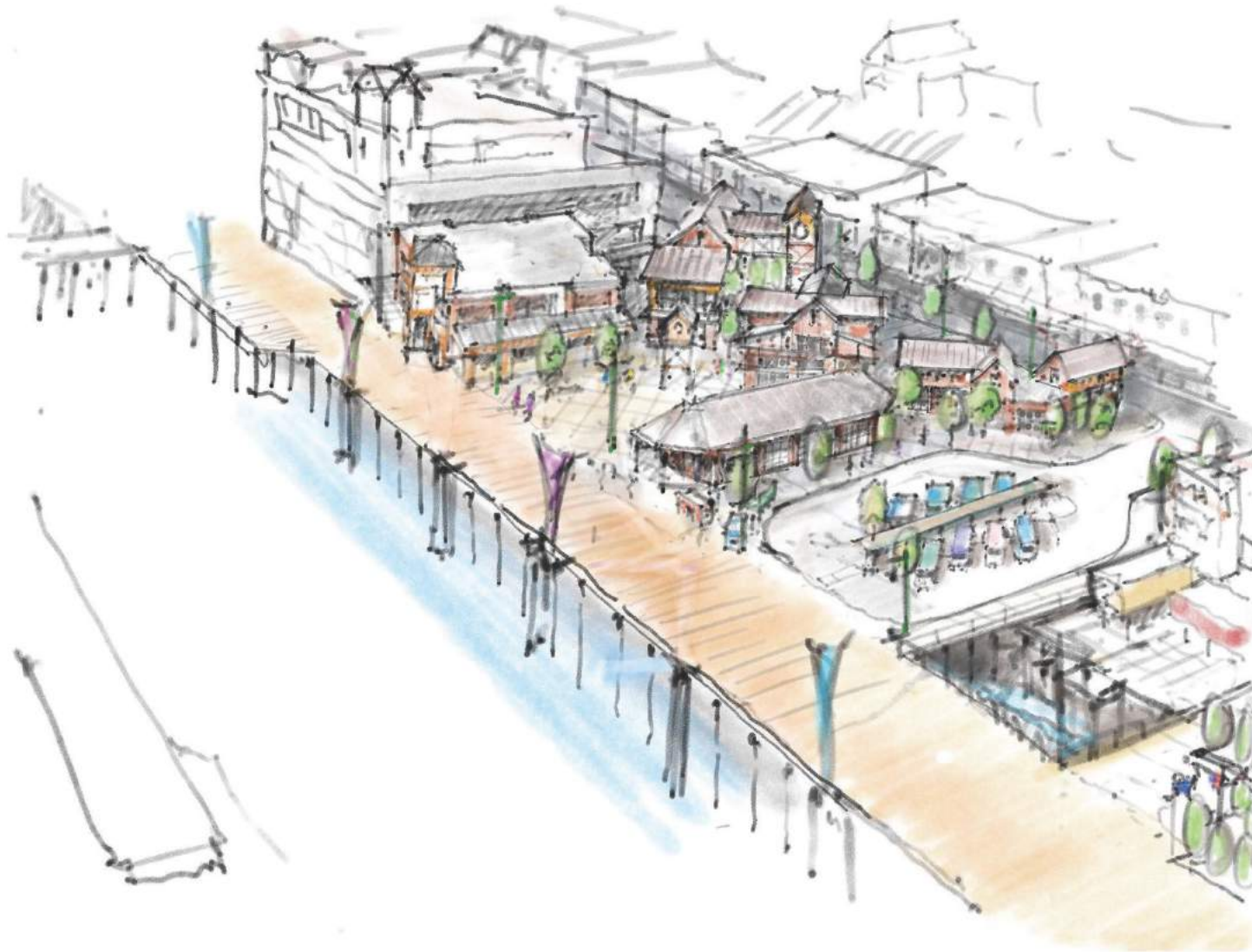


Phase I – Overall Plan



Phase I – Archipelago Lot





Taku Dock to Marine Park Urban Design Plan
Preferred Master Plan - Sketch



Rendering – Overall Plan





Rendering - Morris Plan

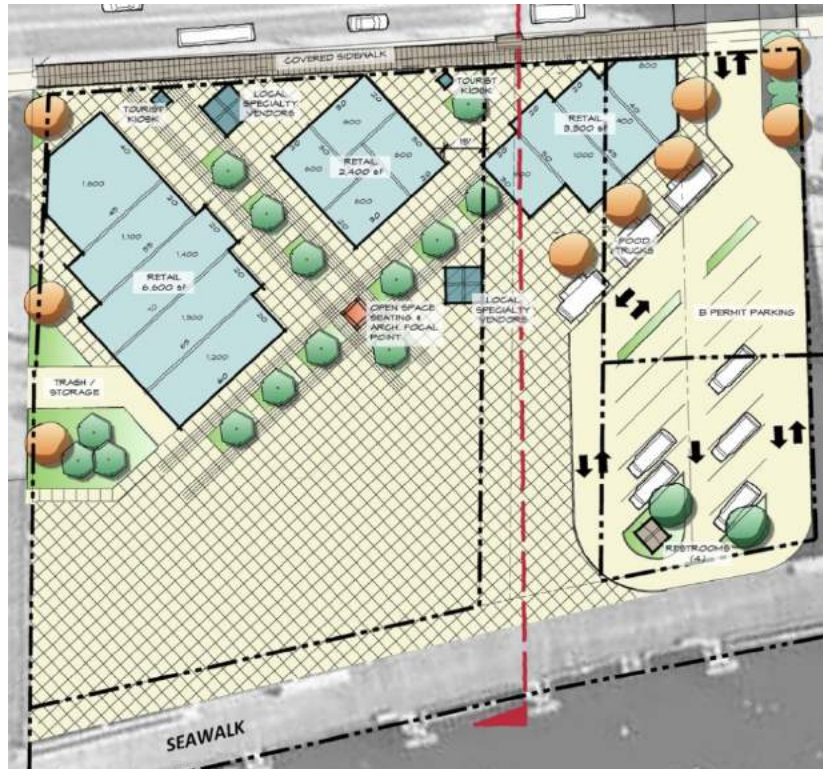


Rendering - Morris Plan

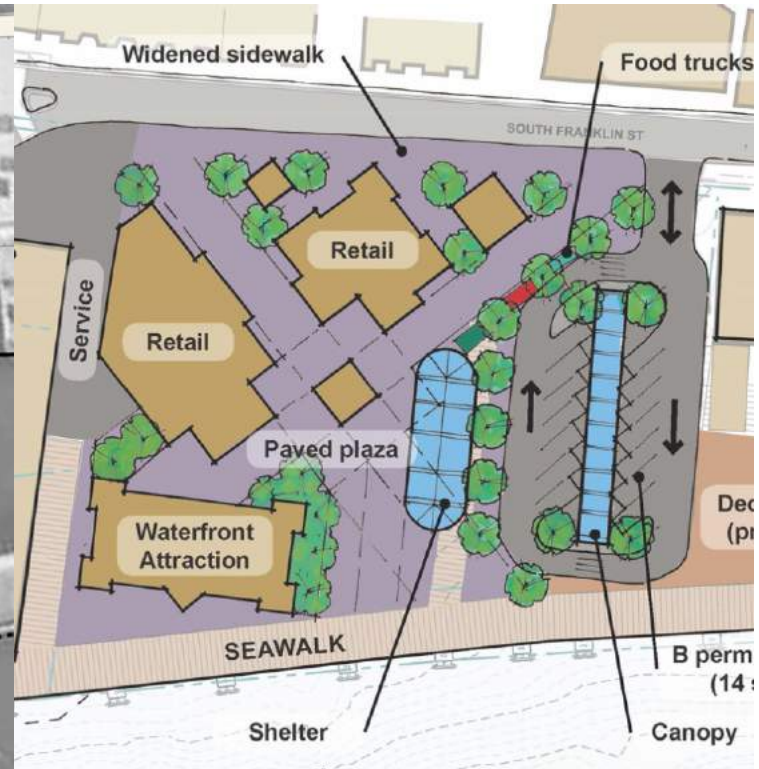


Rendering - Morris Plan

CONCEPT PLAN COMPARISON



Morris Plan



Docks & Harbors Plan

**MARINE PARK TO TAKU DOCK
URBAN DESIGN PLAN
Assembly COW
December 4, 2017**



Appendix IX January 31, 2018 CBJ Assembly Committee of the Whole Meeting Minutes

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

January 31, 2018, 5:00 PM.
Municipal Building - Assembly Chambers

Work Session - No Public Testimony

I. ROLL CALL

Deputy Mayor Jerry Nankervis called the meeting to order at 5:00 p.m. in the Assembly Chambers.

Assemblymembers Present: Mary Becker, Rob Edwardson, Maria Gladziszewski (teleconference), Norton Gregory, Loren Jones (left at 7:30 p.m.), Jesse Kiehl, Ken Koelsch, Jerry Nankervis, and Beth Weldon.

Assemblymembers Absent: None.

School Board Members Present: Brian Holst, Jeff Short, Andi Story, Josh Keaton, Dan DeBartolo, Steve Whitney

School Board Members Absent: Emil Mackey.

Docks and Harbors Board Members Present: Bob Janes, Weston Eiler, Mark Ridgeway, Budd Simpson, Robert Mosher, Dave Seng, Tom Donek.

Docks and Harbors Board Members Absent: David Lowell, Don Etheridge.

Staff Present: Rorie Watt, City Manager; Laurie Sica, Municipal Clerk; Bob Bartholomew, Finance Director; Carl Uchytel, Port Director; Gary Gillette, Port Engineer; Mark Miller, Superintendent, JSD; David Means, Administrative Services Director, JSD; Dr. Bridget Weiss, Director of Student Services.

II. APPROVAL OF AGENDA

Hearing no objection, the agenda was approved as presented.

III. AGENDA TOPICS

A. Assembly and School Board - Joint Discussion

Chair Brian Holst thanked the Assembly for the opportunity to meet, for funding to the cap, and for finding ways to augment the budget outside of the cap. He distributed some documents to the Assembly regarding school programs and introduced Superintendent Mark Miller, who presented a power point presentation.

Mr. Miller said the average daily membership has trended downward and is a challenge to run the school with fewer students. The salary and benefits line is heading up, as it costs more to do business each year. Personnel costs equal 90% of the budget. They have saved \$2.5 million in energy savings in the district. They budgeted to spend their reserve in FY2018 to balance the budget. There is a \$3 million budget gap in FY19. Since 2011, they have reduced \$11,035,000 in 92 full time positions and this trend can't continue. Mr. Miller spoke about trauma challenges with students and their efforts

Mr. Watt encouraged the school facilities committee to stay the course.

Mr. Keaton thanked the Assembly for all of its support. There are lots of successes and the Assembly should take some credit for that.

Mr. Kiehl thanked the school board and staff for the effort to accurately predict student counts. This helps the Assembly with budgeting.

Mr. Holst said the community partnerships were very helpful to the district, from science, arts and activities.

Mr. Nankervis thanked the board for their rewarding and demanding work.

B. Assembly and Docks & Harbors Board - Joint Discussion

Mr. Uchytel said there are two items they would like a frank discussion with the Assembly, the plans for the Archipelago property (the open space south of the Marine Park Parking Garage and downtown library) and the Coast Guard Cutter home porting issue.

Mr. Uchytel said the state of the harbors is strong. He distributed their monthly news letter and said the board is proud of their accomplishments. He said they are doing the will of the community in an efficient manner. There are few times the board needs to get input from the Assembly. They would like direction from the Assembly regarding forward progress at the Archipelago property, which was discussed at the December 4 Committee of the Whole meeting. Since then we have had a property appraisal. Last year the board created an urban design plan for the area from Marine Park to Taku Dock in light of the completion of the 16b project. We knew the ships would need more support. We started a public process on the plan. We did not know that Morris Communications no longer wanted to sell the property, but would be willing to partner to develop the area. The board approved the urban plan on November 30 and presented it to the Assembly. We have made one modification - the open area seaward of the People's Wharf was planned for the USS Juneau memorial, but at the last meeting, the board agreed to leave that area for some public purpose. The Archipelago lot is 1.6 acres and the port has control over .4 acres. We need to provide bus staging area in the area to the ships and this has been re-affirmed with the cruise industry locally. There is also a need for open space and deckover. Horan and Co. arrived at a value of the land at \$275 per square foot and submerged lands at \$55 per square foot. We are working with Morris Communications. They have a vision for retail space, including food vendors, and we have done some engineering to confirm that the bus staging will fit/work. Morris has sent an email that they feel we are at a good starting point and that they are willing to cooperate with the board and the Assembly. We believe we have lot lines and an appraisal and this is a buy/sell opportunity that would cost CBJ \$2.1 million for the property. We also have conceptual costs to build out the bus staging onto submerged lands and a wooden deckover for pedestrians at about \$15 million. We are ready to do an RFP for engineering services for the design of the bus staging and deckover. Mr. Gillette displayed property layout and preliminary plans for the use of the Archipelago property.

Mr. Jones asked for an explanation of the deckover and parking and asked about "B" parking. Mr. Uchytel said the cruise industry has confirmed the need. There are times the brickyard is empty, but this is an ask from the industry. There is no "benefit" to us, but we do know it is a need from the cruise industry. He said the land acquisition cost is \$2.1 million and the construction cost is \$15 million, which includes the bus parking and the deckover. Mr. Jones asked about the cost of the project to build it for the flood surge. Mr. Gillette said that all of the projects done in the area have addressed that issue. No horizontal members can be below the flood stage elevation and habitable space has to be above it, so all structures, such as the visitors center and port/customs building are all above flood elevation and all of the structures below are designed, engineered and certified to withstand the flood forces without horizontal members.

Mr. Uchytel explained the lot layout and said that the bus layout is designed for 25 passenger busses,

rather than the larger motorcoaches. He pointed out the property line dividing the seaward area for CBJ and the landward area with commercial retail space for the Morris Group. He showed the current landownership layout and compared the land buy/sell arrangement that needed to happen, to take the "patchwork" of properties and consolidate the parcel into two lots.

Ms. Gladziszewski asked about the cost and the sequence of the RFP asked about the funding source, and what does CBJ get for the money. Mr. Uchytel said the property transaction could be before the Assembly in March. On Monday, they are ready to go out with an RFP for engineering services, which takes about six weeks for the selection process. CBJ gets a parking lot and additional staging area along seawalk. The Board thinks this will make the seawalk more appealing and it will be a good attribute for the CBJ. It is not a money-maker, but assists the cruise industry. Mr. Bartholomew has ideas for funding using a variety of sources including remaining funds from 16b, dock fund balance, port development fee, state marine passenger fees, local funding including sales tax money, harbor funds, and he is working out a plan. The industry needs 12-15 B zone (less than 18 passengers) vehicles. We are now looking at the length of a vehicle to determine what a B zone is and we have done calculations to determine turning and parking. This area, when developed, will free up areas for the larger coaches in other areas.

Mr. Edwardson asked if it is appropriate for the COW to give approval for a project for a plan that the Assembly has not approved yet. The Assembly reviewed this previously and asked that six subject areas be addressed and five other categories of issues were addressed, and he thought the COW would see an edited plan to review and not a memo, so that they would have to try to make the connections between all of the different documents. He was surprised that at the Docks and Harbors Board meeting he attended that there was an expectation that an RFP would be released after this COW. Mr. Watt said at the last meeting, Mr. Watt's memo tried to break down the decision points for the whole project. Previous to this Assembly being seated, money was appropriated into a CIP for land acquisition and preliminary development of this property in the amount of approximately \$3.5 million, as Mr. Uchytel said are remnants from the 16b project. Those funds can be used to advance the project. If the Assembly approves the project it will come back as an ordinance authorizing the land acquisition and sale, to the Finance Committee for a funding package. If the professional services contract exceeds \$100,000, it would need approval by the Assembly. In the long run the Assembly would approve the bid award. There are a number of procedural steps the Assembly needs to take. The Board believes they have enough of a project to advance the design forward with the expectation that you will see these procedural pieces move forward. Mr. Watt said the land deal makes sense to clarify the property lines. B zone staging makes sense due to bigger docks and greater staging needs and there is no flat land available, deckover will be required. Further deckover may still be a question, but there is enough justification to move the project forward to the design stage. The big question for the Assembly will be the funding package.

Mr. Edwardson said he didn't know how he valued the project as he had not seen a plan with the changes the Assembly had requested. I like the plan and ideas but the processes are in place for a reason. If we authorize funding for a project with a plan we have not approved, we may paint ourselves into a corner by spending money to develop the plan, then it may be wasted money if we don't move forward. Mr. Watt said he understood the concern. The next step would be a 30% design and a cost estimate that can inform a funding package.

Ms. Becker asked about the property lines and Mr. Gillette explained the existing property plan layout and he said that they went into this without allowing the property lines to limit the design as there was a cooperative partner, so the property lines will change and he explained the future property lines and described the parcels that would need to be purchased and sold in an agreement.

Mr. Kiehl asked about agreements with the Morris Company regarding easements and if open space will remain open space. Mr. Uchytel said there has been no discussions about easements. Mr. Gillette said there were meetings with Morris. There is no signed agreement but they have been supportive. They are looking at structures to allow a flexible rent rate but we are trusting that they will follow through. We can't say it will be exactly like this layout, but they are caring for a complimentary nature of businesses. There has to be some level of trust.

Mr. Kiehl asked about if there was any commitment from the Morris Company to commence work in a certain time. Mr. Gillette said they were wanting to move even faster than CBJ is able to move, and wanted an opening in 2019 but have put it out to 2020. They are still on board if we can keep moving forward. They want this to happen.

Mr. Kiehl asked about the discussion of decking over a parcel south and any efficiencies to do that project. Mr. Gillette said that is leased to a private entity and at this time the lessee does not have the funds or interest to do that. That property is close to ours but there are some physical limitations and it may need to be done at a future date from the water side.

Mr. Kiehl said we are not looking at a plan, we are looking at a real estate deal, and if we don't have commitments, only a concept, why are we discussing putting in \$15 million worth of infrastructure after \$2 Million of land purchase to hope it goes the way it is described. It seems we should buy the land and spend half as much on developing a B zone.

Ms. Weldon asked how much will the parking be fill and how much is deckover. Mr. Gillette described the plan. Ms. Weldon asked why we can't figure an equal swap rather than paying them \$2.1 million. Mr. Uchytel said it is a coordinated effort, more than a partnership. Mr. Gillette said Morris would spend \$20 million plus on their development, and they were trying to be efficient with the parcel. They own the land so they get to choose the pieces they want.

Mr. Jones said he agreed with Mr. Kiehl, that it doesn't look like we are implementing a plan but it looks like a real estate deal. He had assumed in listening to Morris and the public, Morris would have a single contractor, do the staging, the deckover and the parking and it would be our responsibility to reimburse them the costs. Now I hear we are doing the engineering, the parking, the deckover, and it would be difficult to have two different contractors on the same site. He asked how the project would be coordinated.

Mr. Uchytel said Morris Communications will say that they can do the entire project as a public private venture and then bill us our portion. It is too complicated within our ordinance to do something like that. We will have to run it as two projects. The design and build out may be done by two separate contractors. It will be a challenge but they will have to work together.

Mr. Jones asked about the recent charter amendment approved by the voters and if this would help some of these issues. There was a lot of discussion about decking over other areas and the other areas of the plan and a lot of money is being spent on this one area. DOT is concerned about access on South Franklin. He would like to know more about the funding mechanism. If they want this done in 2020 we have to get moving and this feels like we are being put under a gun on a plan we haven't approved yet. Mr. Jones left the meeting.

Ms. Gladziszewski shared her concerns and said she was not aware of the cruise industry's needs and did not understand if this is the highest and best use of this property. She supported a land deal but was not sure about spending that much money for bus staging.

Ms. Weldon said that the Assembly had questions about a plan and we have not had answers. This is the time we are supposed to hear from the board, and she wanted to know what the members think.

Mr. Ridgeway said they are happy with staff's work. the industry has presented us with a need. Morris has an interest in developing their land. The process is clunky but we appreciate staff's efforts to move us forward.

Mr. Janes spoke about the industry needs for the future and parking is one of those anticipated needs - we are being told that we will need this - it is not a perfect solution - we don't want to take up waterfront space for bus parking, we don't like the traffic onto South Franklin and crossing guards - we know this is all clunky. We are doing what we feel we are obligated to do and this is an opportunity that popped up with a private land owner that seems to be workable. Until we have a more secured

plan and engineering costs, to give you the numbers you need for decision making, we would like to move forward with engineering to get that, and we need your blessing to do that. We have the funds to do this. It may seem a waste of money but we may have 250,000 more people in town in the next five years, and we will be happy that we have tried to address this.

Mr. Donek said we are eating an elephant one bite at a time. We would like the opportunity to develop the land and we are not asking for \$15 million at this point.

Mr. Uchytel said he does not want to get ahead of the Assembly and the Board needs to understand the concerns. He said the Morris Company was offering a world class facility development to make something impressive and we have not asked if we do nothing, what happens to their development plans. They are looking for assurances in the same manner that the Board.

Mr. Nankervis asked if the Docks and Harbor Board needed the Assembly's approval to issue an RFP. Mr. Watt said no. The prior appropriation was made and he asked if the Assembly objects to the Docks and Harbors Board spending funds to get a 35% plan, cost estimate, funding package proposal and draft purchase and sale agreement for the land, anticipating that the cost would be up to \$200,000. Funds were available for this purpose.

Mayor Koelsch said the Assembly appoints people to boards to get things done and they have returned with the intention of letting us know they want to move forward. He asked the cost to get a 30% design. Mr. Uchytel said \$200,000. He asked if the board can come back at that point with that design and more information and answers to all of the questions posed. Mr. Uchytel said yes, they wanted to reassure the Assembly that they were acting responsibly. Mayor Koelsch said he believed the Board was acting responsibly with the intention of address the demands placed on the community by the tourism industry and he applauded the Board for its work.

Mr. Kiehl said the board can't sell, purchase or trade land or include the project in the six year CIP without prior review of the Planning Commission. He was not looking to micro-manage the work of the Board and he appreciated the work, but this project is a large one. The last piece of open waterfront is a bigger community question than the charge we give to the Docks and Harbors Board. He would be more comfortable if it went to the Planning Commission first. This is an exciting project and I agree we need the B Zone. Lets make a decision about if this is a route we want to go before spending \$200,000.

Mr. Janes said this plan came out of months of public hearings for the property from Marine Park to Taku - we heard the public wants access to the waterfront, open space, clear views between South Franklin and the waterfront - so this plan came out of many public hearings. We feel fortunate that the Morris group is willing to be cooperative in how they are developing their property. This is an opportunity and if we are given the blessing to spend \$200,000 to get a real plan with real dollars we would appreciate this. He hoped to move forward fairly quickly.

Mr. Edwardson said he likes the plan and the ideas but we need the plan with specific information. We have given direction and we haven't gotten the product from the direction given. We need to look at this wholistically, and until we see this, I don't want to spend the money. He said he did not want to miss any opportunities.

Mr. Nankervis said the Assembly was trying to balance the charge to the Assembly with the charge to the Harbor Board. He appreciated the opportunity to discuss this and the Assembly has to do the best thing for the most people with the funds, which is a large amount of money. With 16b we have brought more tourists in and we have not done shore side development to match that and we do need to plan ahead for that. If there is a way to come to an agreement with the Docks and Harbors Board, Assembly and the Morris Group, that would be good.

Mr. Uchytel asked for more specifics of what the Assembly wants to hear.

Mr. Watt said his best advice was to give consent to the Docks and Harbors Board to spend

\$200,000 to get a detailed plan. I think we will be frustrated without professional design services and a detailed cost estimate, and the Planning Commission will need these specifics to review. Mr. Watt was willing to work with Mr. Uchytel to return a product to the Assembly. The Assembly appropriated about \$2 million to the Archipelago project a few years ago.

Mr. Bartholomew said the budget tracking the 16b project for 6 years has had a line item for the Archipelago property and it has been a part of the budget and the funding plan, without specifics. Mr. Bartholomew said Mr. Edwardson was talking about a plan from Marine Park to Taku Docks. The plan the managers are discussing are the plans for the Archipelago property specifically. He wanted to get clarity on which plan is being discussed.

Mr. Mosher said he has a concern that the commitment from Morris is rock solid.

Mr. Edwardson would like the urban design plan to be changed in the manner that the Assembly had requested to understand if the Assembly should move forward with this piece.

Mr. Seng said some of these comments touch on my question - is this Urban Design Plan a plan or a concept. The consensus was that it was a concept, from the "brickyard" to Taku Smokeries. There are costs, things are not glued into place, it is an idea, and an idea that we, as the Docks and Harbors Board, believe could span many years. It is a starting point for the journey, from what we gather from the business, the industry and the public. Along the way to a plan, things change. Morris Company comes in and says this "albatross" hanging around your neck for ten years, this empty lot, we would like to do something with it. We find ourself at the point of concept into action. The issue we are dealing with is how to respond to the Archipelago lot. What Morris Company proposes brings more value to the community than just 15 bus parking spaces for \$15 million. It is a public/private partnership - he spoke about the differences between government and private business and this is a new way of operating - we need to be flexible.

Mr. Simpson said he has a conflict on this matter as he has represented the Morris family for over 40 years. Nothing like this was expected a year ago, so he has had to abstain from participation in this topic. Knowing and working with the Morris family, when they say they are going to do a world-class project, they will do that - unless they have to move on to another project in another community because they can't move forward in a timely manner.

Mr. Eiler said there is a great deal of good news in the docks & harbors newsletter presented by the port director. The plan was undertaken in response to increased volume of proposals for tidelands use. Some of my peers, young entrepreneurs, have approached me with ideas to do more development. We found in doing this plan we have fish biting right away. He understood Mr. Edwardson's questions, supported the Mayor's comments on spending the funds to get a more formal plan together and answer the Assembly's questions.

Mr. Nankervis acknowledged the good things that have been happening in the harbors and the work of the board, which is appreciated. He supported the comment of having someone nibbling on a line - this is something new - and much of the idea is appealing. Do we as a city accommodate the cruise ships on the land side? This is a part of a bigger concept plan and all is subject to change. I have concerned that we will well-intentionally fritter away an opportunity.

MOTION, by Weldon, that the Docks and Harbors Board proceed with the RFP for the Archipelago property with preliminary design and to receive answers regarding the questions asked about the Archipelago plan.

Mr. Edwardson objected. He said the subset of information from engineering on the Archipelago property would not necessarily provide the answers he sought regarding the Urban Design Plan.

Mr. Kiehl asked for the funding source. Mr. Bartholomew said the bulk of the remaining funding in the unspent 16b project funds are port development fee funds. The sources that were included in the project were state marine passenger fees, bond funds, some city passenger fees and some port

development fees, and the majority of the unspent funds are port development fees and some dock fund balance. Mr. Kiehl was not sure that the Assembly can spend 100% cruise ship money on all the elements of this. He would like to hear from the attorney and get answers from the questions from the December 4 COW meeting.

Mr. Seng asked for clarification on whether the Docks and Harbors Board has the authority to spend the \$200,000 to do the design plan.

Mr. Ridgeway asked if it would be possible to separate the Archipelago project from the Urban Design Plan, based upon the events with Morris. A lot of staff work went into the Urban Design Plan.

Mr. Edwardson said he was not sure how the Archipelago plan related to the Urban Design Plan. It seems this plan is pivoting on the Archipelago lot and was there any need for the Urban Design Plan if so?

Mr. Janes said as a participant in the Urban Design Plan - we tried to arrive at a plan to meet the need so the community as a whole, including citizens, businesses, and the cruise industry. There are more needs that we can meet in that skinny stretch. At the same time we began talking with the Morris Group and found we can meet some of the needs if we can put the Archipelago component in - including food carts, open space, and it was a divine miracle that it all happened at once.

Mr. Uchytel displayed the urban design plan and he listed the elements of the plan. This plan is a validation of how the Seawalk is being used now and for all intents and purposes, the Archipelago project is the urban plan.

MOTION, to clarify the existing motion, by Weldon to authorize the \$200,000 for the design (RFP).

Ms. Weldon said hopefully the information from the design would answer some of the questions.

Ms. Gladziszewski asked to ensure the accountability of the funding source.

Mr. Uchytel suggested that the Docks and Harbors Board, at its next meeting, would appropriate \$200,000 from the Dock Fund Balance and be done.

The Assembly took a short break to contact the city attorney on the phone.

MOTION, by Weldon to withdraw her previous motions. Hearing no objection, it was so ordered.

MOTION, by Weldon, to spend \$200,000 on the Archipelago plan, funding source from FY18 Dock Fund Revenues not collected from cruise ship fees and charges.

Mr. Edwardson objected.

Roll call:

Aye: Becker, Gregory, Nankervis, Weldon, Koelsch

Nay: Edwardson, Gladziszewski, Kiehl

Motion passed: 5 aye, 3 nay.

Mr. Uchytel asked for a moment to discuss the Fast Response cutters, Coast Guard assets and jobs in Juneau. He hopes that Juneau can be pro-active in this area.

Mr. Watt said that he had received some information from the federal lobbyist trying to track this issue and a way into the Coast Guard. Mr. Uchytel drafted a letter for the Mayor, which was sent to the Admiral asking for an opportunity to meet and present the best case. The Admiral will meet with the Mayor on Monday and we may be at the point of needing to offer some type of base housing, and we are discussing various ideas. We are talking to our lobbyists and our delegation and we have not had a chance to sit down and talk about this with the Assembly.

Mr. Uchytel said we are also working to get state and federal jobs to Juneau through NOAA and the Alaska State Troopers marine services.

Mr. Kiehl asked if the Board has done any planning for finalizing a funding plan for the last phase of Aurora Harbor. Mr. Donek said it is on the boards list.

Mr. Watt spoke about work on preventative maintenance at the Auke Bay Lab property and said both UAS and Docks and Harbors are poised to make the best use of the property.

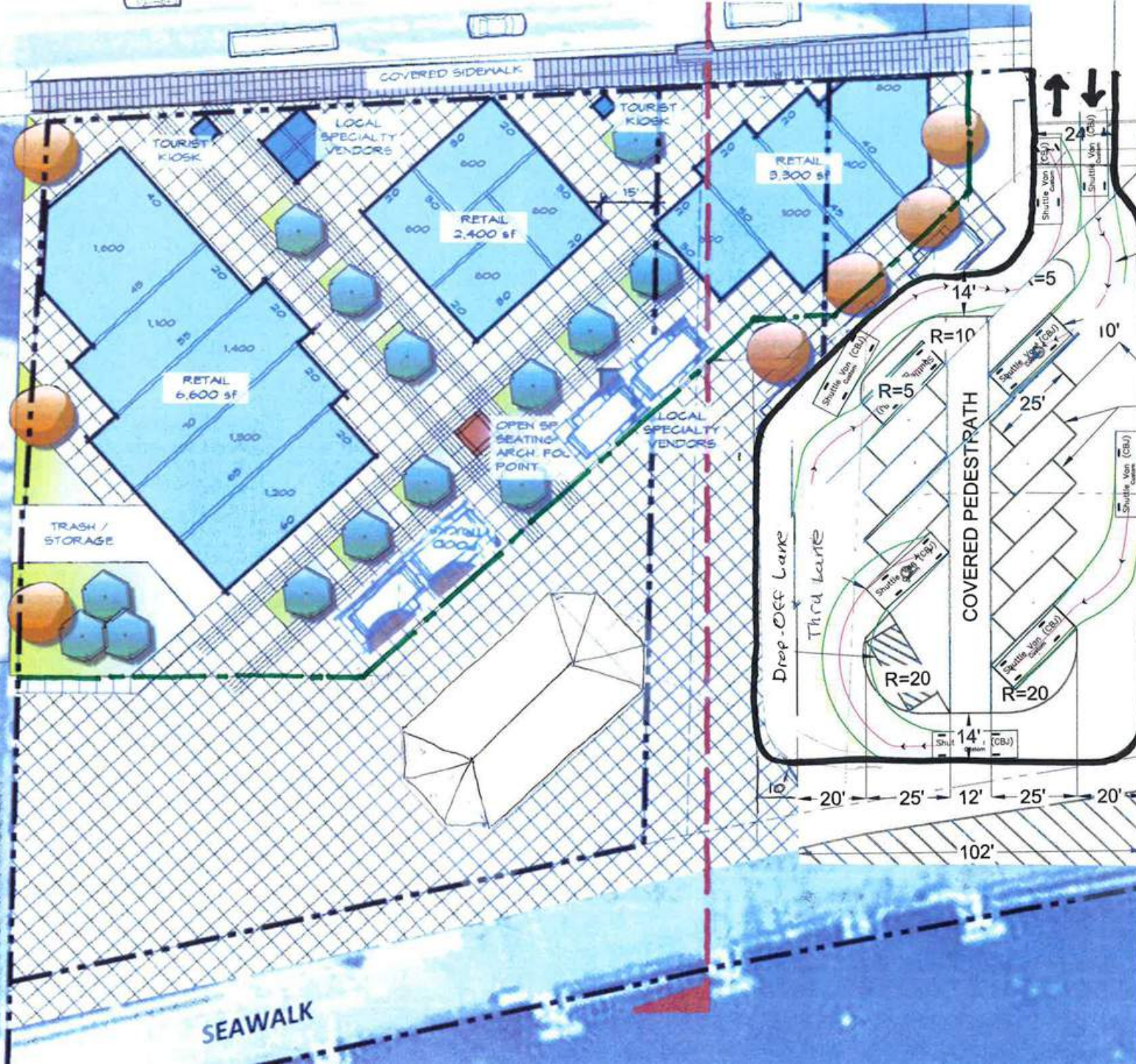
IV. ADJOURNMENT

There being no further business to come before the committee, the meeting was adjourned at 8:45 p.m.

Submitted by Laurie Sica, Municipal Clerk

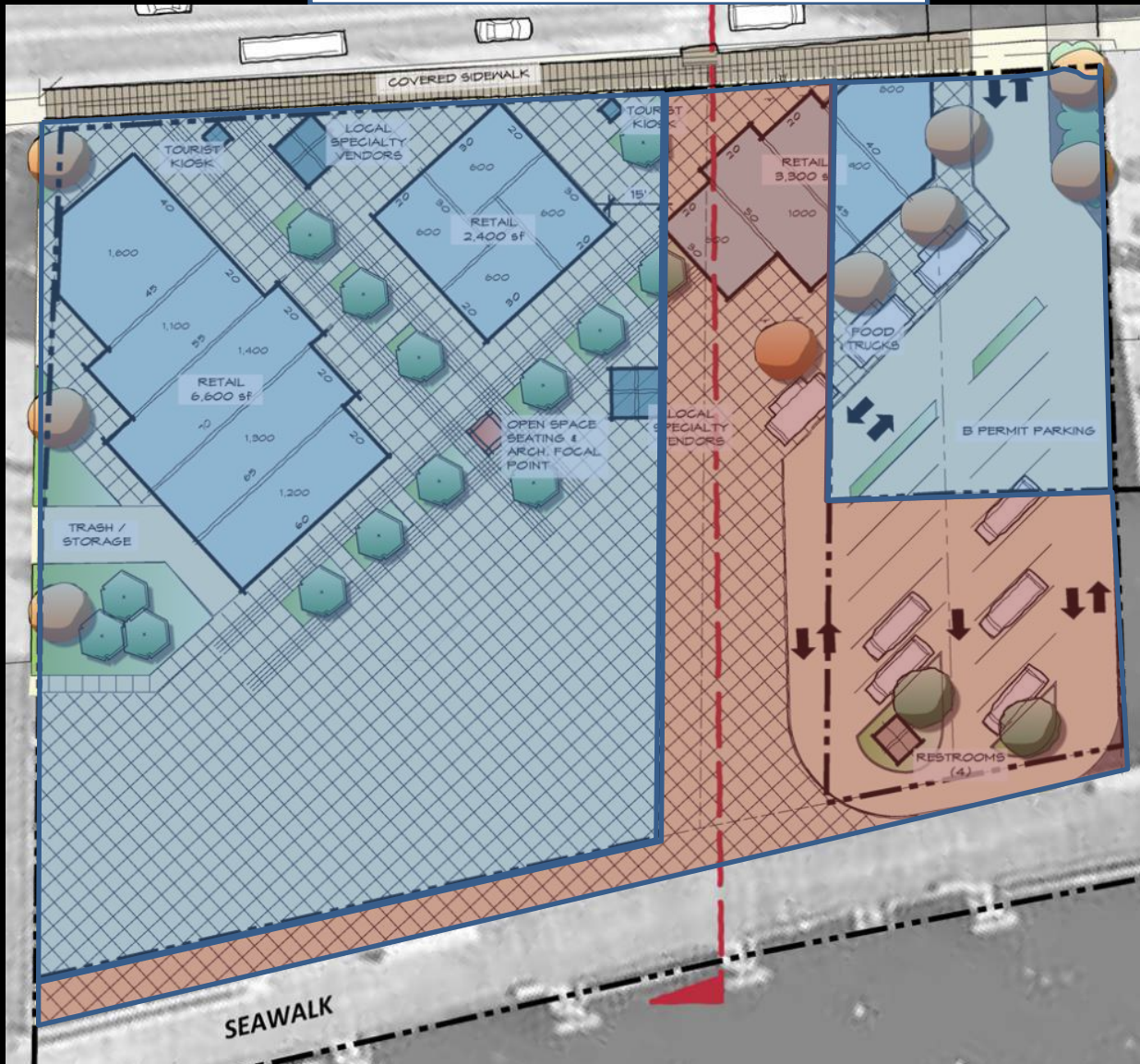


**Joint
ASSEMBLY and
DOCKS AND HARBORS BOARD
MEETING
January 31, 2018**






PROPERTY OWNERSHIP

-  Morris Communications Company
-  CBJ Docks and Harbors



SOUTH FRANKLIN STREET

EMPTY GTE VAULT

	Value	Size (Sq.Ft.)	Total
 CBJ Purchase (Uplands)	\$275	8,292	\$2,280,300
 CBJ Purchase (Tidelands)	\$55	15,982	\$879,010
SubTotal			\$3,159,310
 CBJ Sell (Uplands)	\$275	3,835	\$1,054,625
Total CBJ Purchase			\$2,104,685

UPLANDS ~3835 sf

50' PUBLIC ACCESS ESMT.

LOT 2

UPLANDS ~6030 sf

TIDELANDS ~2222 sf

LOT 1

APPROXIMATE
LOCATION OF
BURIED
CONCRETE SLAB
NOT SURVEYED

EXPOSED SLAB

UPLANDS ~1244 sf

UPLANDS ~1018 sf

TIDELANDS ~13760 sf

LOT 3

LOT 4

DOCK

DOCK