

**CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA**

For Thursday, April 28th, 2022

CBJ City Hall Room 224

Zoom Meeting: <https://bit.ly/3HAMPP4>

Meeting ID: 870 6642 9996

Passcode: 356364

Call In: (253) 215-8782

- I. Call to Order** (5:00 p.m. in City Hall Room 224 & via Zoom)
- II. Roll** (Lacey Derr, Paul Grant, David Larkin, Matthew Leither, Mark Ridgway, Annette Smith, Bob Wostmann, James Becker and Don Etheridge)
- III. Approval of Agenda**
MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of March 31st Regular Board minutes; and, Approval of April 20th Special Board minutes**
- V. Special Order of Business**
- VI. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VII. Unfinished Business**
 1. Docks & Harbors 1% Sales Tax Project List Recommendation
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO SUBMIT 1% SALES TAX PROJECT LIST TO THE ASSEMBLY PUBLIC WORKS & FACILITY COMMITTEE.
- VIII. New Business - None**
- IX. Items for Information/Discussion**
 1. HDR-Alaska, Inc. Update to Harbor Rate Study
Presentation by Dr. Tony Homan

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)
For Thursday, April 28th, 2022

Board Discussion/Public Comment

2. Tide Land Lease Application – Bonnell Development, LLC
Presentation by Port Director

Board Discussion/Public Comment

3. Bayhouse Properties - Potential Conditional Use Permit through Statter Harbor
Presentation by the Mr. Mitch Falk

Committee Discussion/Public Comment

4. Hansen-Gress/Property Purchase Request from Docks & Harbors
Presentation by the Port Director

Committee Discussion/Public Comment

5. Potential Community Garden Property Request
Presentation by the Port Director

Committee Discussion/Public Comment

6. Sealaska Heritage Institute (SHI) Totem Park
Presentation by the Port Director

Committee Discussion/Public Comment

7. Juneau Harbors & Liveaboards: Health, Safety & Sustainability
Presentation by the Board Member Derr

Committee Discussion/Public Comment

8. [Board Meeting Start Times](#)
Presentation by Port Director

9. Potential Public-Private-Partnership (P3) with Marine Exchange of Alaska (MXAK)
Presentation by the Port Director

Committee Discussion/Public Comment

10. Condition Report – Taku Harbor
Presentation by the Deputy Port Engineer

Committee Discussion/Public Comment

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)
For Thursday, April 28th, 2022

Board Discussion/Public Comment

X. Committee and Member Reports

1. Finance Sub-Committee Wednesday Meetings, April 13th, ~~and 27th~~, 2022
1. Operations/Planning Committee Meeting- Wednesday, April 20th, 2022
2. Member Reports
3. Assembly Lands Committee Liaison Report
4. Auke Bay Neighborhood Association Liaison Report
5. South Douglas/West Juneau Liaison Report

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- a. Finance Sub-Committee Meeting – Wednesday, May 11th, and 25th, 2022
- b. Ops/Planning Committee Meeting – Wednesday, May 18th, 2022
- c. Board Meeting – Thursday, May 26th, 2022

XVI. Adjournment

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES
Thursday, March 31st, 2022
City Hall Room 224 and via Zoom

- I. Call to Order:** Mr. Etheridge called the meeting to order at 5:00 p.m. on March 31st, 2022 at City Hall Room 224 and via Zoom.
- II. Roll:** The following members were in attendance via Zoom or in person at City Hall Room 224; Lacey Derr, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Bob Wostmann and Don Etheridge.

Absent – Mark Ridgway and James Becker

Also in attendance: Christine Woll – Assembly member, Carl Uchytel – Port Director, Matthew Creswell – Harbormaster, Teena Larson – Administrative Officer, Matthew Sill – Deputy Engineer and Tony Homan – HDR Representative.

III. Approval of Agenda

Mr. Uchytel asked to move IX. Items for Information/Discussion, 1. HDR – Alaska, Inc. up in the agenda to after V. Public Participation on Non-Agenda Items. Mr. Homan is on the East Coast and it is getting late there.

MOTION By MS. DERR: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Approval of February 24th, 2022 Special Board minutes; and, February 24th, 2022 Regular Board minutes.

Hearing no objection, the February 24th Special Board meeting minutes and February 24th Regular Board meeting minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Items for Information/Discussion

1. HDR-Alaska, Inc. Update to Harbor Rate Study

Mr. Homan spoke about the next stage in the rate study. He is starting the outreach part of the study and setting up meetings with the below user groups:

- Charter Vessel Operators
- Commercial Fisheries
- Cruise Lines
- Liveaboard Community
- Launch Ramp Users
- Recreational Small Boat Users

Mr. Homan has developed questionnaires specific to each group and is having Mr. Uchytel review them and give comments. There are questions about sensitivity to prices

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

and services provided. He is also asking these groups about differences between our harbors and others they have visited.

Board Discussion:

Mr. Wostmann asked about the draft questionnaires and if they could be shared with the Board.

Mr. Uchytel said he came up with five users from each user group and is setting up meetings between them and Mr. Homan. Three members of the Board fall into users under these groups and will be contacted.

Mr. Grant asked Mr. Homan how he knows he is comparing apples to apples between different user groups.

Mr. Homan first looked at what user groups were the biggest revenue generators, from \$100K to \$1M+. Some groups do not have a lot in common, while others are very closely related. He would like to speak with charter companies and find out how much of their expense and revenue is linked with moorage and other harbor fees. He would like to know how often launch ramp users are using the facilities, are they using them 50-100 times a season or just a handful of times. He also spoke about the need for a reserve analysis and if there could be a need for investments.

Mr. Grant said collecting data from five local users will be very different than collecting data from five cruise industry leaders. The quality of your data will increase with saturation of the sample. He believes five users is much too small of a sample size.

Mr. Homan said it is not a large stratified sample of users in the community. To increase the sample size would unfortunately cost a significant amount of money. This study will not be an exact census, it will yield a lot of information though.

Ms. Smith asked if he will look at groups that once used our facilities but left for another port.

Mr. Homan said he is not reaching out to past users.

Mr. Uchytel said this isn't public outreach. It is an opportunity to speak with a sample of users and find out what is working. Trying to accomplish as much as possible in a one hour meeting.

Mr. Leither said the users that squawk the most are not necessarily representative of our groups. He wanted to know why the sample wasn't random but instead selected by Mr. Uchytel.

Mr. Uchytel said we could do a larger more random sampling. We would need to spend a lot more money to accomplish that. That was not what was agreed to with our contact with HDR or what the Board wanted to spend.

Mr. Grant asked if the non-user community members have an interest in harbor rates.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Mr. Uchtyl said non-users have zero say in this rate study. Everyone in this community can attend our public Board, Finance Sub-Committee and Operations/Planning Committee meetings and provide their opinion. This is a rate study for users that use our facilities for a fee.

Mr. Wostmann said he agrees. Members of the general public that do not contribute money to our facilities but use them do not have a say in rates.

Ms. Derr asked if this study would cover contractual agreements for things like janitorial services.

Mr. Homan said no, not on face value.

Mr. Uchtyl said if the public has any complaints about the bathroom facilities to please reach out and he will work with the Harbormaster to get the situation corrected.

Mr. Homan said he will start with the interviews shortly and have some data points to share within the next week or two.

Mr. Uchtyl said this rate study is just one step in a long process to change rates. There will be ample time for the public to comment and give their opinions.

Mr. Leither said he knows how important this study is. If the right information does not get into the study it will be hard to convince the public why that is.

Public Comment:

Dennis Watson – Juneau, Alaska

Mr. Watson said he thinks some folks are trying to overanalyze it. He likes what he is seeing. That does not mean he will agree with everything in the end but at the end of the day we cannot micromanage everything.

VII. Consent Agenda

- A. Public Requests for Consent Agenda Changes - None
- B. Board Members Requests for Consent Agenda Changes
- C. Items for Action

- 1. Amendment to FY23/FY24 Biennial Budget

RECOMMENDATION: TO APPROVE AMENDED FY23/FY24 BIENNIAL BUDGET

MOTION By MS. DERR: TO APPROVE THE CONSENT AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VIII. Unfinished Business

- 1. Special Discount under 05 CBJAC 15.030(i) - Dockage Specials

Mr. Uchtyl explained the regulation and rates. They are for reserved moorage for visiting vessels. He said these fees have not changed since 2005.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

(e) From May 1 to September 30, dockage for all vessels, except those vessels paying dockage fees set out in 05 CBJAC 15.030(f) and (h), will be assessed for each 24-hour period or portion thereof as follows:

- (1) \$3.00 per foot for vessels less than 65 feet in length overall;
- (2) \$5.00 per foot for vessels with a length overall from 65 feet up to 200 feet; and
- (3) \$3.00 per foot for vessels greater than or equal to 200 feet in length overall.

Mr. Uchytel said there are two U.S. flagged vessels that would fit into the five dollar rate per linear foot category that the Assembly would like to keep at the lower rate as they pay Marine Passenger Fees. On page 26 of the agenda packet it lists the regulation for *Dockage Specials*. We would need to conduct a public hearing to accomplish this by holding a Special Board meeting.

Committee Questions:

Mr. Larkin asked if we would need to redo it every year. He also wanted to know if we were going to use the vessel name, or just their category.

Mr. Uchytel said he would hope the motion would be by vessel category and only for this season.

Ms. Woll asked if these ships currently pay Marine Passenger Fees.

Mr. Ridgway said yes, that is the reason we are exempting them.

Public Comment – None

Committee Discussion/Action

MOTION By MS. DERR: TO SET A PUBLIC HEARING DATE OF APRIL 20TH, 2022 TO CONSIDER EXEMPTING VESSELS SUBJECT TO PASSENGER FEES FROM CY2022 DOCKAGE FEE INCREASES AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Implementation of CY2022 Docks & Harbors Fee Changes

Mr. Uchytel asked Board members to turn to page 43 in the agenda packet. The Assembly approved the CPI changes on February 28th, 2022. This change could have gone into effect as of March 9th. He wanted to have a discussion with the Board and decide how to feather-in the increases. There are fiscal year fees, calendar year fees and cruise season fees. This memo shows his staff's recommendations for when to implement the CPI adjustment. He mentioned the Dockage Charge and how it has a footnote as the rate doubled effective April 1st, 2022. The CPI adjustment will not affect that fee until April of 2023 because it was so recently raised.

Committee Questions

Mr. Etheridge asked if this was the same list that was approved by the Operations/Planning Committee last week.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Mr. Uchytel said it was, the only change was to the footnote language regarding the Dockage Charge.

Public Comment - None

Board Discussion/Action

MOTION By MS. DERR: TO DIRECT STAFF TO ENACT RECENT REGULATION FEE CHANGES AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IX. New Business

1. Sole Source Procurement for Repairs to Statter Harbor “D” Float

Mr. Uchytel shared page 38 of the agenda packet. This memo outlines the challenges he is facing making repairs. Two concrete sections are needing to be replaced as well as the tensioning cables. He said it was unacceptable to have this large of a section in disrepair before such a busy season. The repair job went out to bid but no contractors submitted a bid. The local contractors that normally do these types of jobs were very busy and could not bid by our timeline. We found a contractor from the Seattle area that could do the job sooner and had worked on Statter Harbor about ten years ago. He received the quote and they can complete the job by May 4th, 2022. We asked for a modification request to enter into a Sole Source Contract. The estimated time and material quote was for \$270K. We need to get approval from the Assembly for anything over \$100K.

Committee Questions

Mr. Etheridge asked if the cost was still being paid by insurance as a claim.

Mr. Uchytel said yes, the cost of the job will be paid by the Risk Management Department.

Mr. Wostmann asked what the original repair estimate was.

Mr. Uchytel said the internal estimate was over \$100K. We always knew it would be over our authority. The local contractor only gave us a quick estimate and not a quote.

Mr. Wostmann asked if we had quantified the revenue loss if the repairs are not completed until July 2022.

Mr. Uchytel said he had not done a cost analysis of lost revenue if it stays down for the next few months. He feels the optics of it is worse than the lost revenue, having a significant amount of dockage broken and unusable since November. He also said he believes his staff has done everything reasonable to get this repair moving as quickly as possible.

Mr. Wostmann asked what the total project cost was.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Mr. Uchtyl said the replacement float itself was only \$26K. It was very reasonable. The rest is for the contractor, labor and materials. Another rough estimate we got from a local contractor was \$250K. The out of state contractor's quote was roughly the same but we will have it done two months earlier.

Mr. Creswell said the two fingers are 120 feet long, with moorage available on both sides it is close to 600 feet of lost moorage space. Vessels are allowed to raft in that area so the potential lost revenue could be close to 1,000 feet in our busiest time of the year.

Mr. Wostmann asked if we could diagnose the cause of the failure.

Mr. Sill said the cables were installed in the 1980's and have been in saltwater with no lubrication. The cables broke during a wind event and there were some large vessels moored to the fingers during that time. He said when the contractor takes everything apart we will be able to see more and get a better idea of the reason for the break.

Mr. Grant asked for clarification between the local contractor and out of state contractor's quotes.

Mr. Uchtyl said the out of state quote was within \$20K of the local rough estimate given. He also said if we went by \$7.66 per foot as a monthly rate it is over \$7,500 of lost revenue each month.

Mr. Leither said this damaged float is in the most exposed area and staff did a great job getting this repair going. He was scared it was going to be down into September and this new timeline is fantastic. He asked if there has been any discussion on a different type of system since this particular float is so exposed to the weather.

Mr. Sill said with the age of the facility we are going to start seeing more failures. At some point we will need to make a decision if we will just keep fixing them or if we need to replace the existing older infrastructure.

Mr. Grant asked if there were plans to open up any of the other areas and do inspections.

Mr. Sill said with this type of set-up it is very hard to see what's going on, other than cutting a cable and looking inside. The cables are under great tension and the part that is attached is grouted and buried in concrete.

Public Comment

Dennis Watson – Juneau, Alaska

Mr. Watson said he wanted to get this repair going. It will cost us a lot of lost revenue.

Board Discussion/Action

Mr. Wostmann said he is in favor of this new contractor and timeline. The quotes are very close and he also does not like the optics of having the float in disrepair for so long.

MOTION By MS. DERR: TO RECOMMEND AWARDING A TIME & MATERIAL CONTRACT TO DUWAMISH SERVICES, LLC FOR REPAIRS TO STATTER HARBOR "D" FLOAT AND ASK UNANIMOUS CONSENT.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Motion passed with no objection.

2. US DOT Grant Opportunities & Strategies ([RAISE](#), [PIDP](#), [INFRA](#))

Mr. Uchytel said on page 44 in the agenda packet is a list of all the federal grants Docks & Harbors applied for last year. We are still awaiting the results from the EDA Grant. We were unsuccessful with the PIDP and RAISE Grants last year. On page 61 of the agenda packet is a list of grant opportunities we can pursue this year. According to the NOFO we are allowed to apply for three RAISE Grants in 2022. CBJ can apply for two PIDP Grants if we use different UEI (Unique Entity Identifier) numbers, one for Docks & Harbors and one for the City and Borough of Juneau. One of the criticisms we have received in the USDOT debriefing is our beneficial cost analysis ratio is poor.

Committee Questions

Mr. Grant asked about a letter he received which raised controversy about limiting the amount of RAISE Grants CBJ applies for.

Mr. Uchytel said he sent an email around with a response to Steve Behnke with the Juneau Commission on Sustainability (JCOS). Mr. Behnke shared his opinion that only one RAISE Grant should be submitted by CBJ. Mr. Uchytel said he did not think there was data to support that opinion. USDOT allows for each entity to submit up to three grant requests.

Mr. Etheridge said he agrees with Mr. Uchytel. The only project JCOS cares about is the Cruise Ship Dock Electrification. He thinks it is the Board's job to look at all projects and infrastructure needs. He feels there is other options for funding for the electrification of the dock, like using Marine Passenger Fees. We will not receive money from passenger fees for the Fisheries Terminal. A federal grant is the only option we have for this type of project.

Mr. Leither asked how often we receive federal grants. He wanted to know if it is common to receive them or is it incredibly rare.

Mr. Uchytel said about once a decade. Our last grant was back in 2009 for the Auke Bay Loading Facility. We have received smaller FEMA Grants for port security, mostly valued around \$100K. One of the challenges we are facing is our city only has a population of 30K. We compete against huge cities with more competitive beneficial cost ratios.

Public Comment

Duff Mitchell – Juneau, Alaska

Mr. Mitchell said he is a board member of the Downtown Business Association and a Commissioner of JCOS but would like to speak only on behalf of himself. He listened to Mr. Hill with the USDOT during the grant debriefing and also recorded the conversation. He asked Mr. Hill if there was a preclusion to a community submitting more than one RAISE Grant application and how many other communities had submitted more than one. Mr. Hill's answer was yes, a community can submit more than one application, but the only other community that did so was New York City. If you look from the Federal

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Government's point of view with having limited resources he believes there is value in only submitting one application. He also believes other communities spend tens of thousands of dollars on a grant application. That is quite different from us asking an employee to pencil whip an application. He wanted to point out the legislative folks for Juneau wrote an eleven page report that wasn't mentioned or included with the packet. There is only two weeks left to address these eleven pages of detailed critiques.

Board Discussion/Action

Ms. Derr said she read Mr. Uchytel's email and response to JCOS. She wanted to commend him on it and mention that not one person on this Board has stated dock electrification is not important to us or something we do not want to achieve. She also said she did not join this Board to put all her eggs in one basket. She is not willing to tell user groups they are not as important as others and maybe we will try another year. She feels there is a lot of federal money available right now that may not be available in years to come. Ms. Derr said she is in favor of applying for more than one RAISE Grant.

Mr. Sill said Mr. Schaal and himself began rewriting the narrative on the grant application after receiving the input and critiques. The modifications suggested are well in progress. The biggest thrust is by far the Dock Electrification application.

MOTION By MS. SMITH: COMMENSURATE WITH AVAILABLE RESOURCES, DIRECT STAFF TO PURSUE FY2022 US DOT GRANT OPPORTUNITIES AND ASK UNANIMOUS CONSENT:

A. RAISE

- **Dock Electrification**
- **Small Cruise Ship Infrastructure**
- **Juneau Fisheries Terminal**

B. PIDP

- **Dock Electrification**
- **Juneau Fisheries Terminal**

C. INFRA

- **Juneau Fisheries Terminal**

The motion passed with no objection.

3. October 2022 1% Sales Tax Initiative

Mr. Uchytel shared a breakdown of what Mr. Watt the City Manager is proposing for the 1% Sales Tax Initiative. There was about \$5M set aside from the Assembly for Docks & Harbors. The Board was asked to put together a list of harbor projects and this was discussed during the Board Retreat. The Aurora Harbor Rebuild was selected in the top five by every Board member. The project coming in second was the Wayside Float Maintenance Dredging.

Committee Questions

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Mr. Grant asked if we had any history that could help us know how they like to divide this tax money up. He was wondering if it is more likely to want to do a large project, or pass it around to lots of smaller ones.

Mr. Uchytel said typically the Juneau School District gets a big chunk. The Assembly has a lot of turnover and is essentially a different body every five years. He also said in the last ten years Docks & Harbors has received \$7M. The Assembly in previous years has been very generous. He thinks they will probably pick projects that will generate enthusiasm from the voting public.

Mr. Etheridge said the last time they decided on the 1% Sales Tax Initiative, Engineering & Public Works was the big winner for water and sewer needs. It is very hard to know which way they will go and what needs will be a priority.

Mr. Wostmann asked if there is a particular format to present our ideas to the Assembly.

Mr. Uchytel said we have not received any direction on how to present our list. He thinks it could be done at a Committee of the Whole meeting where everything gets divided up.

Mr. Grant asked if they earmark the funds for a certain thing or if we just receive the sum.

Mr. Etheridge said it will be funding for a certain project.

Public Comment – None

Board Discussion/Action

Mr. Wostmann said he thought this list was a little messy. He would like to see it limited to those projects that had an eleven or higher score on the Board ranking.

Ms. Smith asked if the motion should be for our top five projects to be submitted for the tax initiative.

Mr. Leither said he liked Mr. Wostmann's idea that we need to get an exact ranking.

Mr. Wostmann would like to remove all of the lower scoring projects and have a set list ranked one through six.

Mr. Leither did not want to include the UAS property on the list as we already have funding set aside by the Assembly for that project.

Mr. Wostmann asked if we have full funding for the UAS property.

Mr. Uchytel said there is no guarantee the University will sell the property. The most recent appraisal showed the property worth somewhere around \$2.9M. The Assembly has given us \$2M. The remainder was going to come from the Finance Department as a low interest loan we would pay back over five years.

Mr. Etheridge said he would like to see the UAS property removed from the list for the 1% Sales Tax Initiative.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Mr. Grant agreed with removing it. He does not want to put our priority stamp on a project that is not even available.

MOTION By MS. SMITH: TO RECOMMEND TO THE ASSEMBLY THAT OUR TOP FIVE PROJECTS BE CONSIDERED AS PART OF THE 2022 1% SALES TAX INITIATIVE AND ASK UNANIMOUS CONSENT.

Mr. Leither objected.

AMENDED MOTION By MS. SMITH: TO RECOMMEND TO THE ASSEMBLY OUR TOP FIVE PROJECTS WITH THE EXCEPTION OF THE UAS PROPERTY PURCHASE BE CONSIDERED AS PART OF THE 2022 1% SALES TAX INITIATIVE AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

X. Committee and Member Reports

1. Finance Sub-Committee Wednesday Meetings, March 9th, and 22nd, 2022

Mr. Wostmann spoke about the Dockage Special and CPI regulation. The committee was also discussing the lease portfolio on property owned by Docks & Harbors. The March 22nd meeting was very short and the whole meeting was spent talking about changes made to the budget due to increased insurance costs.

2. Operations/Planning Committee Meeting- Wednesday, March 23rd, 2022

Ms. Derr said the committee discussed the Dockage Special and the Special Board Meeting. There was also discussion of the FY23/FY24 amended budget. They also discussed how to feather in the CPI adjustments while being patron conscience. Mr. Uchtyl also discussed the grant opportunities.

3. Member Reports

Ms. Derr said she would like to see the rules and regulations for dogs shown more clearly, maybe a little card given to dog owners with everything spelled out. She does not feel our harbors should be treated like a dog park where people bring their dogs down to walk and go to the bathroom. She is concerned when commercial fishermen are unloading their catch and there is feces all over the dock. All dogs must be on a leash. She would like to correct the issue with "honey" before starting to issue citations.

Mr. Creswell said there have been multiple times in the past where we listed duties of dog owner information. He said he has even gone as far as placing memos on every boat in the harbor to remind them of the dog rules. He said after the last meeting and this concern was brought up he had a dozen signs made that arrived today. Harbors are a public place and he does not want to tell people they cannot walk their leashed well behaved dogs on the docks. He would like to look to the Board for input on how they would like to handle the dog issue.

Mr. Leither commented on the dog problem and does not believe leaving notes on boats will reach the target people.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Mr. Wostmann asked if people are ever issued a citation.

Mr. Creswell said yes. It is a cumbersome process with a long citation form. After a certain amount of citations there can be a court process. He said not many citations are actually written.

Mr. Grant asked if there was bag stations for waste pick-up.

Mr. Creswell confirmed there are many bag stations throughout all of the harbors.

Mr. Leither said new signage was put up at Statter Harbor last year and inquired if they helped reduce the dog waste.

Mr. Creswell said he did see a reduction and the harbor staff keeps a close eye on the problem.

Mr. Etheridge said he recommended the Board getting together with staff and seeing what they would like to see happen.

Mr. Creswell discussed two incidents that happened at Statter Harbor over the weekend. He had to trespass two dogs after one bit a person and punctured the skin. The same two dogs were in another incident the following day with another dog. The dogs were owned by an unregistered liveaboard person. He trespassed the dog owner and all pets owned by that person.

4. Assembly Lands Committee Liaison Report

Ms. Derr said there is a piece of property over by Family Practice and the Mormon Church that Bartlett Regional Hospital is currently looking to purchase. Nothing other than that would interest Docks & Harbors.

5. Auke Bay Neighborhood Association Liaison Report – None

6. South Douglas/West Juneau Liaison Report

Ms. Smith said she did a presentation about Docks & Harbors and funding. There was a lot of interest on the Mayflower Island and the bathrooms at the park. There was also a lot of talk about tourism in Douglas and how they are not interested in it, especially industrial tourism groups over 50 people. There was some frustration regarding the lack of lighting, lack of development on the waterway, and derelict vehicles.

XI. Port Engineer's Report

Mr. Still introduced himself and shared his background. He grew up in Juneau as a liveaboard in Aurora, Harris and Douglas Harbor. He was a Harbor Officer before going into college. Waterfront design was his main job and he has designed harbors all over Southeast Alaska. He has deep ties to the community, Docks & Harbors and our facilities. He reported;

- Mr. Sill said he and Mr. Schaal took confined space that was needed to enter the cruise ship floats. They opened about 90% of the cells in the Cruise Ship Dock that had not been opened since 2017 and were

slowly accumulating rainwater during that time. It took about a week to pump out the ones with water in them.

- The damage to the Taku Harbor Float repairs were planned to be completed in April.

XII. Harbormaster's Report

Mr. Creswell reported;

- Most of the seasonal employees will start on April 4th. Their start date marks the true beginning of the summer season.
- There is a new fish cleaning station being installed in Statter Harbor.
- Staff is in the process of installing new welcome signs along the waterfront, ten in total all saying welcome in different languages.

XIII. Port Director's Report

Mr. Uchytel reported;

- UAS Property and the lease extension. He is hoping they will extend the lease for another year with the terms we have now.
- The US Army Corp of Engineers were in Juneau inspecting the area we want to add a new wave attenuator. He gave a PowerPoint presentation to them and walked them around the area. He felt it went very well and is hopeful. They only cover 50% of the \$3M project so at some point if we get the funding we will need to come up with the other \$1.5M.
- The Assembly will meet on April 20th to review the Docks & Harbors budget. We have a Special Board and Operations/Planning Committee meeting set for the same date. He thinks we should make sure it is a shorter meeting so he can be at the Assembly Chambers by 6 p.m. to give the budget presentation.
- He is working with federal lobbyist and Senator Sullivan to get some congressional language that would require NOAA to work with CBJ regarding the property acquisition downtown.
- The Hagmirer Property located west of the Auke Bay Marine Station has sold. He thinks the person that purchased the land will want access to the water through a Docks & Harbors tideland lease.
- Mr. Uchytel has been working with the Alaska Marine Exchange and their need to expand their facilities.
- The USS O'KANE is a guided missile destroyer that was in Juneau back in 2018 and would like to come back in June. There is no room downtown so they are talking about anchoring near Douglas and the Delta Western Dock.
- The Maritime Festival will be on Saturday, May 7th, 2022. There will be three large cruise ships in port on that day.

XIV. Assembly Liaison Report

Ms. Woll reported;

- The Assembly took action on the Long Range Waterfront Plan. The vote was 7 - 1 allowing for a new cruise ship dock to be built at the Subport. This was the first step to see if there is support for the plan.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

- She spoke briefly on the 1% Sales Tax Initiative and how the Assembly wants voters to continue to support it and the projects it funds.
- The Mayor reached out to Ms. Woll to inquire about the start time of Docks & Harbors meetings. They start at 5:00 p.m. and there have been public comments made to the Assembly that it is hard for the public to attend at such an early hour.

Mr. Etheridge said the meetings used to be held at 7:00 p.m. but they were running too late in the evening. The change was made to 5:00 p.m. to allow people to go straight from work to the meeting without going home first. A few members lived out the road and did not want to go home, then come back at 7:00 p.m. for a meeting.

Ms. Derr feels the Board is extremely open to the public. She was just on the radio asking for public comments with everything the Board does, asking for written testimony as well as showing up to meetings. Public comment is on every agenda multiple times. If someone isn't available right at 5:00 p.m. please come later and say whatever comment you have even if that particular agenda item has already been covered. The Board is extremely understanding and flexible with the public.

Mr. Uchytel said when the meetings were held later there was no more public comment then when they started them earlier in the evening. He did not feel the earlier start time had a negative impact. He would like to hear from anyone having issues. He thinks it would be easier to make special accommodations for them to be heard than move the meetings later. He also mentioned that other enterprises sometimes start their public meetings in the afternoon.

Mr. Etheridge said he has been on the Board a long time and has never missed a meeting. He then said if the meetings were moved to the afternoons he would miss a lot of them.

Mr. Wostmann said this topic deserves some more discussion. Maybe we could start the discussion at the next Operations/Planning Committee meeting.

Ms. Smith spoke about being the liaison for the South Douglas/West Juneau Committee. One item of great interest to them is Mayflower Island. She inquired if it was going to be turned over to the city or if the US Coast Guard still had plans for it.

Ms. Woll said the Assembly has not talked about Mayflower Island.

Mr. Uchytel said there is congressional language that when there is no longer a federal need for Mayflower Island it must be turned back over to CBJ. He could not think of a reason Docks & Harbors would want the property, but it will go back to CBJ when the federal government is done using it.

Mr. Leither asked if the leased value would be a reason for Docks & Harbors to take on the property.

Mr. Uchytel said when having a general discussion about this property he couldn't find a use for the building. It wouldn't support our harbor staffing needs.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, March 31st, 2022

Mr. Grant asked why it couldn't be used to house the crew at Aurora Harbor as we keep hearing it is falling down.

Ms. Smith said the South Douglas/West Juneau Committee had a cultural center in mind.

Mr. Grant asked if it was a sacred Native site and if there were graves on it.

Ms. Smith did not know about that. It was definitely land that was taken from the Native people.

XV. Board Administrative Matters

- a. Finance Sub-Committee Meeting – Wednesday, April 13th, and 27th, 2022
- b. Potential Special Board Meeting to conduct Hearing – Wednesday, April 20th, 2022
- c. Ops/Planning Committee Meeting – Wednesday, April 20th, 2022
- d. Board Meeting – Thursday, April 28th, 2022

XVI. Adjournment – The meeting adjourned at 7:34 p.m.

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday April 20th, 2022

I. Call to Order Mr. Etheridge called the Special Board meeting to order at 5:00pm in CBJ Room 224 and Zoom Meeting.

II. Roll Call The following members were in attendance via Zoom meeting or in person in CBJ Room 224: Lacey Derr, David Larkin, Matthew Leither, Mark Ridgway, Bob Wostmann, and Don Etheridge

Also in attendance: Carl Uchtyl – Port Director, Matthew Creswell – Harbormaster, Erich Schaal – Port Engineer, and Teena Larson – Administrative Officer.

Absent: Paul Grant, Annette Smith, and James Becker

III. Approval of Agenda

MOTION By MS Derr: TO APPROVE THE AGENDA AS PRESENTED.

IV. Public Participation on Non-Agenda Items - None

V. Public Hearings

1. Public Hearing - Dockage Charges (05 CBJAC 15.030)

Mr. Uchtyl said on page three of the packet is the regulation change approved by the Assembly. The notable changes are that vessels from 65 to 200 feet the dockage fee changes from \$2.50 to \$5.00. Vessels less than 200 feet changes from \$1.50 to \$3.00 per foot. What didn't change was vessels over 200 feet remain the same at \$3.00 per foot. The Assembly recommended to not adjust the fees for the over 200' for cruise ships that pay marine passenger fee. We do have cruise ships under 200 feet paying marine passenger fees and if this is passed tonight they would be exempt this year from the increase and still pay the \$2.50 per foot rate. This has been discussed at previous meetings.

Board Questions

Mr. Ridgway asked if the Assembly sent the Board something in writing the request to exempt the smaller cruise ships from the rate increase?

Mr. Uchtyl said no, but staff believes the desires of the Assembly was to exempt cruise ships paying passenger fees to not pay the increase in fees.

Mr. Etheridge said that was his understanding as well. After the rate study is completed is when there would be the potential to raise the cruise ship rates for vessels over 200 feet.

Public Comment –

Mr. Drew Green, Juneau, AK (Representing Cruise Line Agencies of Alaska)

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday, April 15th, 2020

Mr. Green said he supports the Boards efforts to have the vessels under 200' to remain the same as last year if they are paying marine passenger fees. That would help with the Sea Bird and Sea Lion.

Board Discussion/Action

MOTION BY MS DERR: TO APPROVE FOR CY22 ONLY, ANY CRUISE SHIP SUBJECT TO PASSENGER FEES SHALL PAY THE DOCKAGE CHARGE (05 CBJAC 15.030) AT THE RATE PRIOR TO THE ASSEMBLY ACTION OF FEBRUARY 28TH, 2022.

Motion passed with no objection.

VI. Staff or Member Reports –

Mr. Uchytel said after this meeting we will start the Operations meeting and move the meeting times discussion to the front of the meeting and then at 5:30 pm staff will go present the budget to the Assembly Finance meeting. After the Assembly Finance meeting presentation the Operations meeting will resume about 6:00 pm and hear a presentation from Ms Lacey Derr.

VII. Adjournment – The meeting adjourned at 5:10pm.



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Port Director
To: Docks & Harbor Board
Date: April 27th, 2022
Re: 1% SALES TAX INITIATIVE PROJECTS – HARBORS ENTERPRISE

1. At the March 31th regular Board meeting, the Board of Directors agreed to rank order projects for Assembly consideration as part of the 1% Sale Tax Project Initiative process. The ranking of these projects are provided in attached enclosure. It is uncertain how the Assembly will evaluate which projects will be presented to the voters on the October 4th ballot. The CBJ Charter requires the Assembly approve a slate of projects eligible for the 1% Sales Tax Project Initiative which will be not later than the July 11th, 2022 Assembly meeting. This memo is intended to codify the will of the Docks & Harbors Board of Directors.
2. The following are the five projects ranked highest from the March meeting:
 - a. Aurora Harbor Phase III/IV: After the planned demolition and Army Corps of Engineers dredging of the north end of the Aurora Harbor basin, additional funds would be used to leverage the ADOT Harbor Grant to continue rebuilding this small boat harbor. Docks & Harbors has previously invested \$16M to recapitalize the first two phases and approximately one-third of the harbor remains empty. Docks & Harbors has \$1.5M from the 2017 1% Sales Tax Initiative with a \$500K commitment from the Harbor Fund Balance in applying for a \$2M ADOT Harbor Grant. Any additional 1% Sales Tax revenues would go to expanding the scope of the project.
 - b. Wayside Park Maintenance Dredging: In 2000, the existing 50 foot by 100 foot roadside fishing float was designed/constructed by ADOT and then transferred to CBJ for management along with property conveyance. The float is heavily used by locals and provides a vehicular drive down for ADA accessibility. Over the past two decades, isostatic rebound has resulted in the float being aground a certain low tides. The periodic grounding is believed to be damaging to the structural integrity of the float. The Port Director knows of no other grant program which can be leveraged for this purpose. A 2014 detailed estimate to dredge this location was \$350K.
 - c. Douglas Harbor Uplands Improvements: With the most recent recapitalization project completed in 2018, the Mike Pusich Douglas Harbors float are relatively new. However, the uplands, including the launch ramp and harbor parking lots, are unimproved and lack landscaping and other similar amenities enjoyed at the Statter facility. The Douglas Advisory Board and other Douglas residents have pleaded their desire for the lots to be paved, landscaped and an

appropriate harbor walk installed. The Port Director knows of no other grant program which can be leveraged for this purpose. The cost for improvements are scalable to \$2M.

- d. North Douglas Boat Ramp Improvements: The existing launch ramp is inadequate for the volume of use and an unscientific survey from August suggested strong community support for expanding this facility. Other than a rudimentary rendering showing one-hundred truck-trailer parking spots and a double launch float, no significant design efforts have commenced. In addition to citizen concerns surround additional North Douglas Highway traffic, Docks & Harbors will need to navigate ADOT Right-of-Way challenges before serious design efforts can commence. The Port Director believes there will be matching funds via the ADOT Harbor Grant program and through the Dingell-Johnson Sport Fish Restoration Act which administered through ADF&G. It is anticipated that \$20M would be required for a 100 truck-trailer parking lots, which is scalable.
 - e. Cost Share w/ACOE - Statter Breakwater Feasibility Study: The existing breakwater is approaching 40 years and is in need of recapitalization. The Army Corps of Engineers is federally responsible for breakwaters, jetties & groins. The process to advance Docks & Harbors' interests is to petition ACOE to enter into a feasibility cost sharing agreement (FCSA). In this phase, the ACOE would evaluate solutions to replace the existing breakwater. The local applicant (Docks & Harbors) would be responsible for ½ of the analysis, up to \$1.5M. After 5 years of requesting this ACOE "new start", the Port Director has reason to believe it will be included in the federal FY23 WRDA Bill which funds much of the ACOE.
3. There is developing information on two projects which may influence Board member's decision in weighing the individual projects which were considered at the March meeting.
- a. Public-Private Partnership (P3) with Marine Exchange of Alaska (MXAK): Docks & Harbors has been approached by MXAK with a need to expand their waterfront operations in the vicinity of their existing main office overlooking Harris Harbor. The evolving discussion has led to an opportunity to partner with MXAK to develop a shared building which could replace the existing Aurora Harbor Office building. Leveraging the value of the property assigned to the MXAK facility needs could provide a springboard to aggressively pursue replacement of the Aurora Harbor building. There are no other known grant opportunities for this purpose.
 - b. Taku Harbor Recapitalization: Docks & Harbors staff mobilized last week to Taku Harbor to pressure clean and make repairs to the floats. These floats were repurposed from the Amalga Harbor project from the early 2000's and are past their useful life. The Deputy Port Engineer led the repair efforts and is expressing concerns about the viability of maintaining the existing float system into the future. Matching funds via the ADOT Harbor Grant program or through the Dingell-Johnson Sport Fish Restoration Act could be leveraged with local money to recapitalize. This project is scalable to \$10M.

#

Encl: Docks & Harbors Board Ranking Priority

DEPARTMENT CAPITAL IMPROVEMENT PRIORITIES

D&H Board Ranking

Harbors	Project Name	Larkin	Derr	Becker	Etheridge	Wostmann	Smith	Ridgway	Leighter	Grant	Weighted Raw Points
	Aurora Harbor Rebuild - Ph III	1	1	1	1	1	5	4	4	2	34
	Aurora Harbor Rebuild - Ph IV								5	5	2
	UAS Downtown Property Purchase							1	1	1	15
	Cost Share w/ ACOE - Statter Breakwater Feasibility Study	2			3				2		11
	Aurora Harbor Dredging - Tug Slips						4				2
	Wayside Float Maintenance Dredging	3	1	2	2	3	3	5	3	3	29
	North Douglas Boat Ramp Improvements		2			2		3			11
	Aurora Harbormaster Building and Shop Replacement	4								4	4
	Douglas Harbor Uplands Improvements	5	3			4	1	2			15
	Fish Sales Facility - Harris Harbor						2				4
	Taku Harbor/Stockade Point Float Replacement					5					1

Weighted Raw

#1 = 5 points

#2 = 4 points

#3 = 3 points

#4 = 2 points

#5 = 1 point

**City and Borough of Juneau Property
Docks and Harbors
Application for Lease**

Application processing - The Port Director will review each application for completeness within 30 days of receipt unless the Director notifies the applicant that more time is required to complete the review. If the port director determines that the application is not complete, the Director will provide the applicant with a general description of the information needed to make the application complete. Once the application is complete, the Port Director will estimate the cost for the docks and harbors department to process the application and will notify the applicant in writing of the estimated cost. The applicant is required to pay all costs associated with processing of the application, including any costs to survey and appraise the area proposed to be leased. The applicant must agree in writing to pay the processing costs prior to the Docks and Harbors Board taking action on the application. Failure of the applicant to agree to pay, or pay, any processing cost will result in the application being denied. The applicant may assist the Port Director by arranging for specified components of the work, such as survey and appraisal, provided any such work to be performed by applicant is approved in writing in advance by the Port Director.

Date 4/15/22 ADL# 6812385

Applicant's Name: Sky Bonnell

Group, Association, or Corporation Name Bonnell Development LLC

Mailing Address: PO Box 21795

City/State/Zip Juneau AK 99802

Message Phone 907-723-6276 Work Phone 907-723-2931

Is applicant authorized to conduct business under the laws of the State of Alaska?

yes

Is applicant 19 years or older?

yes

What type of lease are you applying for?

tideland lease

(uplands lease, tidelands lease easement)

Legal Description:

Lot(s) 146 Block/Tract# TRB Survey/Subdivision 455 1504

Other: _____

Acres: 1.1299

What is the proposed use and activity on the leased land?

anchored floating dock

Proposed term of lease 3 years?

Are you planning to Sublease this land? Yes No

Are there any improvements or construction planned?

If yes, submit a development plan that includes.


- a. The nature and purpose of the proposed lease.
- b. A site plan
- c. The use, value, and nature of improvements to be constructed.
- d. The dates construction is estimated to commence and be completed.
- e. A detailed description of the proposed operation.
- f. Whether the intended use complies with the CBJ Land use Code, CBJ Title 49, and the comprehensive plan of the City and Borough of Juneau.
- g. Additional information that would assist the Port Director, the Docks and Harbors Board, and the Assembly in acting on the application.

CBJ zoning title and plans are available from the Community Development Department.

The Board recommends that applicants carefully review current site conditions before making an application.

The Board intends to award leases to the development that provides the most marine- related benefit to the community of Juneau and the development that provides the most economic benefit to the City and Borough of Juneau in general and the Docks and Harbors Department in particular

The lease must meet all applicable requirements listed in CBJ ordinance 53.20.



Signature

4/15/22

Date

Bonnell Development LLC

If applying on behalf of an agency, municipality, or organization state which one.

Owner

Title

Please do not write below. Docks & Harbors use only.

Application Received _____
Date Approved by Operations Committee _____
Date Approved by Finance Committee _____
Date Approved by Regular Board _____
Law Department Ordinance _____
Assembly Action _____
Lands Review _____
Public Notice _____
Advertisement _____
Final Lease Signed Date _____

Date: April 22, 2022
To: Carl Uchtyl, Juneau Docks and Harbors
From: Corey Wall
Re: Bayhouse Condos (JYW No. 21056)
Conceptual Design Description

Project Description

The owner of the parcel (4B2301050090) to the south of the Auke Bay Harbor Office is intending to redevelop the property. Currently the parcel, which is 1.18 acres, contains several different buildings, including the Hot Bite restaurant, a Coast Guard facility, a rental house, and another commercial facility. The concept is to demolish all the existing buildings and replace them with a new condominium development.

The intent is to maximize the number of condos on the parcel while still allowing for waterfront views from each unit. By code, 21 condo units are allowable on the parcel, but the actual number of units will probably be slightly less.

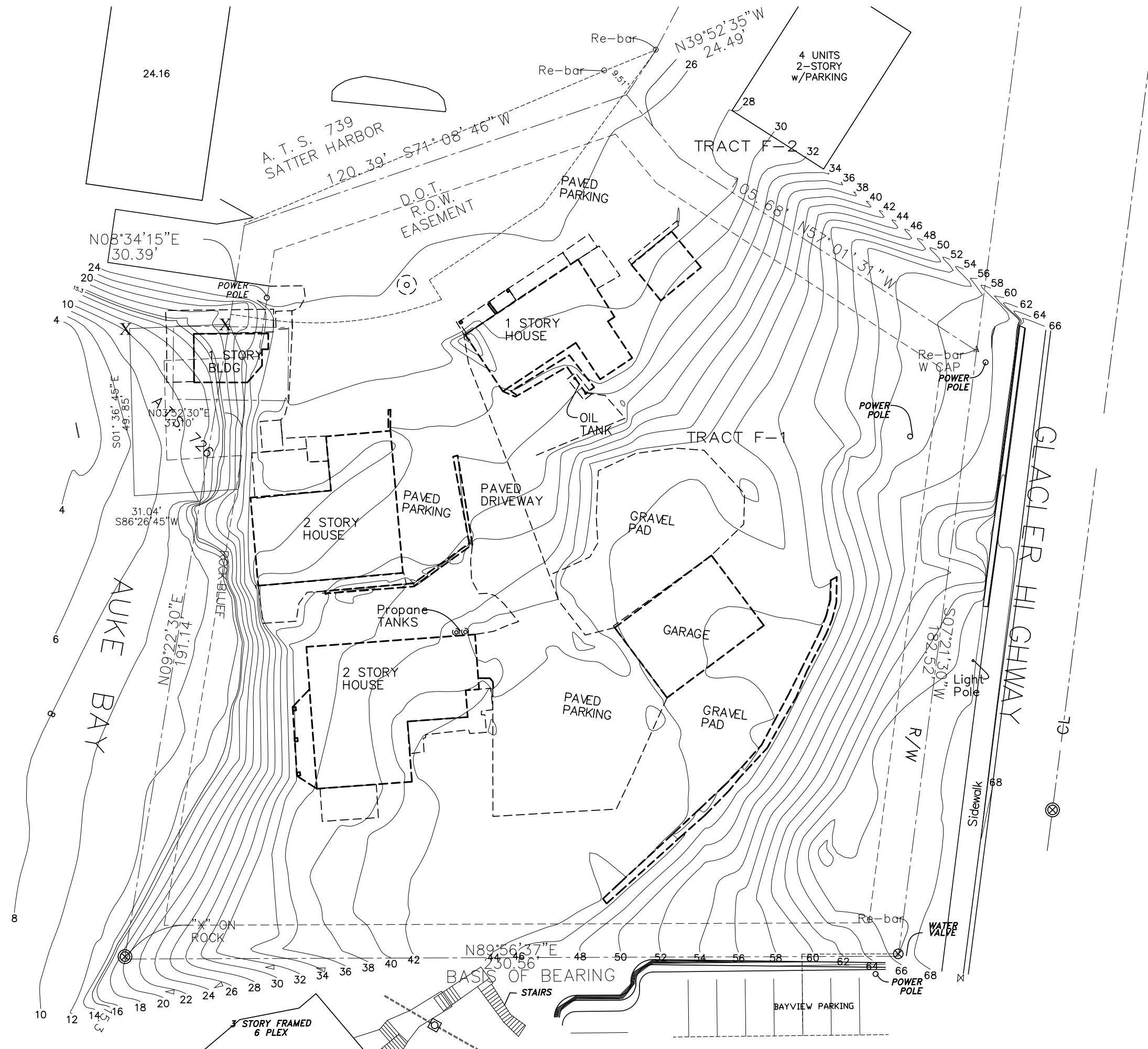
The conceptual design is for a basement level parking garage with three levels of single-story condos above. The condos will be located towards the water side of the site.

Site Access

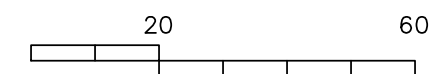
There is a RoW easement along the north side of the parcel that continues along the west side of the parcel to the north (4B2301050091) in front of the green apartment building. It is believed that this RoW is split between these two parcels and the Auke Bay Harbor parcel, essentially creating a road RoW between the three parcels connecting them to Glacier Highway. This RoW is referred to as "Auke Bay Harbor Road" and is the legal address for all three parcels. Although it is not maintained as a separate road, the RoW is basically the access lane along the west side of the Auke Bay Harbor parking lot.

Currently, the existing buildings on the parcel are accessed via the Auke Bay Harbor parking lot. Some of the buildings, including the restaurant and commercial building, have nose-in parking stalls which back out onto the parking lot, while the other buildings are accessed by an internal driveway leading from the Auke Bay Harbor Parking lot.

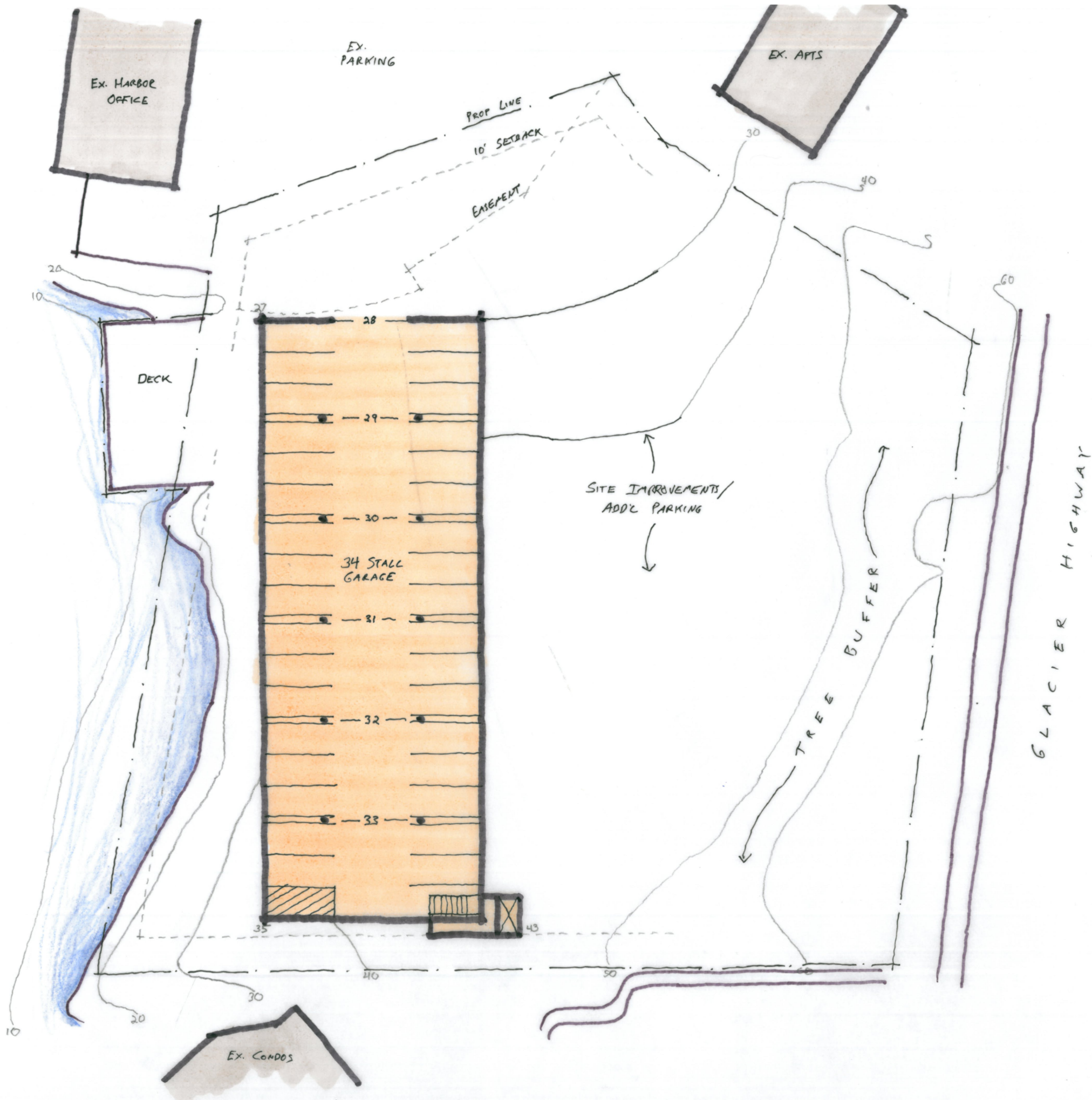
The owner would like to continue to access the site through the Auke Bay Parking lot. The nose-in parking stalls would all be eliminated and all new parking stalls would be accessed from drive lanes on the parcel. The owner believes that the number of total vehicles using the parcel after redevelopment will be similar to the number accessing the existing after redevelopment. Certainly, with the elimination of the restaurant and commercial buildings there will be less short-term vehicle parking on the parcel.



BAYHOUSE CONDOS
 SITE CONCEPT
 EXISTING / DEMO SITE
 3.8.2022 JYW



A U K E B A Y



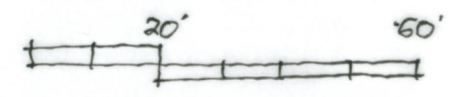
SITE IMPROVEMENTS/
ADDL PARKING

BAYHOUSE CONDOS
SITE CONCEPT
PARKING LEVEL
3-8-2022 JYW





BAYHOUSE CONDOS
SITE CONCEPT
CONDO LEVELS
3.8.2022 JYW



Hansen Gress - Property



Lease Rate Set in 2021:
4,177 SF @ \$1.40/SF = \$5,848/year



85.02.060 - General powers.

(5) Administer and dispose of City and Borough tideland, submerged land, and other land as provided by the assembly by resolution as subject to docks and harbors board administration, subject to the following limitations:

(A) No sale, purchase, or trade of land shall be made without prior review by the assembly lands committee and approval by the assembly by resolution.

(B) Unless otherwise designated in advance by the assembly by resolution, any lease of land shall be limited to marine-related uses, and those uses accessory to tenancy on the boat harbor or use of the port.

(C) All land transactions by the board in accordance with this section shall be consistent with the land management plan developed under CBJ 85.02.063. (i) Land shall be leased as provided in title 53, provided that the provisions of section 53.20.020 relating to a declaration of availability and identification in the land management plan shall not apply. (ii) For purposes of applying title 53 pursuant to this subsection (C), any action required by title 53 of the manager may be performed by the port director.

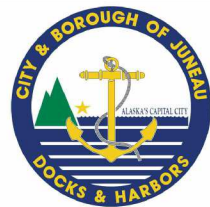
53.09.260 - Negotiated sales, leases, and exchanges.

(a)*Application, initial review, assembly authority to negotiate.* Upon application, approval by the manager, and payment of a \$500.00 fee, a person or business entity may submit a written proposal to lease, purchase, exchange, or otherwise acquire City and Borough land for a specified purpose. The proposal shall be reviewed by the assembly for a determination of whether the proposal should be further considered and, if so, whether by direct negotiation with the original proposer or by competition after an invitation for further proposals. Upon direction of the assembly by motion, the manager may commence negotiations for the lease, sale, exchange, or other disposal of City and Borough land.

(b)*Review and approval process.* Upon satisfactory progress in the negotiation or competition undertaken pursuant to subsection (a) of this section, after review by the planning commission for disposals other than leases, after review by the assembly lands committee, and authorization by the assembly by ordinance, the manager may conclude arrangements for the lease, sale, exchange, or other disposal of City and Borough land. The final terms of a disposal pursuant to this section are subject to approval by the assembly unless the minimum essential terms and the authority of the manager to execute the disposal are set forth in the ordinance enacted pursuant to this subsection. The disposal may not be executed until the effective date of the ordinance.

Potential Community Garden Request – Little Rock Dump
1 acre





REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.



9360 Glacier Highway, Ste. 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pndengineers.com

DESIGN: CRS CHECKED: CRS
DRAWN: PJD APPROVED: CRS

SCALE: SCALE IN FEET
0 50 100 FT.

DATE: JAN. 2018

**CBJ DOCKS AND HARBORS
LITTLE ROCK DUMP
MARINE SERVICE CENTER**

SHEET TITLE:
**CONCEPTUAL SITE PLAN
w/ TRANSIENT MOORAGE**

PN&D PROJECT NO.: 172073

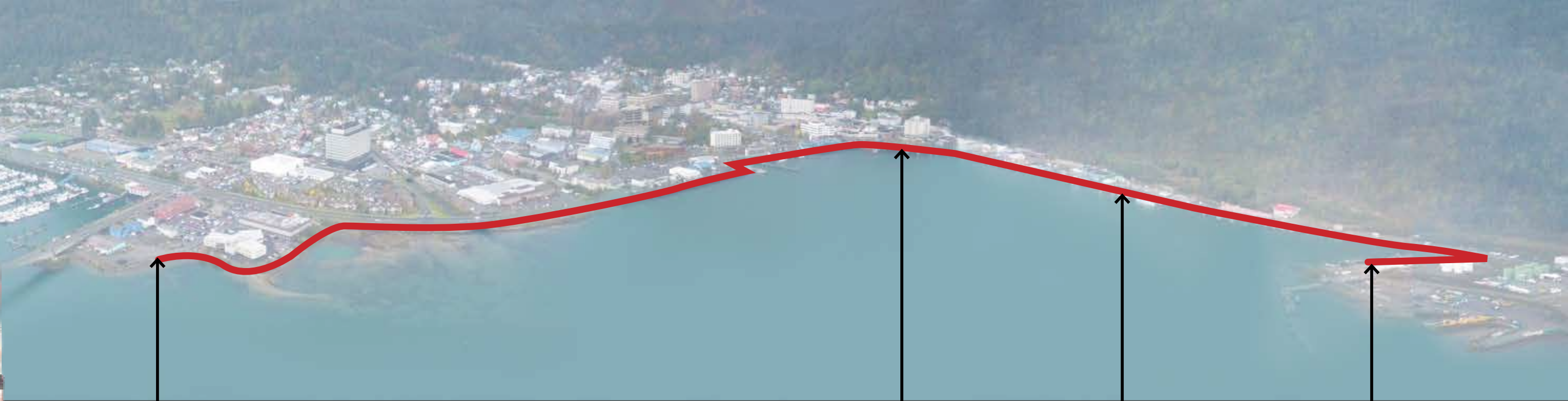
DWG. FILE:

KOOTÉEYA DEIYI

Totem Pole Trail



September, 2019



Study Area C



Study Area A



Study Area B



Study Area D



KOOTÉEYA DEIYI

Totem Pole Trail - Concept Plan



PROJECT OVERVIEW:
 The The Kootéeya Deiyi project calls for a series of totem poles to be carved and erected along the Juneau waterfront from the AJ Dock to Overstreet Park (2 miles). The project is part of SHI's goal to make Juneau the Northwest Coast arts capital of the world and to designate Northwest Coast art a national treasure. The project will also complement the city's collective effort to make Juneau a major destination for visitors interested in exploring the region's unique Native art forms.

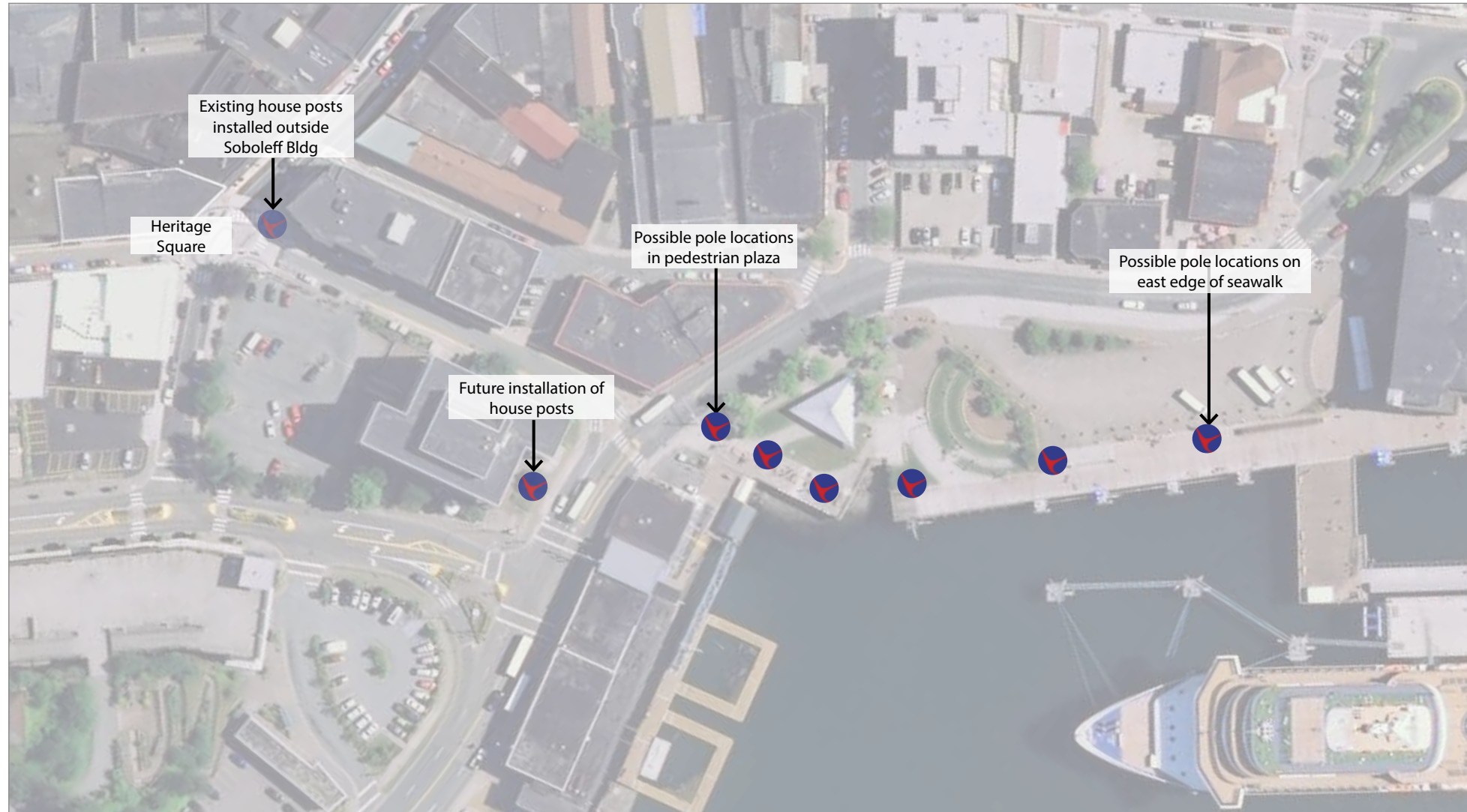
The poles will represent Tlingit, Haida, and Tsimshian clans and provide an introduction to the cultures, histories, and major events of the first peoples of Southeast Alaska. Sealaska Heritage will seek guidance from its Council of Traditional Scholars on which clans to include, and the final selection will be approved by its Board of Trustees.

KEY	
	Seawalk
	Future Seawalk
	On Street Pedestrian Connection



KOOTÉEYA DEIYI

Study Area A



Study area A is comprised of areas in and around Marine Park and portions of the Juneau seawalk adjacent to the Downtown Juneau Public Library. This area has a high influx of tourists coming and going from the security check point onto the seawalk in the summer, and is also heavily used by locals throughout the year.

These areas are under study for future planning and design changes that will reinforce Marine Park's role as an informal "town square" and gathering place for locals and visitors. The intention is to include Kootéeya Deiyl in the planning phase and allocate placeholders for future totem poles.

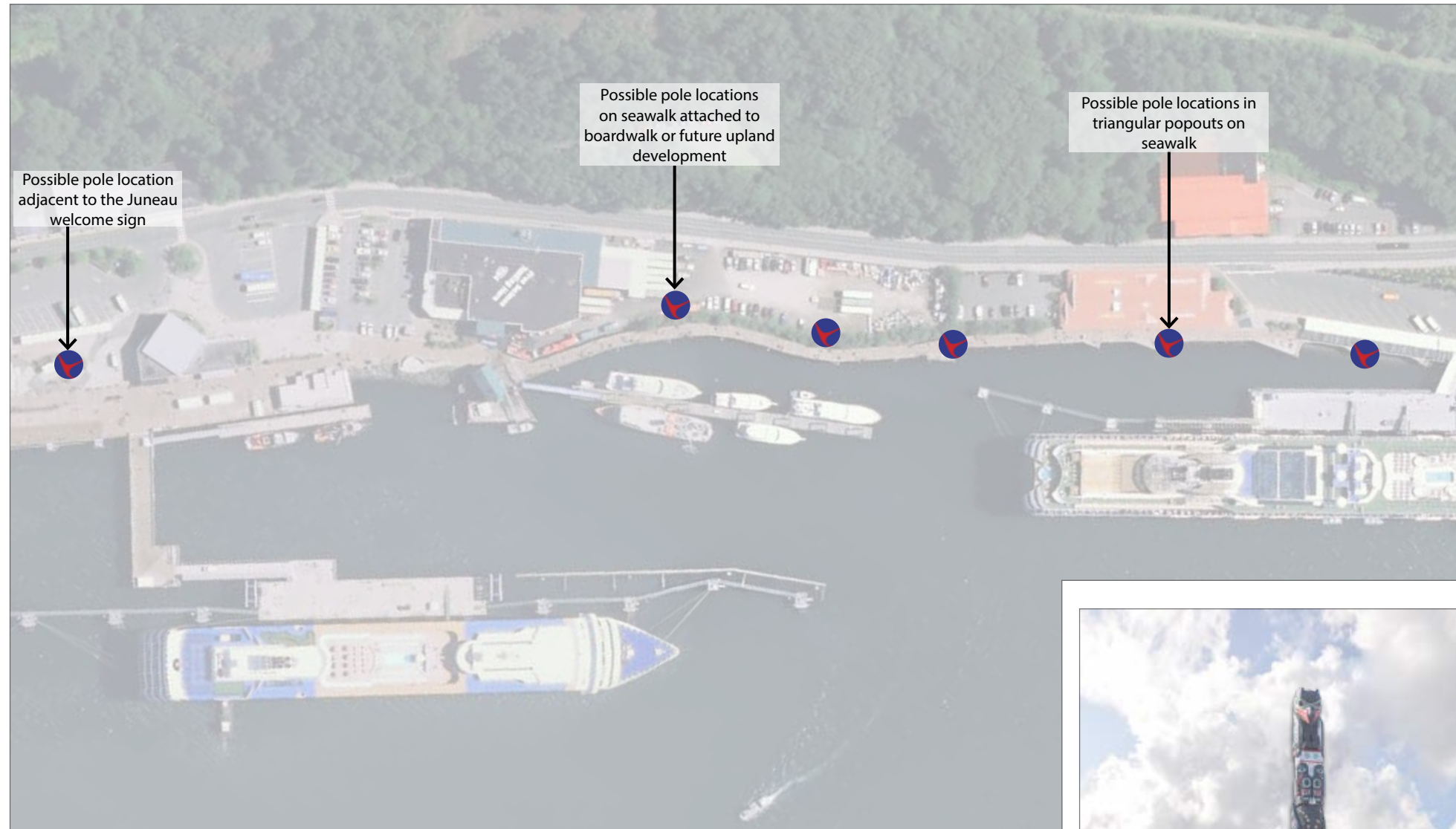
The potential pole locations could be embedded in foundations within Marine Park and directly attached to the seawalk deck.





KOOTÉEYA DEIYI

Study Area B



Study area B is comprised of the three general locations: the “Welcome to Juneau” sign area, the east side of the seawalk from the Juneau Visitor Center to the end of the Franklin Dock, and popout locations on the west side of the seawalk. This area has a high volume of pedestrian traffic coming and going between the docked cruise ships and downtown. The design intent for placing the totem poles is to have a line of sight from one pole to the next as pedestrians move along the seawalk.

The “Welcome to Juneau” sign area has a lower volume of people and is considered a destination point for people taking pictures documenting their visit. Potential totem poles in this location will be short, pedestrian scale, and similar to the bronze house posts located at the Walter Soboleff Building.

Potential locations along the east side of the seawalk are intended to be adjacent to the flow of pedestrian traffic. These poles would be larger with the intention of being viewed from a distance and also as a way to draw people down the seawalk and into town. There are two concepts: the first is to attach the poles to the seawalk deck within the seawalk easement, and the second is to explore potential upland locations with adjacent property owners as the uplands are being developed.

The third location within study area B is in popouts on the west side of the seawalk. The design intent is for this to be an interactive space where people can take pictures and learn about Tlingit, Haida, and Tsimshian cultures. Poles on the west side of the seawalk would be designed to be viewed from all sides, so that they would be visible from the ships as well as from points along the dock.





KOOTÉEYA DEIYI

Study Area C



Study area C is comprised of three general locations: the Overstreet Park plaza, sections of the seawalk adjacent to the plaza, and “habitat” island. This area has a lower volume of pedestrian traffic with pedestrians arriving on foot from the street or smaller vehicles visiting the park. The design intent is to have a sequence of poles originating from the plaza and expanding out along the seawalk, providing a continuous line that extends to the AJ Dock.

Overstreet Park has a large concrete plaza that can accommodate groups of people. The intent of placing totem poles here is to orient the totems to complement the plaza and teach visitors about the Tlingit, Haida, and Tsimshian cultures.

Potential locations near the plaza along the side of the seawalk are intended to be adjacent to the flow of pedestrian traffic. These poles would be larger with the intention of being viewed from a distance and as a way to draw people down the seawalk and into the park. There are two concepts: the first is to attach the poles to the seawalk deck and the second is to embed the poles in ground. This depends on the pole locations and ease of construction.

The poles located on the island continue the story of the poles from the seawalk and the park, and draw attention to the importance of the area as the site of an Aak’w summer camp along Dzantik’i Heeni (Gold Creek), and later the main Tlingit village. Seating areas could be a possible location for additional poles.





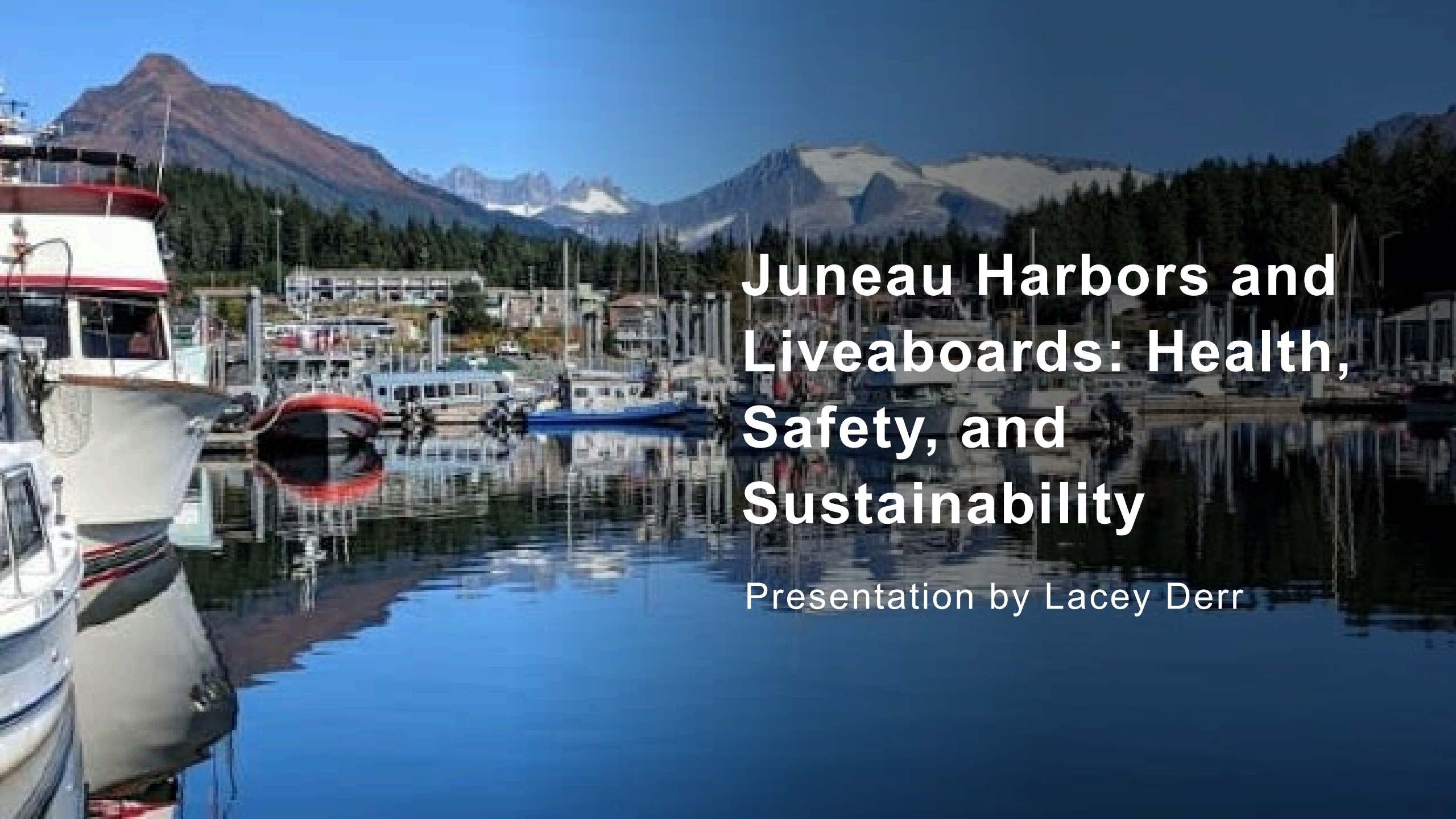
KOOTÉEYA DEIYI

Study Area D



Study area D is comprised of two general locations: adjacent to a future extension of the seawalk and future upland development. This area is anticipated to have a high volume of pedestrian traffic starting at the existing AJ dock and ending at the existing Franklin Dock. The design intent for locating the totem poles is to have a sequence of poles originating from a future parkland area and extending along a proposed seawalk. The park area at the AJ Dock will serve as one end of the totem pole trail, with the other end at Overstreet Park two miles away.

Potential locations along the side of the seawalk are intended to be adjacent to the flow of pedestrian traffic. These poles would be larger with the intention of being viewed from a distance and as a way to draw people down the seawalk and toward Franklin Dock and further into Study Area B. There are two concepts: the first is to attach the poles to the seawalk deck and the second to embed the poles in the ground. This depends on the pole locations and ease of construction.



Juneau Harbors and Liveaboards: Health, Safety, and Sustainability

Presentation by Lacey Derr

Housing in Juneau

- Housing has always been difficult in Juneau, but those issues have compounded in recent years.
- Codes regulating residential use of boats in the harbors are limited, if they exist at all.
- As the housing crunch continues, residential use of the harbor is likely to increase.





Current Codes & Forms for Residential Boat Use

- Marine Sanitization - **05 CBJAC 45.015(b)(c)**
- Residence Surcharge - **05 CBJAC 20.050**
- Forms used include:
 - Liveaboard Registration
 - Preferential Moorage Agreement
 - Transient Moorage Registration

What are some concerns?

- The liveaboard community is growing quickly and there are very few established boundaries/rules.
- What services should the harbor be providing to the liveaboard community and how do we provide them adequately?
- Animal altercations and “byproduct” have increased and is likely to continue to increase.
- Safety and security in the downtown harbors is still elevated in comparison to Statter Harbor.

Where do we start?

- Create basic requirements for liveaboards: must own vessel, must carry "\$" in liability insurance, one domestic animal per vessel, etc.
- Identify the maximum liveaboards per harbor which can be safely and sustainably provide. Is this 10% of a harbor's permanent stalls?
- Establish a Liveboard Association with representatives from each harbor to assist with coordination of resources and communicate needs.
- Develop regulations for liveaboards which require basic health & safety requirements for residential use of a vessel and sustainable interaction with harbors.



Requests of the Board

- Identify Pros/Cons to establishing boundaries on liveboards.
- Provide additional suggestions for boundaries, rules, or reasons why against.
- Are there individuals, groups, or associations I should be contacting for more information?
- If preferred to continue the massive growth of liveboards, provide alternative financial and infrastructure resources to support our efforts – grants, associations, etc.



PROS



CONS





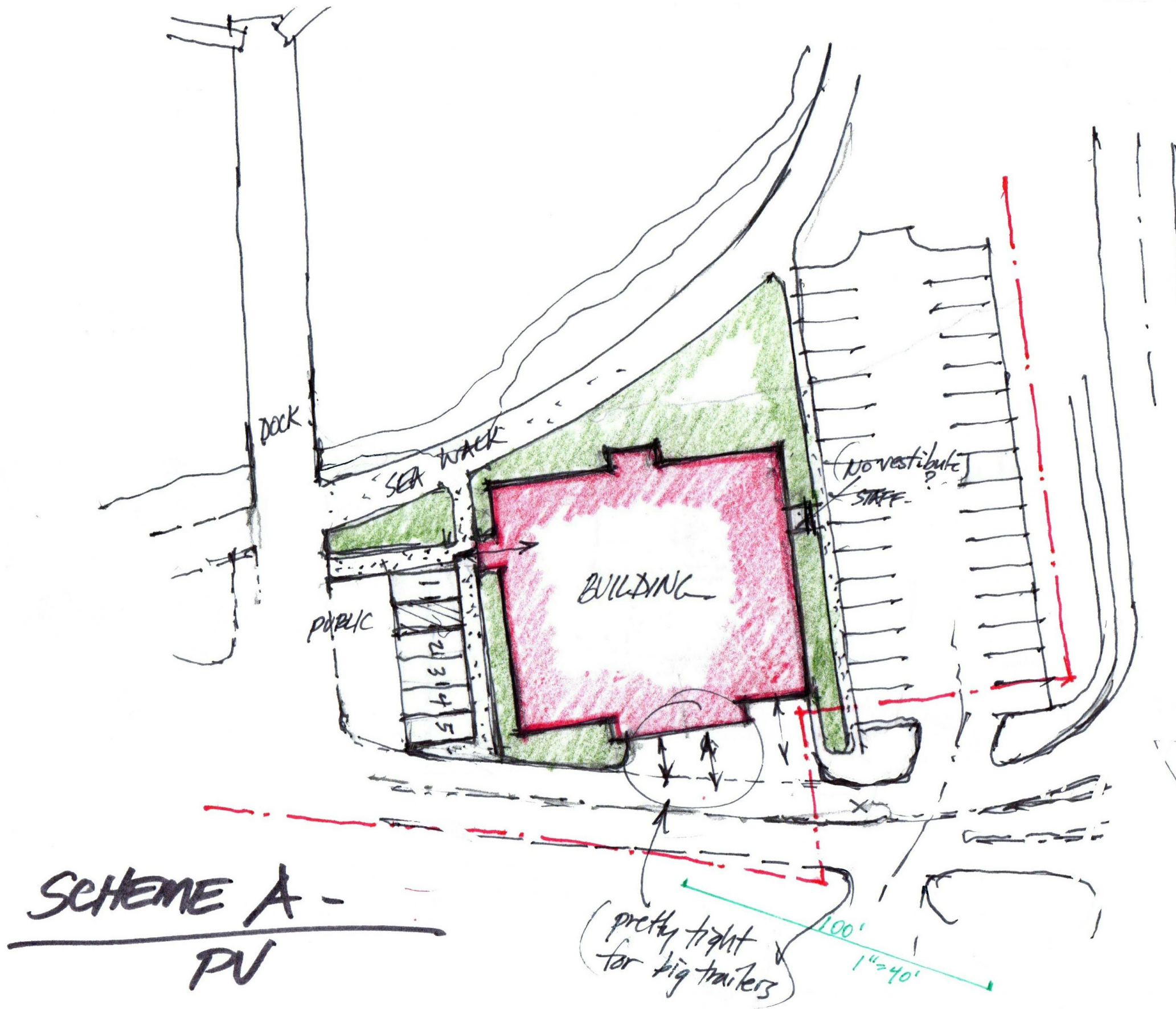
① SITE PLAN
1" = 30'-0"

ACTUAL
NORTH
↑

RENDER TITLE:
SITE PLAN
SHEET NO.
A110
DATE - 4.21.22

CONCEPTUAL DESIGN FOR
JUNEAU DOCKS & HARBOR
MARINE EXCHANGE & CBJ

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Option Highlights

- Option A is the most compact shape of all the options. It simply wraps the offices around the garages like an "L". Office spaces face the water or dock entry. Shared spaces are located in prominent view corners or in celebrated bump-outs.
- Design aesthetic riffs off of the current MXAK building, highlighting prominent towers with exuberant roofs. These provide clear and welcoming entries, as well as unique shared spaces. The large conference room uses this exuberant roof facing the harbor as a signature of the design.

ACTUAL NORTH



COLOR LEGEND

- CBJ DOCKS & HARBOR FACILITY SPACE
- MARINE EXCHANGE ALASKA FACILITY SPACE
- SHARE FACILITIES

① **LEVEL 1**
 1/8" = 1'-0"
 0' 4' 8' 16'

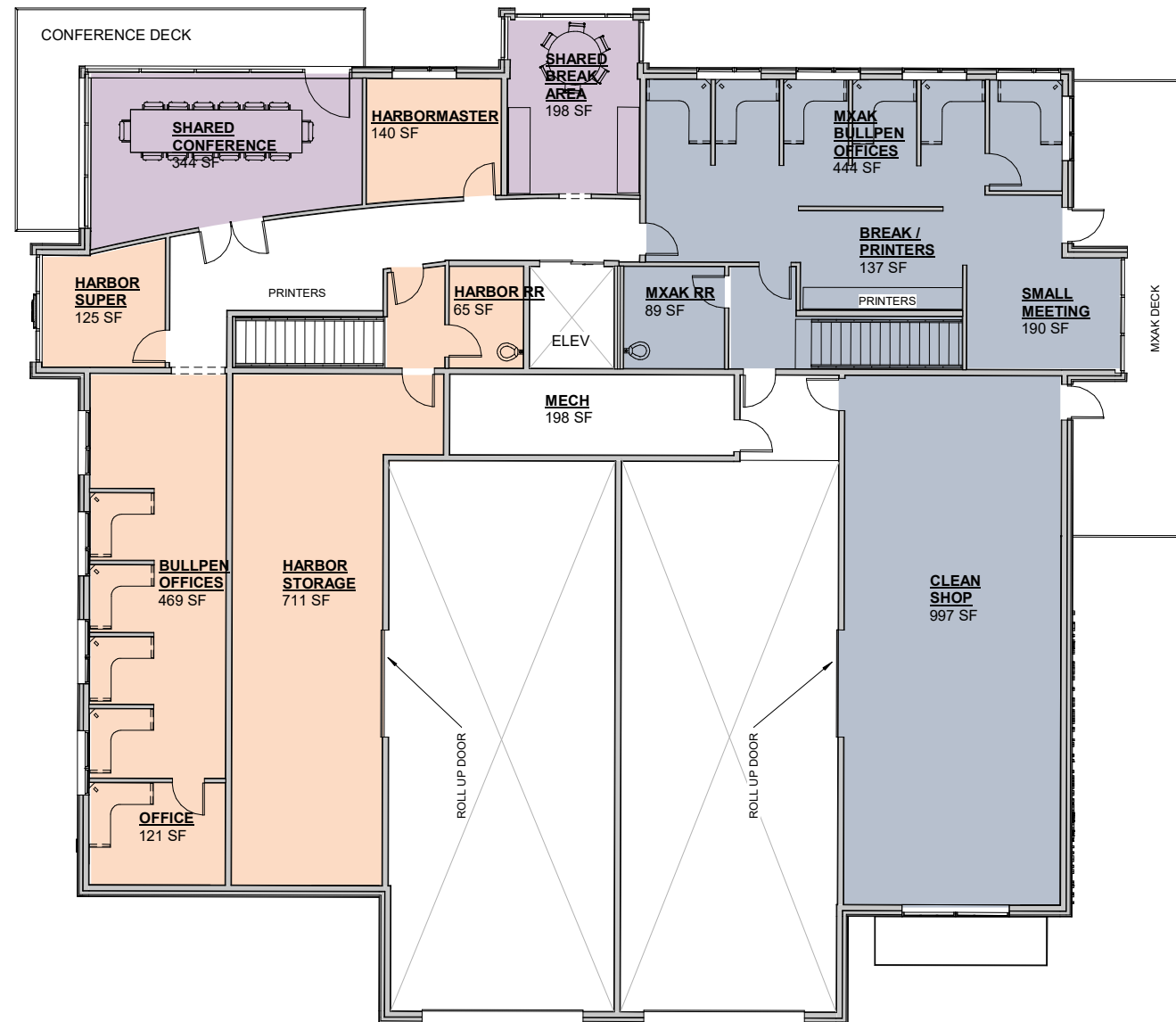
PROJECT NORTH
 ACTUAL NORTH

RENDER TITLE:
FIRST FLOOR PLAN

SHEET NO.
A201
 DATE - 4.21.22

CONCEPTUAL DESIGN FOR
JUNEAU DOCKS & HARBOR - OPTION A
 MARINE EXCHANGE OF ALASKA & CBJ SHARED FACILITY





COLOR LEGEND

- CBJ DOCKS & HARBOR FACILITY SPACE
- MARINE EXCHANGE ALASKA FACILITY SPACE
- SHARE FACILITIES

① LEVEL 2
1/8" = 1'-0"

PROJECT NORTH
ACTUAL NORTH

RENDER TITLE:
SECOND FLOOR PLAN

SHEET NO.
A202
DATE - 4.21.22

CONCEPTUAL DESIGN FOR
JUNEAU DOCKS & HARBOR - OPTION A
MARINE EXCHANGE OF ALASKA & CBJ SHARED FACILITY





RENDER TITLE:
RENDER VIEW
SHEET NO.
AR01
DATE - 4.21.22

CONCEPTUAL DESIGN FOR
JUNEAU DOCKS & HARBOR - OPTION A
MARINE EXCHANGE OF ALASKA & CBJ SHARED FACILITY

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RENDER TITLE:
RENDER VIEW
SHEET NO.
AR02
DATE - 4.21.22

CONCEPTUAL DESIGN FOR
JUNEAU DOCKS & HARBOR - OPTION A
MARINE EXCHANGE OF ALASKA & CBJ SHARED FACILITY

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