

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, June 30th, 2022

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

Meeting ID: 878 6893 2436

Passcode: 823203

Call In: (253)215-8782

- I. **Call to Order** (Thursday June 30th @ 5:00 p.m. in CBJ Room 224 and 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 May 26th, 2022 Board minutes; and June 8th Special Board minutes.**
- V. **Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. **Special Order of Business**
- VII. **Unfinished Business - None**
- VIII. **New Business**

- 1. Hansen-Gress Building Improvement Challenges
Presentation by Shannon Crossley (NorthWind Architects)

Committee Questions

Public Comment

Board Discussion/Action

MOTION: TO SUPPORT THE HANSEN-GRESS REQUEST TO SELL CBJ OWNED TIDE LANDS TO FACILITATE BUILDING IMPROVEMENTS AT 1000 HARBOR WAY.

- 2. Proposed Updated Regulation/Ordinance Changes
Presentation by the Harbormaster

Committee Questions

Public Comment

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)
For Thursday, June 30th, 2022

Board Discussion/Action

**MOTION: TO DIRECT STAFF TO ENGAGE WITH CBJ LAW TO DEVELOP
UPDATED REGULATIONS & ORDINANCE CHANGES AS PROPOSED.**

IX. Items for Information/Discussion

1. Statter Phase IIIC (Uplands Bathrooms & Covered Shelter) Update
Presentation by the Port Engineer

Board Discussion/Public Comment

2. Update to [ADOT Harbor Grant](#)
Presentation by the Port Director

Board Discussion/Public Comment

3. [Board Meeting Schedule](#) through Annual Board Meeting (July 28th, 2022)
Presentation by the Port Director

Board Discussion/Public Comment

X. Committee and Member Reports

1. Finance Sub-Committee Meetings, June 8th, ~~and 21st,~~ 2022
2. Operations/Planning Committee Meeting- Wednesday, June 22nd, 2022
3. Member Reports
4. Assembly Lands Committee Liaison Report
 - a. Naming SOP
5. Auke Bay Neighborhood Association Liaison Report
6. 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, July 13th and 27th, 2022
- b. Ops/Planning Committee Meeting – Wednesday, July 20th, 2022
- c. Board Meeting – Thursday, July 28th, 2022

XVI. Adjournment

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES

For Thursday, May 26th, 2022

Room 224 and Via Zoom Meeting

- I. Call to Order** – Mr. Etheridge called the Thursday May 26th, Regular Board meeting to order at 5:00 p.m. in CBJ Room 224 and via Zoom.
- II. Roll Call** – The following were in CBJ Room 224 or Via Zoom; Lacey Derr, David Larkin, Matthew Leither, Mark Ridgway, Annette Smith, Bob Wostmann, James Becker and Don Etheridge.

Absent – Paul Grant

Also in Attendance – Carl Uchytel – Port Director, Matthew Creswell – Harbormaster, and Teena Larson – Administrative Officer.

III. Approval of Agenda

Mr. Uchytel requested to move, IX Items for Information/Discussion before VIII New Business.

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

Motion passed with no objection.

IV. Approval of April 28th Board minutes.

Hearing no objection, the April 28th Board minutes were approved as presented.

V. Public Participation on Non-Agenda Items –

MOTION By MR. LARKIN: TO REOPEN THIS ITEM FOR A MEMBER OF THE PUBLIC THAT ARRIVED LATER IN THE MEETING.

Motion passed with no objection.

Shannon Crossley with Northwind Architects

Ms. Crossley said she attended the meeting to be available to answer questions about the Hansen & Gress project if anything came up. She said this project is a potential lot consolidation that they are proposing to purchase the land Docks & Harbors leases to Hansen & Gress. The owners want to do structural improvements to the building and they are not able to get a permit for that work because there is a lot line through the building. The desire is to purchase the land from CBJ and consolidate the lots.

VI. Consent Agenda - None

VII. Unfinished Business - None

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, May 26th, 2022

VIII. New Business

1. 1% Sales Tax Initiative Projects – Harbor Enterprise

Mr. Uchtyl said on page 17 in the packet is a draft memo which is still a work in progress. We have to give our 1% list to the City Manager by the end of the month and he went over the memo. The City Manager has proposed giving Docks & Harbors \$5M. At the Operation/Planning meeting last week, the direction he heard from the Committee was to stay within the \$5M and submit two projects. One is the Aurora Harbor future phases and the two bundled projects, Taku Harbor and Wayside Park, which he is calling harbor deferred maintenance. The wording in the memo might go in the packet for people to read and vote. The other projects listed were discussed at the Operations Committee but did not rise to the list that will be forwarded for the 1% sales tax. The Marine Exchange of Alaska private public partnership did not make the list last week.

Committee Questions

Mr. Becker asked if we provide the land and Marine Exchange provides the money to build this facility, how much money do we need to make this work.

Mr. Uchtyl said that is still not determined. It may be possible for Marine Exchange to front the money for the building and then work out a lease agreement.

Mr. Becker asked what the timeline is? Are we on a fast track for this?

Ms. Smith asked what the chance is to get the dollar amount from the 1% money increased? Docks & Harbors projects bring a substantial amount of money to Juneau's economy and because we bring that amount for the economy we are a good investment to put more money back into us.

Mr. Uchtyl asked if Ms. Smith wants to ask for more 1% money for more projects?

Ms. Smith said we inject a substantial amount of money into the Juneau economy and it is more than what we have received from the 1%. It seems Juneau should be willing to invest a little more in Docks & Harbors. She asked if we can ask for more than the proposed \$5M.

Mr. Uchtyl said we could ask for more but typically the Assembly will cherry pick their projects. There is a political part of this. The Assembly will be bombarded with requests for the 1% money. The Board will need to decide what is the most we can ask for and not turn the Assembly off to giving us anything.

Ms. Smith asked if Mr. Uchtyl talked to our Assembly Liaison to get a feel of how this ask will go?

Mr. Uchtyl said he has not and he is not sure the Assembly knows what they will vote for at this time. We do have some guidance from the City Manager.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)

For Thursday, May 26th, 2022

Ms. Woll said the Assembly has only talked about the process for the 1%. We will get a large list of projects that we will need to rank and then we will have discussions. It is hard to predict how this will go. The Assembly is less focused on individual pet projects and more focus on process. Her advise would be to continue to push for the projects that you have been pushing for. She believe the Assembly will see the Board as having priorities and they would be respectful of that. She can not predict an amount to ask for. The current asking amount is a reasonable ask that would not alarm anyone.

Mr. Wostmann commented that he likes the Marine Exchange idea with the public/private partnership but he is concerned it does not meet the criteria for the 1% sales tax funding. He would like Mr. Uchytel to elaborate on any other potential money and does this need to be decided in the next couple months or is there time to raise funds from other sources?

Mr. Uchytel said the Marine Exchange is ready to break ground now. They currently have the money but we have no money and no grant money that we would be competitive for to recapitalize an old office building. If Docks & Harbors is not in on their portion of the project, we could still lease 9,000 sq/ft so they could build their portion. If that is not reasonable, then Marine Exchange will need to look elsewhere for their building.

Mr. Wostmann recommended adding this as a third item to our list. The opportunity is in front of us now and he is inclined to go for it and see what the Assembly thinks.

Mr. Ridgway asked the Assembly Liaison if she could recommend a way to present to the Assembly so it is clear and concise? He said we are just trying to keep our head above water with these requests. North Aurora was removed because it was rotting out, Taku Harbor is failing as is the other facilities. Do you think this is meaningful for the decision making of the Assembly?

Ms. Woll said it is important to present it as such. She has seen the Assembly act on priorities and also new opportunity so it is hard to predict whether there will be more interest in replacing failing infrastructure or something new. Her perspective is that it only helps to emphasize that this is a need to protect what we have and that it will continue to be a need in the future if we do not deal with it now.

Committee Discussion/Action

Mr. Ridgway said he would recommend pointing out in the letter that this is a replacement building. He also suggested to have Mr. Creswell point out the deficiencies in the old garage that was converted to an office. He does believe the letter should be edited and take out the upland improvements and add this as the third request given the condition of the downtown harbor office.

Mr. Leither recommended to keep the first two priorities, Aurora and the deferred maintenance for \$5M and add \$1.5M for the private/public partnership. This is a cool project. He is concerned that everything may not be looked at and something could come up at a later time.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, May 26th, 2022

Mr. Larkin asked if there was any sewage issues in this building?

Mr. Creswell said yes there is. It is quite often the sewage backs up into the drain in the back office.

Mr. Larkin said when that happens it is not unreasonable for public health to come in and condemn the building. It is unsafe. It is not just replacement it is being reasonable for our employees.

Mr. Ridgway said he sees the need, but is this the best way to move forward?

Mr. Leither suggested to keep our top two priorities and have a third priority that is the Aurora Harbor replacement that could have health issues.

Mr. Ridgway said the Marine Exchange is shovel ready, and the Assembly is looking for shovel ready projects. He said this 1% letter does not lock us into anything other than pursuing the opportunity.

Mr. Uchtyl said the deadline for this letter is the 31st to the City Manager. There is an Assembly deadline of July 11th to solidify the list. We could pull any projects we do not want on the list at that time. The 1% sales tax is over a five year period so not every project needs to be shovel ready because there is not enough money to move forward so the projects would be staggered over a five year period. The work around if we need the money faster is to take out a loan and pay interest. We could call this Aurora Harbor building recapitalization. We already have a project for Aurora Harbor phase III/IV, we could just roll this into that project.

Ms. Woll said she is not in a position to predict how the Assembly will feel about this project but the question the Assembly will ask is why have we not heard about this project before. If this project is selected the answer could be this is a long time need and this is an opportunity that we would like to take or at least explore it.

Mr. Ridgway said this is an opportunity that showed up which is cost avoidance. Can we discuss with MRV, if we had to build this on our own he is assuming this would cost a lot more.

Mr. Uchtyl said we do not have a lot of money. MRV was compensated \$5,000 to do the work that is being done now. He does not want to ask for more renderings.

MOTION By MS DERR: MOVE TO SUBMIT THE 1% SALES TAX INITIATIVE PROJECT LIST CORRESPONDENCE AS AMENDED TO INCLUDE THE MARINE EXCHANGE AS PART OF THE AURORA HARBOR REPLACEMENT TO THE CBJ ASSEMBLY FOR CONSIDERATION AND ASK UNANIMOUS CONSENT.

Mr. Ridgway objected for point of clarification.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)

For Thursday, May 26th, 2022

Mr. Ridgway asked if the Board would be able to make mild editorial comments before this is sent or are we writing what the letter looks like with this motion.

Mr. Etheridge said this is close to what the letter is going to be and Mr. Uchytel will have his leaway to put it on paper.

Mr. Ridgway wanted to add additional language to the projects that the overall theme of the letter request is for replacement of aging or failed facilities. He asked that Mr. Uchytel use his editorial skills to more reflect that in the letter.

Mr. Ridgway withdrew his objection.

Mr. Uchytel asked for clarification that the Board wanted to ask for -
1. Aurora harbor phase III/IV and uplands improvements - \$5M
2. Harbor Deferred Maintenance - \$1.5M

Motion passed.

IX. Items for Information/Discussion

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

Mr. Tony Homan said HDR has finished the draft report today. There will be an internal review before sharing with Mr. Uchytel for quality control. He spoke to Mr. Uchytel today and there will be different alternatives so there will be some back and forth discussions before the report is finished. The only thing he said he will share tonight is it was clear that no user wants a reduction in services so that is not going to be discussed. HDR has looked at rates through a prism of a very standard economic procedures that are done and rate type of studies. A few of the principles considered are things like if a service is over subscribed it is likely under priced. Something with a greater value proposition should be charged higher. When there is differential pricing for quality or quantity. He said he will share HDR's preliminary ideas next week with Mr. Uchytel and will get his expert opinion. The other thing that is being considered is to stabilize some of the financing to some of the recent losses in revenue and also look at ways we can go ahead and do a replacement reserve analysis so we know what we need to expend in the future. This is something Mr. Uchytel said he would like to discuss at the next Finance Sub-Committee meeting.

Committee Discussion

Mr. Ridgway asked how long the Board has time to review this report?

Mr. Homan said that would be up to Mr. Uchytel and the Board. HDR has a budget for the report that is almost totally spent and then additional budget for Q&A for these meetings. Once the final report is submitted and presented to the Board, HDR will still be available as long as staff wants help with the process.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, May 26th, 2022

Mr. Uchytal said at the next Finance Sub-Committee meeting on June 8th he would like to start the discussion about the report.

Public Comment - None

2. Marine Exchange of Alaska – Potential Public Private Partnership (P3)

Mr. Uchytal said in the room is Zane Jones an Architect from MRV, Steve White, the Marine Exchange Executive Director, John Hollinsworth who is Operations Officer, Chris Coutu Marine Exchange Assistant Director. He said this is being brought forward on tonight's meeting because of the 1% sales tax. This comes up once every five years and he wants to make sure that the Board is fully informed to advance the mission of Docks & Harbors. He said he met with this team today with Mr. Etheridge and looked at renderings and financials and thought it was appropriate to have a presentation by MRV and a discussion with the Marine Exchange so we have the best information available on May 26th to make a decision that will be binding for the next five years and which is due to the Assembly next week.

Mr. Steve White with Marine Exchange said the Marine Exchange is a non-profit organization focused on maritime safety, promoting maritime economy, and protecting the environment. This is a unique opportunity. The Marine Exchange has outgrown their building. There are 29 employees in Juneau. The Marine Exchange works closely with the public/private sector. The Marine Exchange works as advocates to keep things running smoothly and still safe by meeting requirements. We are in Juneau because it is the Capital and this is a maritime state. Everything we enjoy here comes from the water. Protecting the waterways is important. What is being talked about today is having the City and the Marine Exchange work together to maybe have a joint office that would meet both our needs. We are exploring all our opportunities. These types of public/private partnerships is what allows us to keep doing our mission and keeping Juneau going.

Committee Discussion

Mr. Ridgway asked for more granularity on the Marine Exchange facility needs?

Mr. White said currently there is a shop on Industrial Way that does not have running water. There are five employees working at that location. He said there is dirty work like welding which is about 10% of the time and then there is clean work like electronics which is the rest of their time. He said the Marine Exchange manages 144 AIS sites throughout Alaska that help us communicate with vessels, manage traffic, and protect sensitive marine areas. That is all built in Juneau and we do not have adequate work space. We want to build a state of the art building that looks similar to what we already have on the waterfront. He said they are anticipating future growth due to protecting the Arctic, working closely with some of the cruise ship agencies, working with ADEC on regulations for the Coast Guard and NOAA. He said the Marine Exchange does receive money from the Cruise Industry.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, May 26th, 2022

Mr. Etheridge commented when he was at the Marine Exchange today he saw some of their operations and it was very impressive. They control some of California as well as Alaska.

Mr. White commented that the Marine Exchange has state of the art technology.

Mr. Uchytel asked Mr. White to talk about the current sensors and the weather sensors and the coordination done with Docks & Harbors.

Mr. White said we transmit and collect data from our marine safety sites. Some of the sites are at remote location and some are at facilities. You can get real time weather for several locations around Southeast. These are used heavily by the large ships that come to Juneau to see what the current is actually doing which helps determine their approach to the float or if it is unsafe to come into the float.

Mr. Larkin asked if this building design allows enough for future expansion?

Mr. White said this should meet our short and long term needs.

Mr. Ridgway asked if there are alternative designs?

Mr. White said all options are being looked at. The Marine Exchange is looking for something to meet their present and future needs. We want to be located downtown and as close to our other building as possible.

Mr. Ridgway asked if there has been any discussion with UAS to purchase their welding shop building?

Mr. White said they have not. The three properties they have explored is Hansen & Gress, the property under the bridge, and this option.

Mr. Jones said he is with MRV and they were hired from Marine Exchange for the early work and later by Docks & Harbors for this conceptual drawing. This site was brought up due to the fact the Aurora Harbor office is at the end of its useful life. He talked about the conceptual drawing that was displayed. They worked to outline a unified property boundary to start to quantify square footages to figure out how much that land value might be and how it could go into a potential joint facility that Marine Exchange would eventually be the constructor of. The Marine Exchange needs is a shop and office space that is about 5400 sq/ft. The Harbor Offices will be about 2700 sq/ft with public front facing to enter the harbor. This is just a conceptual phase and nothing is set in stone. The Harbor Offices will be a single level and the Marine Exchange side will have a second floor. There will be some shared space like conference room and break room. Mr. Uchytel said our current harbor office was an old garage that was repurposed into office space. It is at the end of its useful life. It is Docks & Harbors mission to meet the needs of the boating public. There has been reluctance on a building replacement but what is different this time around is the 1% sales tax initiative and we do not have any

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)

For Thursday, May 26th, 2022

money to bring forward as an organization but we do have land. The Marine Exchange would like to purchase the land but the Docks & Harbors Board has stated it does not want to sell waterfront property. The opportunity that presents itself is the square foot cost goes down when you build a bigger building. There is cost savings figuring out how to come together and build something to meet all the needs. We do not have money upfront yet, but we could offer a long term lease.

Mr. Becker said he likes the idea to be partners with Marine Exchange, they do a lot of good for the boating public.

Mr. Ridgway asked what is happening with the UAS property purchase?

Mr. Etheridge said it is out for public comment.

Mr. Uchytel said their public comment period closes June 27th and the comment period is on UAS considering lease/sale of a portion or entire Juneau Fisherman's Terminal property. The Board of Regents will be meeting in Juneau on September 8th and 9th to decide what they will do.

Mr. Ridgway asked what is the final deal for this property?

Mr. Uchytel said the whole area is 17,000 sq/ft because that is what Marine Exchange originally wanted. We could split this in half and Docks & Harbors could have half and Marine Exchange could have the other half. We could lease 8,500 sq/ft to Marine Exchange. Everything would need to be looked at and we would need an appraised value. Could Marine Exchange front the money for Docks & Harbors side of the building knowing they could get a \$1 lease for 35 years. We are providing the property and if this property was to sell, it would be \$30 to \$50 a sq/ft to sell and a typical lease rent would be 8% of the land value. These are rough numbers right now but there would need to be an appraisal. The P3 would be that the Marine Exchange would upfront the cost for the building and that would cover the cost of the rent for a number of years.

Mr. Becker asked if the Board has the authority to make this decision for this property?

Mr. Uchytel said yes. It would be executing a lease agreement.

Public Comment

Mr. Dennis Watson, Juneau, Alaska

Mr. Watson asked if this would be Harbor's money or would the cruise lines have money in it? He said it would be multiple use.

Mr. Uchytel said the two operations would be firewalled. If Marine Exchange got the Cruise Industry to participate that would be up to them but the Harbors would not have a good case to use head tax.

Mr. White said this public/private partnership is a good opportunity.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, May 26th, 2022

Mr. Jones said the site diagram shows this would meet the City requirements for zoning, set backs, and required parking. It gives the pieces needed for negotiations for this unique opportunity.

Mr. Ridgway asked if MRV worked with Docks & Harbors staff to make sure our needs were being met with the space?

Mr. Jones said he was given that information from Mr. Uchytel. Next will be working with needs and budget.

Mr. Uchytel said this is a scaled back version of all the harbors needs. There are needs for bathrooms and a laundry mat but there is not a place for that in this drawing so that would need to be a future phase.

Ms. Smith asked if the yellow portion on the drawing was for Docks & Harbors and that includes the office space and shop space?

Mr. Etheridge said yes.

Mr. Leither said he likes the idea. He thinks it is a great project but he is not sure this goes on the 1%.

Mr. Ridgway asked what is the plan for the existing harbor office?

Mr. Creswell said this is setting in the location where the existing harbor office is.

Mr. Etheridge said he thinks this is a great opportunity and looks forward to more discussion.

X. Committee and Member Reports

1. Finance Sub-Committee Meetings, May 11th, 2022

Mr. Wostmann said the Committee spent time on the sales tax initiative looking for projects that would need minimal amount of money and still be practicable. We also had a presentation on the damages in Taku Harbor.

2. Operations/Planning Committee Meeting- Wednesday, May 18th, 2022

Mr. Ridgway said the Committee had a discussion on the 1% list, changes to regulation, and an update on Statter Harbor.

3. Member Reports

Ms. Derr said she will not be able to attend meetings June 5th to the 20th.

Mr. Etheridge said he will not be able to attend meetings June 7th to the 14th.

Mr. Ridgway said he will not be able to attend meetings June 17th to the 29th.

Ms. Smith said she will not be able to attend meetings June 15th to the end of June.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)

For Thursday, May 26th, 2022

Mr. Uchytel said we have a bid opening on the 7th or 8th for the Seawalk and we would like to have a Special Board Meeting ahead of the Finance Sub-Committee meeting to award the bid.

Mr. Ridgway said he was approached at Home Depot from a Shelter Island property owner. Because they pay property tax they should get a reduced four month permit system. If anyone has an idea on how that will work bring forward to the next meeting.

Mr. Ridgway said the Liveaboard Sub-Committee is disbanded it will resume after the first of the fiscal year.

4. Assembly Lands Committee Liaison Report

Ms. Derr said there were two land disposal proposals on the uplands side in North Douglas. Nothing else is happening at this time.

5. Auke Bay Neighborhood Association Liaison Report – Nothing to report

6. South Douglas/West Juneau Liaison Report –

Ms. Smith said the Committee had a discussion and there is a belief that Docks & Harbors is ignoring the Douglas waterfront. The second topic is Douglas Indian Association is trying to get Mayflower Island back. They say the US Coast Guard has vacated it and they want it back and they do not want it to go to the City or Docks & Harbors. She said the Committee meets on Tuesdays and she is out at sea and in previous conversation with Mr Becker he indicated he had interest in Douglas and since she is not able to attend meetings she would like to propose he be appointed but she would still like to be involved.

Mr. Etheridge appointed Mr. Becker as back up.

Mr. Becker accepted the back up position.

XI. Port Engineer's Report - None

XII. Harbormaster's Report

Mr. Creswell reported -

- The Cruise ships are back. Some are at 90% and some are at 50% capacity. It is very challenging scheduling people with all the changes in cruise ship schedules. There is staffing and frustration issues.

Mr. Leither asked if the cruise ships are helping with the issues? He said the reason he brings that up is because the cruise industry said they can not change anything because they are booked well in the future but now they are changing schedules twelve hours before they arrive.

Mr. Creswell said as much as they would like the cruise ships to help out they can not because of our facility security plan. They handle the ship security. The extra staff is

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, May 26th, 2022

starting to hurt our bottom line and he will have discussions with Mr. Uchytel on how to make up for that.

- Mr. Creswell said Taku Harbor repair was a success. Staff does not know how long it will hold up but it is working now. The crew did a great job.
- Statter Harbor is very busy. The plan is in place for the new for hire floats.
- Full time Harbor Officer, John Forchemer retired Sunday and we are currently holding interviews for that position.

XIII. Port Director's Report

Mr. Uchytel reported -

- We were informed from the Finance Department that the stock market losses will result in another \$100,000 deduct for this year in both Docks and Harbor funds.
- We had infrastructure ribbon cutting ceremony on Friday and about 25 people showed up. The brochures and the ASCE trifold report card are here if anyone wanted one.
- We did receive word from the EDA that we were unsuccessful for that grant opportunity.
- He said himself and Chair Etheridge were on several phone calls today regarding obtaining the NOAA dock. This is something he has had his eye on for ten years. It is woefully under utilized. Over the years he has been petitioning to either fix it up and bring a NOAA vessel here or give it to someone that will fix it locally. He is continuing to work on obtaining this property.
- He has been in discussions about the Statter Breakwater and he will have more information at the next meeting.
- He said there will be one opening on the Board.

Mr. Ridgway asked how Mr. Uchytel sees the NOAA facility reutilized?

Mr. Uchytel said the NOAA dock is where the small cruise ship plan is. One idea for the uplands is to have a frontage road through that area that would bring you back out at Willoughby. There are concepts and vision but ownership is 90% to go down that road.

Mr. Ridgway asked if our lobbyist is presenting this to Senator Sullivans office as part of a larger plan?

Mr. Uchytel said the plan references the small cruise ship project. The small cruise ship plan was on property Docks & Harbors did not have control of.

Mr. Becker said the NOAA dock needs extensive work.

Mr. Larkin asked with the dock part NOAA and part Coast Guard, will we only get part of this dock?

Mr. Uchytel said this is for 2.4 acres and that would be the entire dock. This authorizes at fair market value an agreement between the Secretary of Commerce and CBJ.

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES (CONTINUED)
For Thursday, May 26th, 2022

Mr. Ridgway asked if this is part of the Norwegian plans?

Mr. Uchytel said no.

XIV. Assembly Liaison Report

Ms. Woll said not a lot to report. We are all but formally finished with the budget process and all has been forwarded to the full Assembly. One other thing she reported was the Port of Seattle, Port of Vancouver, and the City of Juneau recently signed an agreement with all the major cruise lines to be the first pilot green cruise corridor. This is really how to make this cruise corridor net zero carbon emission by a certain date. We could be a model for the rest of the world.

XV. Board Administrative Matters

- a. Special Board Meeting – June 8th, 2022
- b. Finance Sub-Committee Meeting – June 8th and 21st, 2022
- c. Ops/Planning Committee Meeting – Wednesday, June 22nd, 2022
- d. Board Meeting – Thursday, June 30th, 2022

XVI. Adjournment – The meeting adjourned at 7:22pm.

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday June 8th, 2022

I. Call to Order - Mr. Becker called the Special Board Meeting to order at 5:00pm in CBJ Room 224 also via Zoom.

II. Roll Call The following member were in CBJ Room 224 or via Zoom meeting - Paul Grant, David Larkin, Matthew Leither, Mark Ridgway, Annette Smith, Bob Wostmann, James Becker and Don Etheridge.

Absent – Lacey Derr

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

III. Approval of Agenda

Mr. Uchytel requested to do action item #2 before #1 because Mr. Ben Brown with CBJ Law was going to have to leave at 5:30.

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

Motion passed with no objection.

IV. Public Participation on Non-Agenda Items - None

IV. Action Items

1. Bid Award: Marine Park Deckover (BE21-203)

Port Engineer Schaal: This project will connect the northern edge of the Alaska Steamship wharf to the part of Marine Park that used to be segregated by the gangway to the old lightering float. The project was initiated by the CBJ Engineering Department, and that's where it was originally funded. You'll notice some artifacts of that history in the project and contract naming. Docks and Harbors received the project when Engineering was having staffing issues due to turn over. Photos depicting the current condition of the dock included one showing the gap left when the gangway was removed from the lightering float during the cruise ship berth construction project. The Board was shown a color-coded version of the construction plan, which includes a sloped timbered ramp, a new concrete landing, and some new landscaping mirroring near Bernadette's BBQ. This project would complete a walking-driving avenue on the existing Seawalk down a grade break to a seated bench area. This concept is the precursor to a new park planning study by Parks and Recreation, to determine what the future Marine Park looks like, so that may lead to some updates, depending on what comes out of the public process. As mentioned at other Harbor Board meetings, this is a unique project, because it is very expensive for the square footage. The original engineer's estimate brought comments about the expense and now with inflation and the current bidding climate, there are increases for most products and shipping. The original estimate included a little bit of everything, plus

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday, June 8th, 2022

provisions to address ADA compliance. The custom nature of fitting the old infrastructure with new, plus added features like landscaping and drainage, adds to the cost of the project.

Port Director Uchytel: Today we had a bid opening. Part of what is driving the urgency of this is that we need to advertise to give the bidder enough time to prepare and submit, while also opening the bids in time for the Assembly to approve, which they must do for all awards over \$100,000; they only meet once in June, July, and August. There was one bidder, Trucano Construction, Inc. for \$2.5 million. The engineer's estimate was \$1.8M. Costs that were driving up the contractor's bid were materials: concrete is twice the engineers estimate and timber is 150% more. Mobilization and demolition were also twice as high as the estimate and contractors are fighting procurement and material issues as well. We have enough money to award. I consulted with the City Manager who recommended bringing the matter before the Assembly. We will need roughly \$100,000 more for project contingency purposes.

Board Questions

Mr. Wostmann: Am I to understand that the source of funding is not Docks and Harbors funds, but CBJ Engineering funds?

Port Director Uchytel: CBJ received a significant amount from the American Rescue Plan Act monies (ARPA) and the City Manager recommended \$2.5M for this project and \$3.0M for Statter Harbor. There were other requests, but that's what we ended up with. It was money that was unburdened, meaning it could have gone to any project. There might also have been some head tax money. The city got about \$16 million, total.

Mr. Wostmann: It's a huge amount of money for a small park. What's the driving motivation to do this at all, aesthetics, or is there another benefit? If Parks & Rec is going to redesign the entire area, why not fold this into their project?

Port Director Uchytel: Parks & Rec has wanted to do a project at Marine Park for ten years, but haven't moved on anything yet, maybe it's a funding thing, but we don't know when Marine Park will be developed. The idea of this project, and the vision of the City Manager is to extend the continuity of the Seawalk with no dead end, which would allow people to move between downtown and Marine Park.

Mr. Ridgway: I share the same questions as Mr. Wostmann. This is just a few dollars short of \$1,000/sf construction cost; I don't believe I've ever seen that in Alaska. When was the last time we updated our engineer's cost estimate? And, what's the significant impact of delaying this, other than we might lose out on the funds?

Port Director Uchytel: We already put out the announcement and received a bid. If you want the project done, you need to do it now. It's not fair to the bidder to expose their numbers and then bid it again. Typically you don't close the bidding, see numbers you don't like, and reopen the process. At least without substantial changes being made to the project.

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday, June 8th, 2022

Mr. Ridgway: As far as I know, this is a responsive and reasonable bid in today's climate. I'm not asking about de-scoping, I'm asking about the validity of the entire project. A park, to me, is something for a lot of people, local folks. Given the expensive nature of this type of work, and things probably won't get cheaper, I wonder about the possibility that the design will get amended after Parks and Rec's input. How much input for our design did we seek out from Parks and Rec?

Port Engineer Schaal: We had a COVID cost escalation at the first of the year of about 25%.

Mr. Grant: How does this relate to the pipe dream that some of us have of having a lightering float there in the future? Are we spending money that would be used for that?

Port Engineer Schaal: Mr. Ridgway, Ms. Smith and I met last fall to talk about the lightering float and other master planning study plans for the sea walk. One solution that I see as feasible – if the public and the Board and others agree - is that future developments of the Seawalk near The Hanger could involve some floating elements. That use would need to coincide with some critical thinking on the exact location of Wings Airways. There have been requests to re-attach a water connection for the public to access that float. The float could take a new form as some sort of floating Seawalk element in that general location. While that does not directly replace the gangway that was removed in 2016, there are some ideas on the table for that location that could provide water access again to both visitors and locals.

Mr. Wostmann: Am I to understand that, should that come to fruition, then this project would end up being undone, at least partially, in order to accommodate that?

Port Engineer Schaal: This project would not relate to that connection – it would be more in the Wings Airway location. With this location, we are bound by all these existing structures. The way the Alaska Steamship dock was built, it's the highest section of dock that we have. At some point we have to address all the grade changes. If we are going to add to the pedestrian flow, it will tie into the existing boundaries of the Marine Park proper, which Parks and Rec is going to reimagine after public comment. I don't see this project negatively impacting that idea, it's going to add to the square footage and provide a broader canvas to reimagine that area. I've seen multiple concepts for Marine Park and they all involve expansion; more deck, more square footage, and this adds to that. I haven't seen any that make it smaller, so we think we will see an expansion, versus a reduction. I don't see this project being torn out because of something that's found in the Park master plan.

Port Director Uchtyl: Docks and Harbors inherited this project from Engineering. I can't say that we would not have brought this to the Board and said it's a great idea, but it's a project that we inherited from the Engineering Department after they lost an engineer. We had the capacity to take the project to execution and told them we'd love to do that. So that's where we're at, processwise. Right or wrong, I don't think the Board members should be looking at this project as whether or not it's a bad project, or something they would or wouldn't vote for. I don't think that's the reason we're here today. The

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday, June 8th, 2022

contractor put a lot of money and effort into putting a bid together, and I think that's really the question for the Board.

Mr. Ridgway: Obviously these are not the questions to ask and I appreciate Carl bringing us back to recalling that it was an Engineering Department project that was handed to us for execution – I think that's very important to consider. You're doing a great job of answering the Board's questions about the project and costs, and I think that should inform us in the future. We want to be careful about the terms we use during a bid opening – I used 'validity' inappropriately. We're stuck with exactly what Carl said, this question is thumbs up, thumbs down and there's no ifs, ands, or buts about it.

Mr. Leither: A lot of these questions appear moot if the city already gave us the money and told us what we are going to do with it. Is that a fair assessment?

Mr. Becker: There is a nodding of heads, 'yes'.

Mr. Larkin: I'm having difficulty visualizing the location of the new construction on the graphics provided.

Port Engineer Schaal: Clarified the layout of the project for the Board.

Ms. Smith: What happens if we vote this down?

Port Director Uchytel: What I would probably do, unless the Board gave me specific directions, is say that the bids opened today, the bidder was this, the Docks and Harbors Board recommended not to approve it – then send it to the Assembly for their action. The way the code reads, the Board does not have to approve – the code is written that the Assembly approves projects over \$100,000. No place in code says the Board approves projects over \$100,000. It's kind of implied, since staff brings things through a Board that then goes to an Assembly, but there is nothing that says that if the Board disapproves something that the Assembly can't approve it. That is a possibility.

Mr. Larkin: If the City was going to do this, and they handed it to us and gave us the money to do it, could they just take it back and do it anyway?

Port Director Uchytel: Yes.

Port Engineer Schaal: This could have stayed with Engineering and would never have come in front of the Board; it could have gone straight to the Assembly and been built. There is also another use that's minor, but actually really important, especially now with the number of vessels we have downtown. The longshore and cruise ship industries are regularly using the first bollard and a truck to pull up to the dolphin. This is blocking off the Seawalk and is very disruptive. This project will add gates to improve the situation for all involved; we'll see an immediate reduction in safety concerns for our facility. This project is also a good reminder that Parks & Rec will be meeting soon. I'll bring you updates, but also encourage the Board to work with Engineering and Parks & Rec, and get involved in the public process.

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday, June 8th, 2022

Mr. Ridgway: What designs, in your tenure, has this Board impacted through our input? Was that difficult? Would you like to see us do more/less of it, or can we do a better job? I'm trying to think of any design that has been impacted by the Board – I just don't know.

Port Director Uchytel: Think back to the 2006 Statter Harbor master plan. One of the examples there was the For Hire Float, which was disconnected from the harbor. Board member Bob James and charter operator Doug Ward suggested connecting the float to a new approach ramp and tying them together. That made perfect sense – it got done and now there are two entrances for Statter Harbor. There is always room for improvement – no one on staff thinks we have all the answers; public meetings are good - people have good ideas.

Port Engineer Schaal: Then there were the two planning studies. During the discussion on Norway Point to Bridge Park many Board members shared what was important to them. Same with Marine Park to Taku Smokeries. These planning exercises resulted in an outdoor space being envisioned for Peratrovich Plaza. It takes time to work through it, but we are incrementally grabbing the ideas from those planning processes and building them.

Public Comment - None

Board Discussion/Action

Mr. Etheridge: It's a better opportunity for us if we get to design a project, rather than letting Parks & Rec do it and say we've got to live with it. We can design something that works for our operation on the waterfront if we maintain control of a project.

MOTION By MR. RIDGWAY: TO RECOMMEND THE ASSEMBLY APPROVE BID AWARD BE21-203 FOR THE MARINE PARK DECKOVER TO TRUCANO CONSTRUCTION COMPANY, INC, IN THE AMOUNT OF \$2,504,284, AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Resolution 2987 – Potential NOAA Dock Conveyance

Port Director Uchytel said that things have been moving fast on this project since early May. He referenced a cover letter and resolution in the Board's meeting packet (pp.4-5) and described a series of recent meetings and a tour he and Harbormaster Creswell conducted with the ADFG Commissioner regarding potential conveyance of the 2.4 acre downtown NOAA dock facility to CBJ at fair market value. This is part of a process to better utilize the Juneau waterfront. ADFG Commissioner Doug Vincent-Lang originally expressed concerns about the impact of this conveyance on ADFG's ongoing use of warehouse and moorage facilities, which have been used in support of the 110' research vessel MV Medeia that is moored in Harris Harbor. ADFG's use of the facility is provided for under an existing use agreement with NOAA. After several meetings with ADFG, proposed Resolution 2987 was developed to help reassure the state that CBJ is committed

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday, June 8th, 2022

to ensuring ADFG's ongoing use of the facility. He noted that the CBJ legal staff produced a cleaner draft of the resolution than is found in the packet, but he thinks the changes are editorial and not substantive (hard copies were distributed at the meeting). Lobbyist Kevin Jardell has informed him that Commissioner Vincent-Lang's concerns have been alleviated, and that ADFG and the Governor's office support the current resolution, as written. CBJ Docks and Harbors wrote the Congressional Delegation and worked through the CBJ lobbyist in D.C. to secure support for the conveyance from Senators Sullivan and Murkowski. Senator Dan Sullivan has indicated a willingness to work with Senator Cantwell, chair of the Senate Committee on Commerce, Science and Transportation, to advance legislation authorizing the Department of Commerce (DOC) to enter into negotiations with an intent to convey the property to CBJ; the legislation would also allow the Marine Administration (MARAD) to receive funding. The National Defense Authorization Act (NDAA) is the anticipated vehicle for the legislation.

Board Questions

Mr. Ridgway: Requested clarification about ADFG's interest in this property.

Mr. Uchytel: There is currently a 30-year Memorandum of Agreement (MOA) between NOAA and ADFG (2004-2034) providing for ADFG's use of the property. He thinks ADFG funded construction of the warehouse, which includes an office for the skipper of the MV Medeia. ADFG uses the NOAA dock to change out their gear. Since the NOAA Dock is, for all intents and purposes, condemned, ADFG is looking for different work space. CBJ Docks and Harbors has been helping them with temporary accommodations and ADFG might eventually work out an agreement to use the USCG dock. There are two federal owners of the dock space in question, but NOAA's side is currently unusable.

Mr. Grant: Asks about liability associated with the 2nd whereas clause and whether there is a cost estimate for getting the facility into useable shape. How does this fit into the master plan? Are we taking on a large liability without a way to pay for it?

Port Director Uchytel: A 2016 report suggested \$2 million for the repairs necessary to make it a useable facility. NOAA has estimated about \$5 million. This is factored into a current plan. The Small Cruise Ship Infrastructure Plan identifies this as a dilapidated pier and someone else's property in need of conveyance or easement in order to move forward; the \$25 million cost associated with that plan includes investment in the NOAA dock.

Port Engineer Schaal: The Assembly has long wanted CBJ to manage its own waterfront and identified this property as part of the long term build out plan, along with the Seawalk initiative. Regaining control of the dock facility has been on their priority list and it is recognized that it will be a costly replacement project. There are multiple avenues, if we receive this property, to come up with a long term plan to replace and improve the facility as it becomes a city managed waterfront facility again, and not a mostly empty federal facility.

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday, June 8th, 2022

Mr. Ridgway: Since the MV Medeia can't currently use the dock, is this just letting ADFG know that we'll work with them to make sure they can perform their functions and offload gear, as opposed to committing use of that specific facility for the MV Medeia?

Port Director Uchytel: Said the resolution is just to reassure ADFG and our other government partners that CBJ will always try to help them with their waterfront needs. Commissioner Vincent-Lang was concerned about whether this commitment will be upheld by the Assembly in future years and wanted to discuss an MOA or lease agreement. Mr. Uchytel felt it was way too early in the process for that, since the conveyance might not even happen, but wanted to assure the users that we aren't going to squeeze them out. He says they will find a way to keep the MV Medeia whole.

Mr. Ridgway: What is the plan for helping the MV Medeia – how can we best support ADFG in the interim if the dock is condemned and they can't use it currently? Is there anything we can do for ADFG?

Harbormaster Creswell: Yes there is. They are already being accommodated at the Juneau Fishermen's Terminal dock. Mr. Osborn and staff are working with them. There is also the USCG pier that they used this week. The MV Medeia crew is very communicative about their schedule and have been great to work with.

Mr. Grant: Mr. Brown, what kind of liability does this impose upon us financially?

Mr. Brown: I don't think it imposes any liability on the city, financially, because it is a resolution of intent. All actions taken pursuant to the resolution will be taken – if things move really quickly - by the next elected Assembly, at the earliest. I think Mr. Uchytel described the history that got us here very accurately. The ADFG Commissioner was concerned about the potential that, without something in writing, CBJ wouldn't be inclined to pay heed to their existing use agreement with NOAA. This puts out there that if the Harbor Board forwards, and the Assembly adopts, this resolution, the current Assembly members will be on record expressing their intent to honor the agreement. But as far as any actual liability, I don't see any arising from the passage of this resolution by the Harbor Board or Assembly.

Ms. Smith: Do we have any idea what fair market is for this?

Port Director Uchytel: The three acre sub port is 200 yards away and sold for \$20M, so it could be as much as \$20M. Language going into the National Defense Authorization Act to allow the City to negotiate with the Secretary of Commerce, which could include some form of 'in kind' payment. It's a multi-million dollar facility, and we have some ideas about how to do it cheaply, but it's not going to be a fair market bid-type transaction.

Public Comment – None

Board Discussion/Action

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES
For Wednesday, June 8th, 2022

Mr. Ridgway: Commends staff for moving so quickly and coordinating with ADFG. He noted that this is a key and irreplaceable piece of infrastructure in the heart of downtown Juneau, which the Harbor Board has been interested in for over ten years. He is in support of moving the resolution forward, given the attorney's comments and Harbormaster Creswell's statements about being able to help out ADFG.

Mr. Grant: I am voting in favor, but reminded of the old song - *Money for nothing and your docks are free...* it concerns me that at some point during this process we are going to find ourselves with a maintenance problem and another capitol construction project that we don't know how to pay for. On the assurance that this won't happen with this very resolution, I'm going to vote for it, but it makes me nervous.

Mr. Ridgway: I would concur with Mr. Grant that this definitely has some nervous elements. I don't think of a song, I think of the facility out at Auke Bay that is a maintenance nightmare. But this facility is key to the long-term plan. We aren't making new waterfront – it's already part of the master plan and will potentially add a massive amount to Juneau's economy with the small cruise ship build out. You're right, we should be wary, and need agreement with ADFG. But long-term thinking for Juneau, this is absolutely critical, in my opinion.

MOTION By MR. RIDGWAY: TO RECOMMEND THE ASSEMBLY ADOPT RESOLUTION 2987 SUPPORTING THE NOAA DOCK CONVEYANCE AND COMMITMENT TO ADFG TO MEET THEIR LOGISTICAL NEEDS AT THAT FACILITY AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VI. Staff or Member Reports - None

VII. Adjournment – The meeting adjourned at 5:58PM

From: [Paul Grant](#)
To: [Harbor Board](#); [Don Etheridge](#)
Cc: [Carl Uchytel](#); [Benjamin Brown](#)
Subject: Hanson Gress proposal
Date: Saturday, June 25, 2022 10:49:35 AM

Hello, colleagues,

As you will recall on Wednesday the OPS committee voted to forward a proposal by Hanson Gress to purchase a parcel of prime waterfront property from the CBJ. I reluctantly voted in favor of the proposal. I'm now having some buyer's remorse about that vote and want to share my concerns with the entire Board.

I don't think anyone would dispute that given Juneau's maritime culture, waterfront property is our most valuable resource, much more so than non-water related property. This is true for both tangible (eg economical/value/appraisal) reasons, and intangible reasons – the non-monetary value that we, as a community, place on viewsheds, water-related recreation, public access, etc. With due respect, I think our consideration and discussion of this project fell far short of what needs to occur before we dispose of prime waterfront property to a private developer.

To inform this discussion, I have asked staff to tell us if there are any policies or ordinances that would require us to consider waterfront property any differently than other land when we are thinking about selling it. I doubt there are any, but that seems like a place to start. If there aren't any, I believe the Board as a whole should discuss whether we need to develop some. Here is a partial and preliminary bullet list of things that we probably need to consider in relation to waterfront property that are arguably different than non-waterfront disposals. My thinking about this issue centers around how different Juneau might look if there had been such an ordinance in place when the Juneau Hotel was under consideration.

- What other potential uses could the property be put to that would be more in keeping with Juneau's maritime culture? Could it be used for public access? Incorporated into park development? Compatibility with other commercial uses in the area?
- How does proposed development fit in harmoniously with Docks and Harbors strategic plans and other approved projects?
- What are the existing contractual or regulatory obligations that apply to the parcel, and are they subject to being changed?
- Is this a legitimate "sole source" transaction or are there public lands disposal ordinances that apply?

- Have we adequately explored all possible alternatives to an outright conveyance? Leases? Restrictive covenants? Easements for conservation purposes?
- Are there project-specific design criteria that should be considered or imposed?

Our committee discussion touched on some of these issues, but not in any systematic or organized way. I want to be sure that my next remarks are not taken as a criticism of the North Wind/Hanson Gress presentation to the Board, which was very professional and informative, as far as it went. I also want to be clear that I have not yet decided how I will vote on this proposal at the end of the day. However, I just don't feel that this Board has enough information, based on an unfocused half-hour discussion, to make a decision about disposing of our most precious resource – waterfront property. They aren't making any more of it and we need to always keep that in mind. We need a more rigorous process for making this decision beyond simply listening to what the project proponents decide to tell us. I am skeptical about whether the “we want to be good neighbors” rationale is particularly compelling when we are discussing waterfront land disposal.

With regard to this particular project, there are a number of ways that it may impact future uses by the CBJ of its waterfront. I am very concerned about how the project ties into, or may restrict, development of, a waterfront access corridor from Whale Park, either under the bridge or on Glacier Hwy. I did not hear any discussion about parking – how does the project plan to handle that issue? What value does the project add to the community in terms of public use? What value could it add if we placed appropriate conditions on the conveyance?

To me, these are all unanswered questions that we should address more formally before allowing the project to move forward. At the meeting I discussed with the proposers whether they would be willing to have conditions imposed on the transaction in terms of public access, Sea Walk development, etc. They said they would be open to those sorts of conditions. However at this point we have no idea what those condition should be, or how to achieve them. I suggest that the Board needs to have a more in-depth discussion about these issues, and then needs to make sure that our concerns are addressed in whatever conveyance documents result.

Thanks for listening,

Paul

Paul H. Grant



City and Borough of Juneau Land Purchase Applicants

[← Go back](#)

Applicant Information HANSEN

GRESS

Mailing

Address: 1000

Harbor Way
Juneau, AK
99801

Legal Representative: Jeremy
Hansen Phone: (907) 463-6900
Email: jeremy@hansengress.com

Northwind Architects

Mailing Address:

126 Seward
Street Juneau, AK
99801

Legal Representative: Shannon
Crossley Phone: (907) 586-6150

Email: shannon@northwindarch.com

CBJ Land Information

Site Address: 1000 Harbor Way

Legal Description: LEASE TIDELANDS ADDITION BL 5

Map: [Map Link](#)

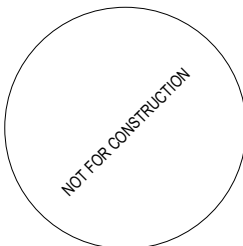
Have you mailed the \$500.00 filing fee?: Not Yet

Provide a brief description of your proposal:

The building Hansen Gress recently purchased at 1000 Harbor Way is partially on CBJ leased land and partially on their property at TIDELANDS ADDITION BL 51 LT 5. To permit any work that crosses that lot line, through the building they have purchased, the lots will need to be consolidated. The desire is to purchase the land on which the building is built so they can make major structural and architectural improvements to the aging building. Before acquiring the property, we also hope that CBJ will move the lot lines to allow for development on the water side of the building. With the setbacks in place for the waterfront commercial zone, the current lot lines do not allow for the building owner to put a deck or a canopy on the water side. We hope you consider our proposal of Hansen Gress purchasing Tideland addition Bl 5 to consolidate the lots and provide an avenue for the building owner to do the improvements necessary to protect their investment and visually improve a small portion of the Juneau waterfront.

[Delete Entry](#)

[Edit Entry](#)



02/15/2020



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Juneau, AK 99801
Ph #907.586.6150
www.northwindarch.com

IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABEL SCALES.

HANSEN GRESS RENOVATION

1000 HARBOR WAY
JUNEAU, ALASKA

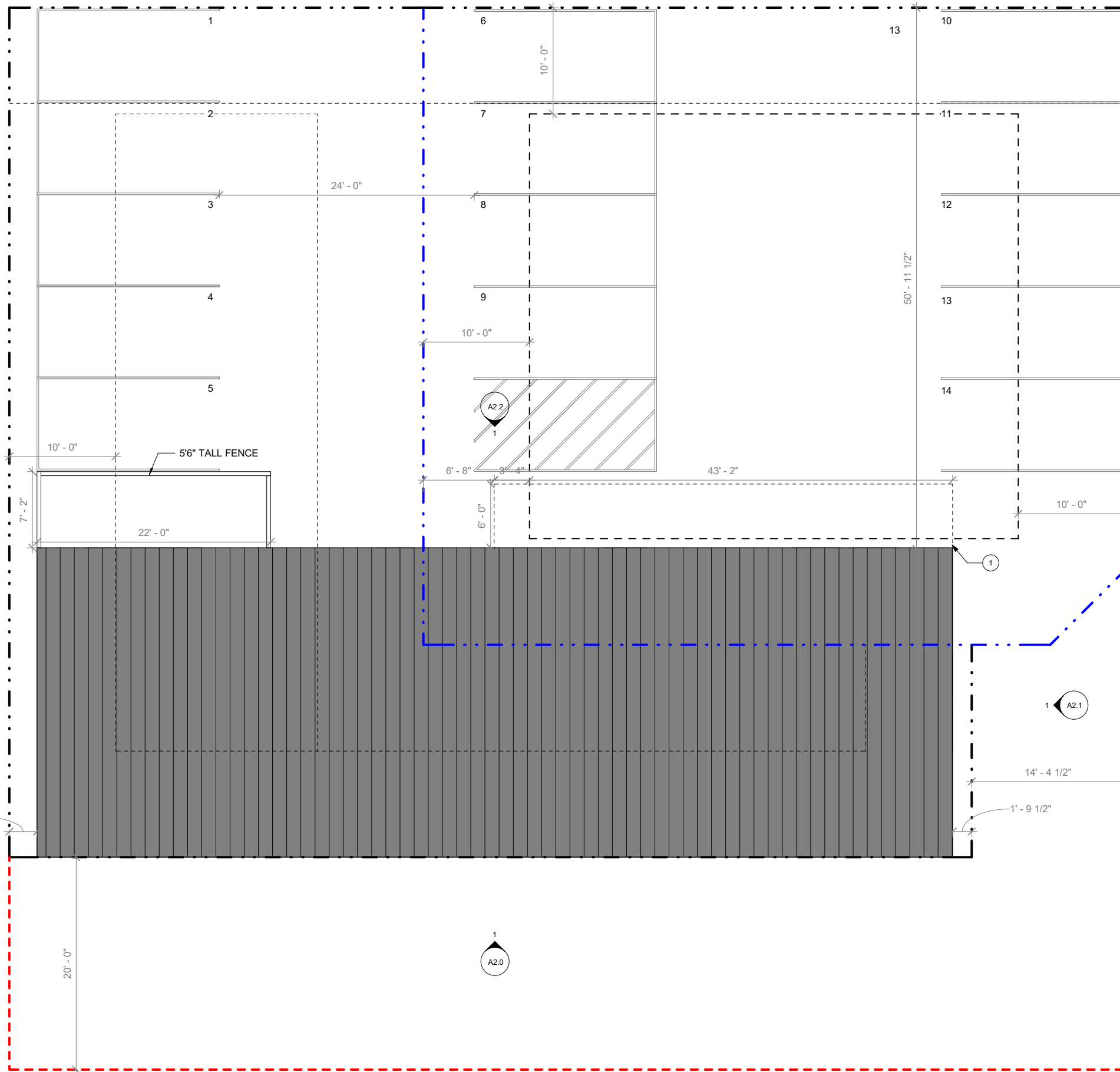
SHEET TITLE:
SITE PLAN

CHECKED JB
DRAWN SCC

| issue | date | description |
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SHEET # **A0.1**

ISSUE DATE 26 05.20.2022



GENERAL NOTES:

1. SITE PLAN INDICATES PROPOSED PROPERTY LINES, CURRENT LINES ARE PROHIBITIVE OF DEVELOPMENT AND CREATE A NON CONFORMING CONDITION BY PASSING THROUGH AN EXISTING BUILDING

SITE PLAN NOTES:

1. ARCHITECTURAL FEATURE PROJECTING INTO SETBACK 4 INCHES FOR EVERY FOOT REQUIRED

LEGEND

- - - - - PROPERTY LINE
- - - - - SETBACK
- - - - - PROPOSED PROPERTY LINE
- PROPOSED ELIMINATED PROPERTY LINE
- █ EXISTING BUILDING

1 SITE PLAN

3/16" = 1'-0"



@ NorthWind Architects, LLC; Project Number:

TIDELANDS ADDITION BL 51 LT 5 &
LEASE TIDELANDS ADDITION BL 5
LOT CONSOLIDATION





CITY OF JUNEAU
TIDELANDS ADDITION
 TO
 THE CITY OF JUNEAU
 SUBDIVISION OF ALASKA TIDELANDS SURVEY NO. 3

Approved: *James S. Parks*
 Mayor, City of Juneau

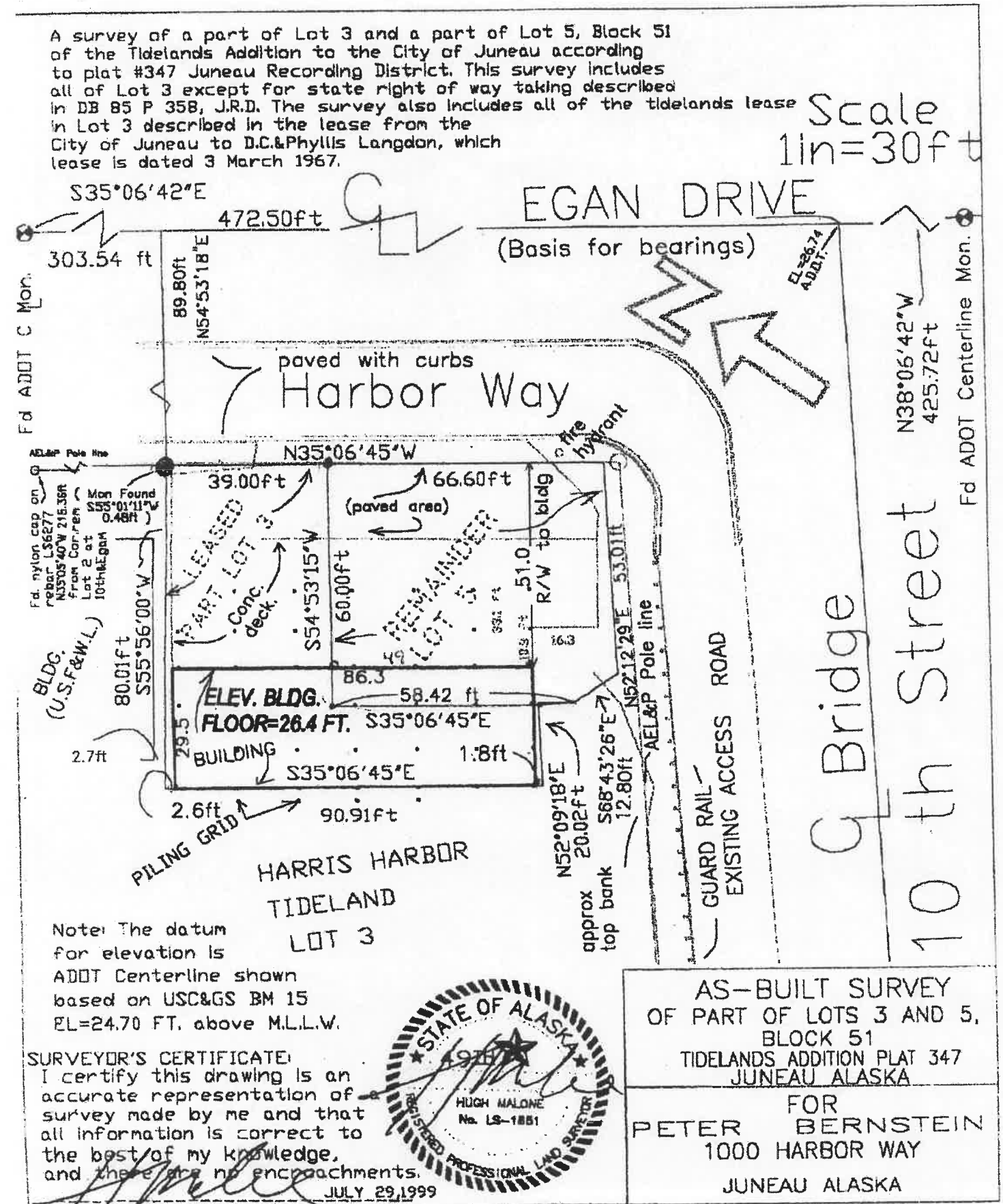
Scale: 1" = 40' Date Approved: AUGUST 30, 1962' SHEET 8 OF 19

TONER & NORDLING-REGISTERED ENGINEERS - JUNEAU, ALASKA



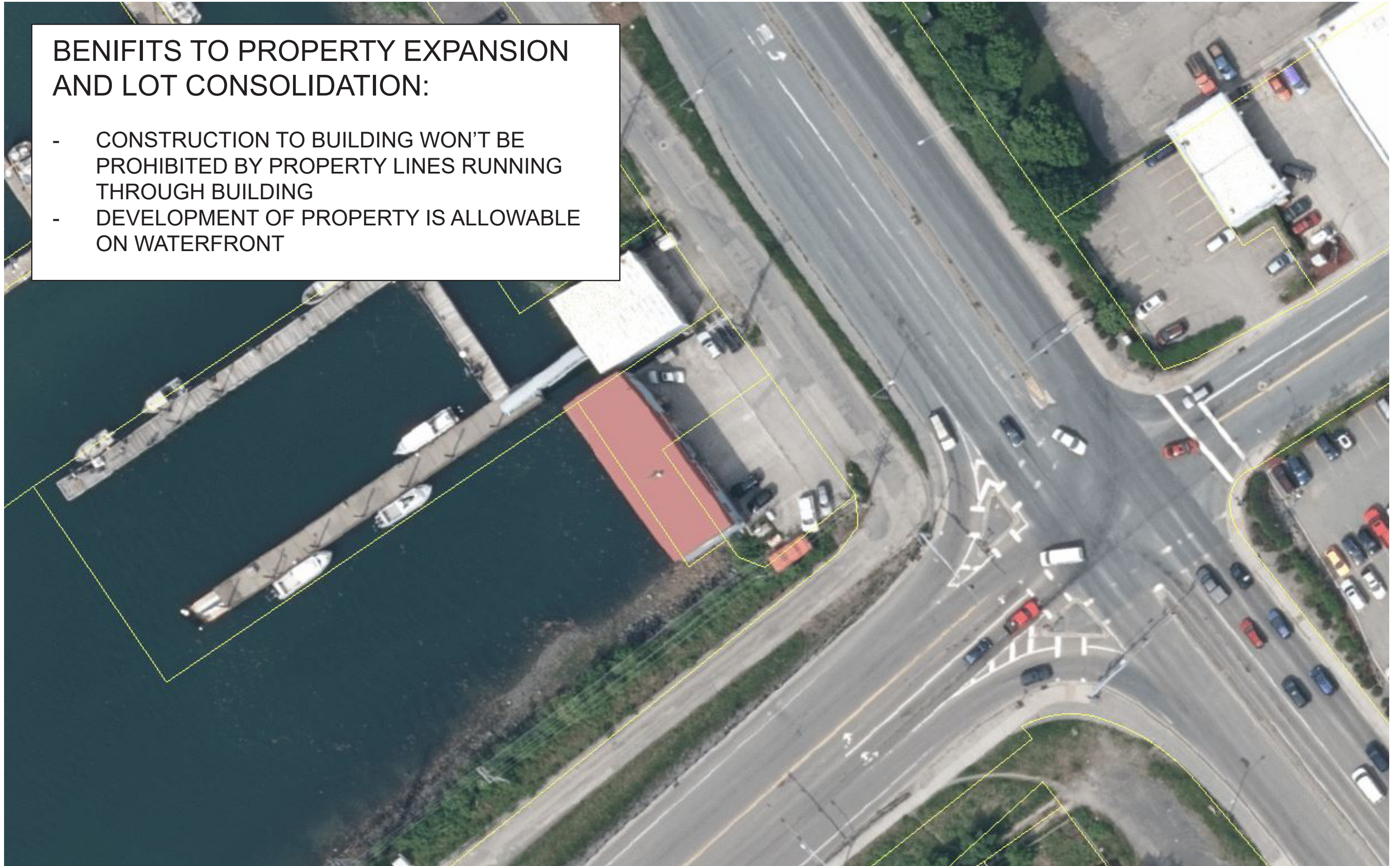
HISTORY OF PROPERTY:

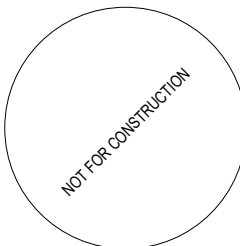
- STATUTORY WARRANTY DEED FROM 1967 TO PETER BERNSTEIN AND MARY CLAIRE BERNSTEIN- BECAME LEASE HOLDERS
- BUILDING WAS BUILT IN 1967
- BUILDING HAS HAD INTERIOR RENOVATIONS BUT VERY LITTLE UPGRADES SINCE CONSTRUCTION



BENIFITS TO PROPERTY EXPANSION AND LOT CONSOLIDATION:

- CONSTRUCTION TO BUILDING WON'T BE PROHIBITED BY PROPERTY LINES RUNNING THROUGH BUILDING
- DEVELOPMENT OF PROPERTY IS ALLOWABLE ON WATERFRONT





02/15/2020



126 Seward St
Juneau, AK 99801
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← 1" ACTUAL →
IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABEL SCALES.

GENERAL NOTES:

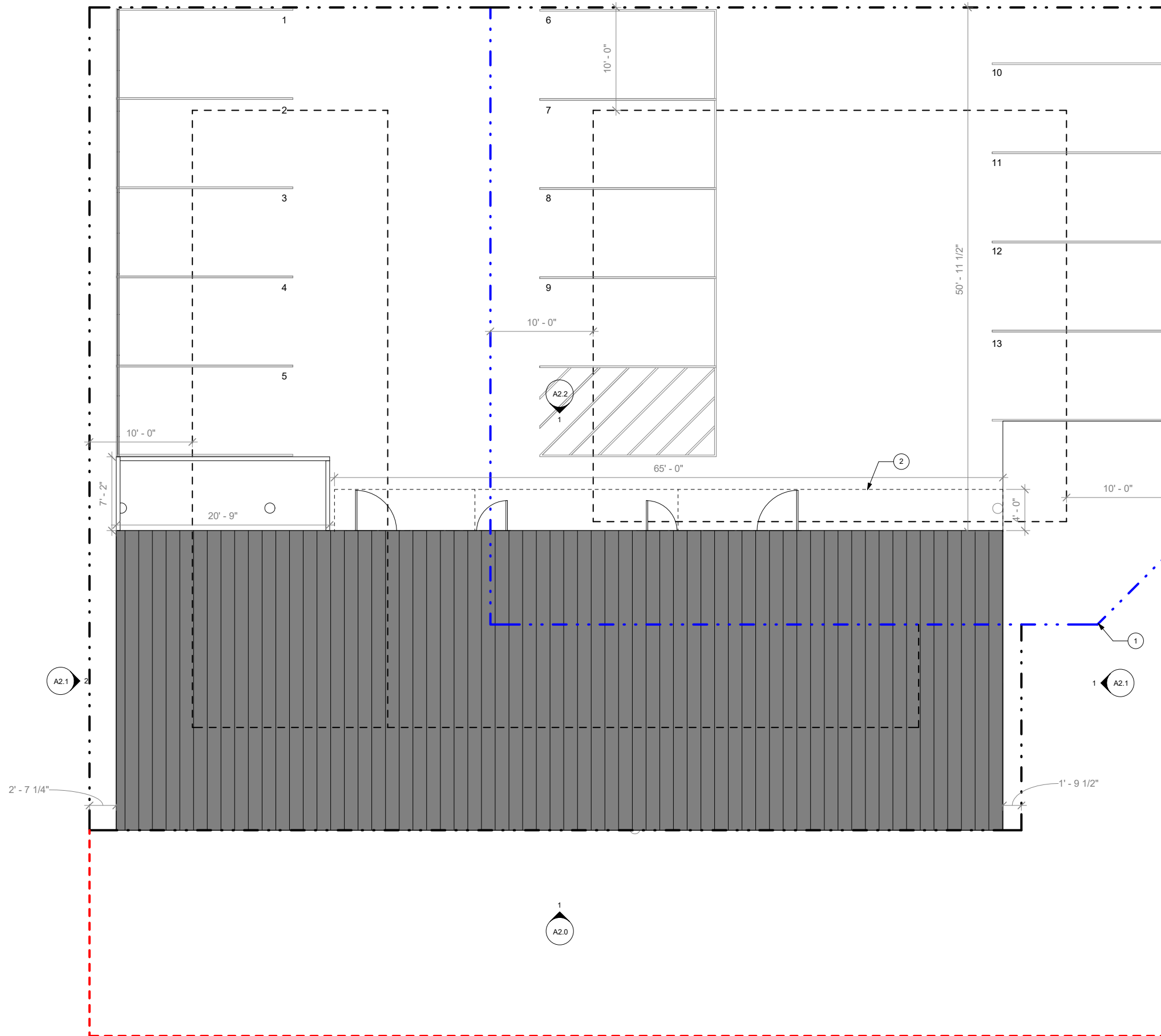
1. CONTRACTOR SHALL FIELD VERIFY ACTUAL BUILDING CONDITIONS AND DIMENSIONS. WHERE DISCREPANCIES OR CONFLICTS ARE FOUND, NOTIFY ARCHITECT PRIOR TO COMMENCING WORK.
2. DO NOT SCALE OFF OF DRAWINGS.
3. DIMENSIONS ARE TO GRIDLINE, FACE OR CENTER OF FRAMING UNO.
4. STRUCTURAL ELEMENTS SHOWN IN ARCHITECTURAL DRAWINGS FOR REFERENCE ONLY. SEE STRUCTURAL DRAWINGS FOR ALL STRUCTURAL INFORMATION.
5. WHERE DOOR OPENINGS ARE NOT DIMENSIONED, LOCATE DOOR OPENINGS TO ENSURE 3" MIN JAMB FRAMING.

SHEET NOTES:

1. SITE PLAN INDICATES PROPOSED PROPERTY LINES, CURRENT LINES ARE PROHIBITIVE OF DEVELOPMENT AND CREATE A NON CONFORMING CONDITION BY PASSING THROUGH AN EXISTING BUILDING
2. PROPOSED EXPANSION OF EXISTING CANOPY OVER ENTRIES

LEGEND:

- PROPERTY LINE
- - - SETBACK
- - - PROPOSED PROPERTY LINE
- . . . PROPOSED ELIMINATED PROPERTY LINE
- █ EXISTING BUILDING



HANSEN GRESS RENOVATION

1000 HARBOR WAY
JUNEAU, ALASKA

SHEET TITLE:
SITE PLAN

| | |
|---------|-----|
| CHECKED | JB |
| DRAWN | SCC |

| issue | date | description |
|-------|------|-------------|
| | | |

SHEET # **A0.1**

ISSUE DATE **31** 06.22.22



SEAWALK CONTEXT



SEAWALK CONTEXT



SEAWALK CONTEXT- MASTER PLAN



NOTE:
PROPERTY BOUNDARIES SHOWN ARE APPROXIMATE FROM THE FOLLOWING -
AKDOT/PP RIGHT-OF-WAY; ALASKA TIDELANDS SURVEY No. 1624; R&M ENGINEERING,
INC. LAND STATUS PLAT FOR A FRACTION OF LOTS, BLOCK 51 ALASKA TIDELANDS
SURVEY No.3, 2004; UNIVERSITY OF ALASKA LAND MANAGEMENT, 2009



- Seawalk
- - - - Road
- ✦ Gateway
- ⊖ Driveway Entry
- Consolidated Parking



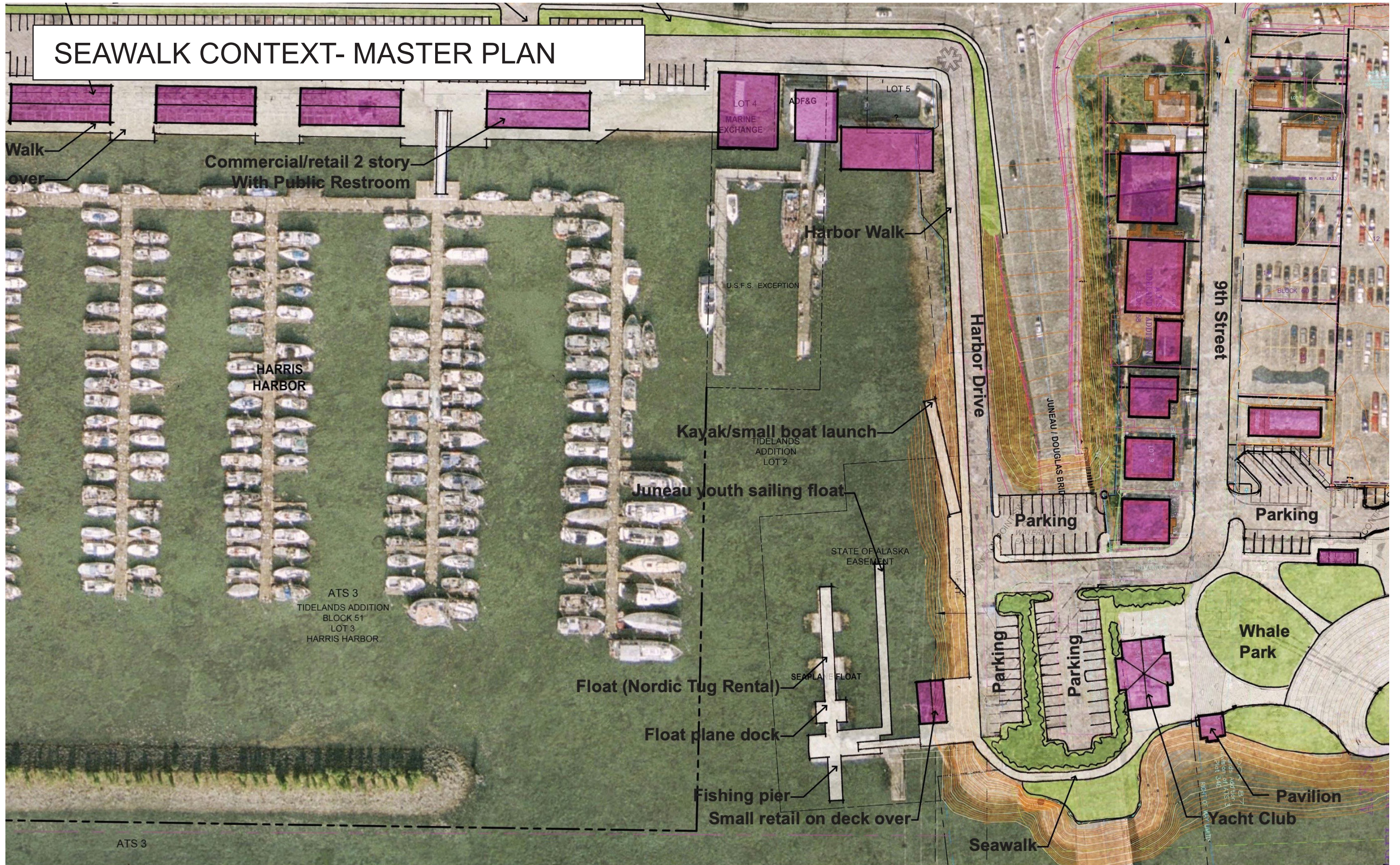
Land Use & Strategic Planning Downtown Harbors

Conceptual Master Plan #3

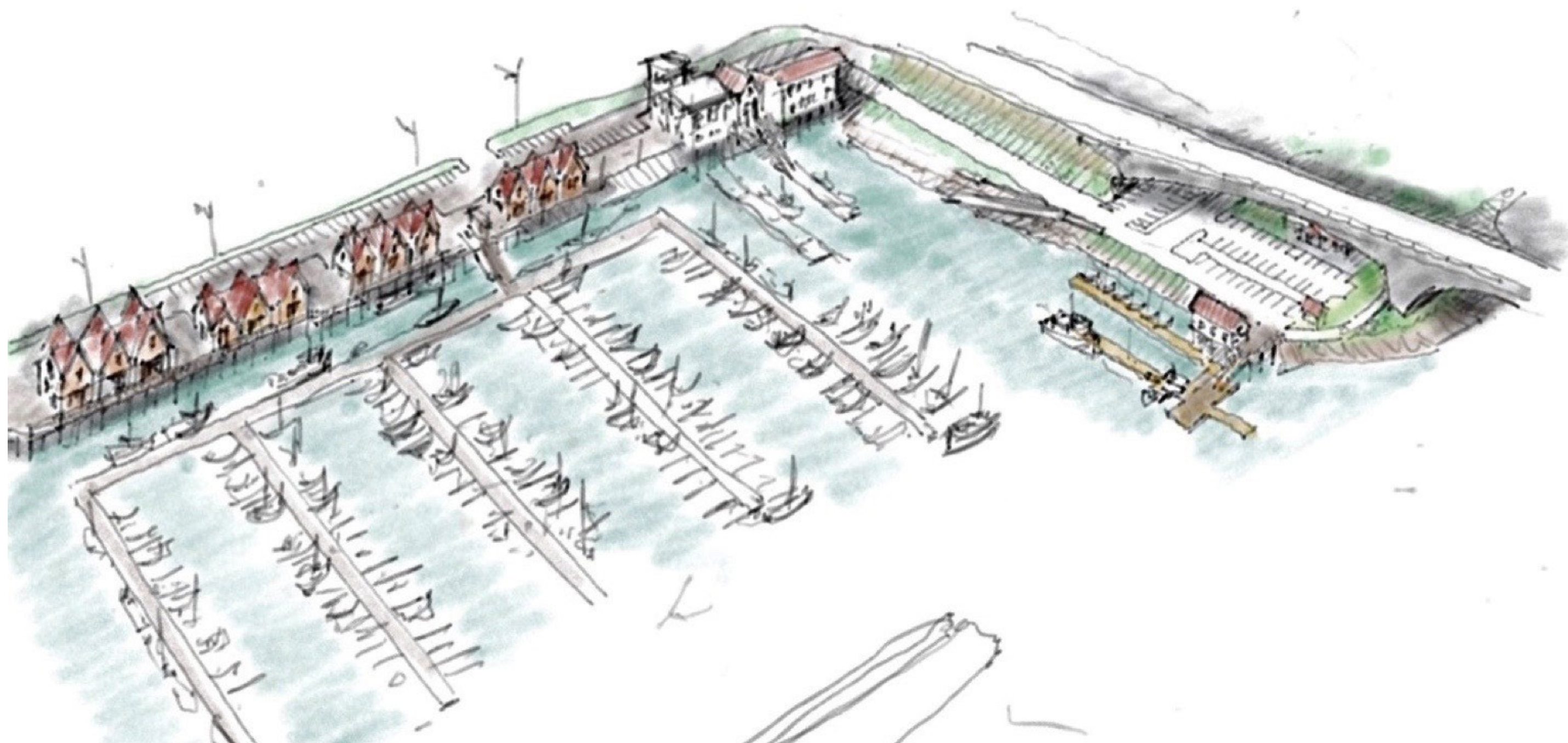
REV: 10/19/2016



SEAWALK CONTEXT- MASTER PLAN



SEAWALK CONTEXT- RENDERING



Regulations needing revision/modification

June 2022

1. 05 CBJAC 20.130 - Storage fees.

(a). A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is \$0.50 per square foot per calendar month, or portion thereof. ~~A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof.~~ The Harbormaster is authorized to issue permits and develop written procedures to implement this section.

- I wish to delete the portion of this that relates to the \$.25 rate. We are limited on storage space. Our staff spends a great deal of time using our equipment to move items around in the storage yard and the low rate encourages more use of an already full area. MTC

2. 85.25.090 - Prohibited acts.

(7). To allow or permit any domesticated animal to be tethered or restrained to any part of a float, or to permit any domesticated animal to urinate or defecate on the floats. **If the domesticated animal does defecate on the floats, it must be cleaned up immediately and disposed of in a proper trash receptacle. All domesticated animals must be leashed in such a manner that the owner is able to maintain positive control of them while on the dock.** ~~Only the dogs of owners of boats legally moored in the harbor, or the dogs of the guests of such boat owners, shall be permitted on the floats, but then only when on a leash and for such minimum time as is necessary to go between the boat and shore.~~

- As currently written, this language prohibits community members from enjoying our facilities and bringing their pet along. I request the section regarding only pets of boat owners moored in the harbor being allowed be struck and the language above in red be added. MTC

3. 05 CBJAC 20.090 - ~~Statter Boat Harbor~~ **Bus Lower Parking Lot** permit fee.

(a) Definition. The fee assessed to the owner of a vehicle for picking-up and discharging passengers for passenger-for-hire activities at the Statter Harbor **Bus Lower Parking Lot**.

(b) Requirements. The owner of a vehicle using the Statter Harbor **Bus Lower Parking Lot** to pick-up and discharge passengers for passenger-for-hire activities must apply to

and obtain a permit from the Harbormaster. Applications are available at any of the Docks and Harbor Department Offices. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and payment of fees.

(c) Fees. The Harbormaster shall assess permit fees to the owner of a vehicle using the Statter Boat Harbor ~~Bus Lower Parking~~

-Update name to reflect Bus lot vs Lower lot. JKN

4. 05 CBJAC 20.110 - Crane use fees.

(b) Crane use requirements. A person must obtain approval from the Harbormaster before using a hydraulic crane. ~~Crane use fees must be paid in advance.~~ A person may reserve use of the crane. **Charges shall be assessed through an electronic key card issued by Docks and Harbors.** ~~Payment of the crane use fee is required to obtain a reservation. The Harbormaster will require a person using the crane to post a bond or other guaranty before using a crane when the Harbormaster believes such security is necessary.~~

-change made to reflect how crane use is billed. JKN

5. 85.25.020 – Identification.

If federal law, rule or regulation does not compel the numbering or other identification of any boat or vessel, the board shall establish by regulation how such boats shall be identified, and thereafter no such boat or vessel nor any other boat or vessel, shall be allowed in the boat harbor unless it is properly identified. **All vessels shall be required to display a current state registration or the vessel's name and hailing port if it is a federally documented vessel.** Failure by any owner, operator or master to so identify any boat or vessel using the boat harbor shall be a violation of this chapter.

- Add language to ensure boats are in compliance with Alaska Statute 05.25.055. JKN

6. 05 CBJAC 20.160 - Parking lot fees.

(2) From May 1 through September 30 each year, the fee to park in designated pay spaces at Don D. Statter Harbor Facilities shall be \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portions thereof, ~~or \$100.00 per calendar month or portion thereof.~~ ~~The number of monthly parking permits shall be managed and issued by the Port Director or representative.~~ From October 1 through April 30, the off-season monthly fee shall be \$50.00 per calendar month or portion thereof. The applicable fee must be paid in advance.

- Remove monthly discount. MTC

- Potentially remove the winter parking fee. We haven't charged for this in many years. It may be nice to keep it though in the event we need it in the future. MTC

7. 05 CBJAC 15.035 - Reservation charge policy.

(d) Reservation confirmation and changes. Payment is required for the first day of moorage for each visit at the time of reservation confirmation and is non-refundable. Cancelling a reservation will result in forfeiture of the reservation fee. Reservation dates can be adjusted until May 1 in the year of requested moorage at no additional charge if space is available. Starting May 1, reservation payments cannot be transferred to other dates; any change in dates will require forfeiture of the original reservation payment, and payment of an additional non-refundable reservation fee for the amended first day(s) of moorage. Failure to arrive within 24 hours after a reservation begins will result in cancellation of the remainder of the reservation and forfeiture of the reservation fee. Reservation payments are not transferrable between Downtown and Statter Harbor. **All reservations made for more than a seven day period will be required to be paid in full at the time of reservation.** The director may impose moorage terms and conditions that are reasonable and necessary to effectuate the purposes of CBJ Code of Ordinances [Title 85](#) and CBJ Administrative Code Title 5.

- update payment policy for reservations for seven days or more. JKN

8. 05 CBJAC 20.050 - Residence surcharge.

(b) Residence surcharge period and duty to report. The residence surcharge will be assessed on a calendar month basis. The owner of the vessel is responsible for paying the residence surcharge. The owner of the vessel is responsible for immediately notifying the Harbormaster when their vessel is being occupied **or and used by the registered owner rented, or leased** as a place of residence. **Short term rental (i.e. AirBNB), long term rental, or subleasing is strictly forbidden.** Once a vessel is used as a residence, the Docks and Harbors Department will continue to assess the residence surcharge until the owner of the vessel gives written notice to the Harbormaster that the vessel is no longer used for a residence.

- Add language to prohibit rentals and subleasing. JKN
- Would the board like to include language that only allows the registered owner to register as a live aboard or potentially require Harbormaster approval for long term rental situations? MTC

9. 05 CBJAC 20.060 - Recreational boat launch fees.

(a) Launch ramp permit required. A boat trailer owner or vehicle owner (when launching vessels without a trailer) will obtain any and all necessary launch ramp permits for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use

of the Kayak Launch Ramp at Amalga Harbor and Statter Harbor is free and does not require a launch ramp permit.

-add Statter Harbor Kayak Launch. JKN

10. 05 CBJAC 20.190 - Auke Bay Loading Facility—Drive Down Float Fee.

~~Auke Bay Loading Facility Drive Down Float shall be accessed at a fee of \$5.00 per vehicle/truck occurrence. Charges shall be assessed through an electronic key card issued by Docks and Harbors.~~

- Strike whole regulation as it would be impossible to enforce. Charging by key card at the gate doesn't mean that will be driving down the float. JKN

11. 05 CBJAC 25.060 - Summer management.

Except for a loading zone, from May 1 through September 30 each year, a vessel may moor at the facility, including the breakwater, for up to ten consecutive calendar days, after which the vessel must clear the facility, **under their own power**, for at least six consecutive hours. **Exceptions to this rule may be made on a case-by-case basis with prior Harbormaster approval.** Unless directed otherwise by the Harbormaster in accordance with procedures established under this regulation, all moorage during this period shall be on a first-come, first-serve basis.

- Add language to move under own power as per sea trial regulation and an exception to the rule. JKN

12. 05 CBJAC 25.080 - Winter management.

(a) From October 1 through April 30 each year, the Harbormaster may assign moorage to vessels for all or part of this period. Moorage will be assigned as follows:

(1) During the month of ~~August~~ **September** each year, a person wishing to obtain a moorage assignment may **request via email or in person** ~~apply~~ on an application form provided by the Harbormaster. ~~The person shall submit a \$100.00 application fee, refundable if the person does not receive a moorage assignment and creditable towards docks and harbor department charges;~~

(2) During the month of September each year, the Harbormaster, **with consideration to vessel size and space availability** shall assign moorage **in the order of applications received** ~~by lottery~~ until all of the designated spaces ~~are~~ **is** assigned or all of the applications are processed.

(3) ~~After assigning moorage by lottery, the Harbormaster may assign moorage if space is available at the facility.~~

-Change language to reflect how we manage winter hot berths by size. JKN

13.05 CBJAC 07.011 - Inactive Vessel Management

- (b) Moorage areas designated for inactive vessels. Certain moorage within Douglas, Harris, and Aurora Small Boat Harbors is designated as moorage eligible for use by inactive vessels. Moorage includes the east side of the head float in Aurora Harbor, the area along the east side of the head float in Harris Harbor, and the west side of the area along the head float in Douglas Harbor, **as well as the National Guard Dock**. Maps showing the moorage designated for inactive vessels are available at any of the harbor offices.

- In an effort to better define the areas of the harbors that are considered “Inactive Vessel Zones”, I recommend adding the National Guard Dock as an Inactive Vessel Zone. The National Guard Dock is a remote facility that is only accessed through an easement through the Alaska Marine Lines parking lot and access is often limited due to the gate being locked. The Dock does not have year-round water service. One side of the dock is only accessed by transiting temporary float installed under the main dock structure. MTC

FY2023 Municipal Harbor Grant Program Cycle
 Notice of Ranked Scores

| Rank | Score | Tier | Project Name (Listed by Tier and Score) | Grant Funds Requested | Local Match | Total Project Cost |
|-----------------------------------|-------|------|---|-----------------------|---------------------|---------------------|
| 1 | 241.8 | I | City of Valdez - Small Boat Harbor Reconstruction | \$5,000,000 | \$11,529,360 | \$16,529,360 |
| 2 | 239.2 | I | City of Yakutat - Small Boat Harbor Replacement | \$3,667,302 | \$3,667,302 | \$7,334,604 |
| 1 | 134.2 | II | AEB/City of Sand Point - Float A | \$4,125,000 | \$4,125,000 | \$8,250,000 |
| 2 | 119.4 | II | City & Borough of Juneau - Aurora Harbor PH3 | \$2,000,000 | \$2,000,000 | \$4,000,000 |
| 3 | 106.8 | II | City of Homer - Homer Harbor Cathodes | \$366,000 | \$366,000 | \$732,000 |
| 4 | 94.2 | II | City & Borough of Sitka - Fisherman's Working Float | \$2,077,775 | \$2,077,775 | \$4,155,550 |
| 5 | 89.6 | II | Muni. of Anch, Port of AK - Ship Creek Boat Launch | \$2,783,112 | \$2,783,112 | \$5,566,224 |
| Total of selected projects | | | | \$20,019,189 | \$26,548,549 | \$46,567,738 |

**City and Borough of Juneau
Docks and Harbors
Standard Operating Procedure**

NAMING OF THE FACILITIES AND PROPERTY

Effective Date: 1 December 2011

Purpose: To promulgate guidance for the naming of the Docks and Harbors owned facilities and properties.

Authority: CBJ ordinance does not prescribe any process in the naming of CBJ owned property. Customary practice calls for Assembly resolution of named CBJ property.

Policy: A sound naming policy can add meaning, significance, and uniformity to the properties owned by the Docks and Harbors by developing names that embody the value and heritage of the local community.

Procedure:

1. The selection of a name that is purposeful, suitable and symbolic should be approached in a systematic and creative way. This process can generate opportunities to (1) induce a dynamic community impact, (2) express appreciation, (3) create sensitivity and lasting public relations, and (4) educate.
2. Docks and Harbors will follow two separate naming procedures, one for real property (i.e. tidelands), facilities (i.e. harbors, docks, boat ramps); and one for consumable property (i.e. small boats, vehicles, equipment). When naming real property and facilities, Assembly action is required. When naming consumable property, a similar process will be follow with the exception of the Board taking final action.
3. The policy for naming after people or organizations will be as follows:
 - A. Living People or Organizations
 - a. When 50 percent of the value of the property, facility or land is donated by the person or organization; or
 - b. When “substantially all” of the development is donated by the person or organization; or
 - c. When a major contribution has been made by the person or organization to the community and/or when instrumental in acquiring or developing the property.
 - B. Deceased People. When it is appropriate to name property, facility, harbor or real property in honor of deceased person, it should be a person who has made a major contribution to the community and/or who has been instrumental in acquiring or

developing the property or facility. The name of a deceased person for a property or facility cannot be considered until 36 months after the date of death of that person.

4. Naming requirements for facility, harbor or real property:
 - A. Name conforms to above policies
 - B. Public hearing is held.
 - C. It is approved by two-third majority of the Docks and Harbors Board.
 - D. For land or facility names, it is approved by the City & Borough of Juneau Assembly.

5. Naming requirements for Docks & Harbors property (boats, vehicle, etc.):
 - A. Name conforms to above policies.
 - B. Public hearing is held.
 - C. It is approved by two-third majority of the Docks and Harbors Board.

6. Renaming memorial facilities, or adding names to memorial facilities will be prohibited.

#

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

| Project | Status | Schedule | Contractor | Notes |
|--|-------------|----------------|----------------|--|
| Dockside Safety Guardrail | | | | |
| Design | Hold | | | Awaiting funding - Passenger Fees FY22 |
| Bid Opening | Hold | | | |
| Board Approval | Hold | | | |
| Assembly Approval | Hold | | | |
| Construction | Hold | | | |
| Marine Park Deckover | | | | |
| 95% Design Review | Complete | | | |
| 100% Design and Specs | Complete | | | |
| Bid Project | Complete | | | Trucano Construction |
| D&H Board Approval | Complete | | | |
| Assembly Approval | Complete | | | |
| Construction | In Progress | October 2022 | | |
| Substantial Completion | Hold | March 2023 | | |
| Final Completion | Hold | April 2023 | | |
| Project Close Out | Hold | | | |
| Statter Master Plan Phase III | | | | |
| Phase III A - Dredging, Blasting, Soil Compaction | | | | |
| Final Completion | Complete | September 30th | | |
| Project Close Out | Complete | | | Project closed out |
| Phase III B - Retaining Wall, Float Installation | | | | |
| Final Completion | Complete | June 6, 2021 | | |
| Project Close Out | Complete | | | |
| Phase III C - Uplands, Restrooms | | | | |
| Eagle Permit | In Progress | | Staff | |
| Design - Bid Documents | In Progress | | PND | Restarting Planning and Design |
| CBJ Building Permit | Hold | | Staff | |
| Construction Bid | Hold | | Fall 2022 | |
| Construction | Hold | TBD | Winter 2022/23 | |

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

| | | | | |
|--|-------------|--------------|-----------|------------------------------------|
| Pre-Bid Conference | Hold | | | |
| D&H Board Approval of Bid | Hold | | | |
| Assembly Approval of Bid | Hold | | | |
| Substantial Completion | Hold | TBD | | |
| Final Completion | Hold | TBD | June 2023 | |
| Downtown Waterfront Improvements | | | | |
| Phase I - Deck Over | Complete | | | |
| Phase II - Visitor Waiting Area and Restrooms | | | | |
| Design - Bid Documents | Hold | TBD | PND | Working to 65% Plans with cost est |
| CBJ Building Permit | Hold | | Staff | |
| Construction Bid | Hold | | TBD | |
| D&H Board Approval | Hold | | | |
| Assembly Approval | Hold | | | |
| Phase II Construction | Hold | | | |
| Substantial Completion | Hold | | | |
| Final Completion | Hold | | | |
| Cruise Ship Dock Electrification Study | | | | |
| RFP Creation | Complete | May 19, 2020 | | RFP issued |
| Consultant Selection | Complete | | | Haight & Assoc Selected |
| Fee Negotiations | Complete | | | |
| Project Kick Off Meeting | Complete | | | |
| Stake Holder Interviews | Complete | | H&A | |
| RAISE Grant 2021 Applications | Complete | | | Grant successfully submitted |
| Draft Report | Complete | | H&A | |
| Presentation to Assembly | Complete | | H&A | Nov 1 Assembly COW Mtg |
| Final Report | In Progress | Mid-July | H&A | Report Updates |
| Grant 2022 Applications | | | | |
| Cruise Berth Electrification | Complete | | Staff | |
| Small Cruise Ship Infrastructure Study | Complete | | Staff | |
| Fishermans Terminal Planning Grant | Complete | | Staff | |
| PIDP Fisheries Terminal Grant | Complete | | Staff | |
| Alaska DOT Harbor Matching Grant | Complete | Due Aug 5 | Staff | |
| EDA Small Cruise Ship Infrastructure 10M | Complete | | Staff | |

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

| | | | | |
|---|-------------|-------------------------|-------|--------------------------------------|
| Aurora Harbor Re-Build - Phase III | | | | |
| Phase IIIA - Demolition | | | | |
| D&H Staff and Trucano | Complete | | D&H | Demo is complete |
| Phase IIIB - Dredging | | | | |
| Army Corps of Engineers | Complete | Winter/Spring 2020/2021 | ACOE | Dredging complete |
| Phase IIIC - Float Installation | | | | |
| ADOT Grant Application | Complete | Aug 16, 2021 | Staff | Waiting on Gov Budget |
| Design | Hold | | | |
| Auke Bay Marine Station | | | | |
| Annual Report | March | | Staff | 2020 Report Submitted |
| Subdivision | Complete | | Staff | |
| Shared Costs with UAS | In Progress | | Staff | Awaiting UA response to Amendment #1 |
| Sewage Pump-Out Improvements | | | | |
| Statter Pump Upgrade | Complete | | Staff | Part of SHI III(B) |
| Harris Pump Replacement | Complete | Aug 27, 2021 | Staff | |
| Douglas Launch Ramp Light Project | | | | |
| Design | Complete | | Staff | |
| RFP | Hold | | Staff | Awaiting funding |
| Building Permit | Hold | | Staff | |
| Construction | Hold | | Staff | |
| D&H Managed Lands - Surveys | | | | |
| ASLS 2013-15 - Uplands at Tee Harbor | Hold | 2021 | TBD | |
| ATS 1682 -DIPAC-Channel Construction | In Progress | 2020 | PDC | Field work complete, drafting plat |
| ATS 1693-DIPAC Wayside Park | In Progress | 2020 | PDC | Field work complete, drafting plat |
| ATS 1694-Tee Harbor Submerged Lands | Hold | 2021 | TBD | |
| ATS 1692 - N Douglas Boat Ramp | Complete | | PDC | Complete |
| ATS 1690-Indian Cove | Complete | | PDC | Complete |
| S. Franklin Dock Tidelands | In Progress | | Staff | Awaiting DNR survey instructions |
| Wayside Park Float | | | | |
| Dredging as Float Grounds Out | Hold | | Staff | Awaiting 1% Sales Tax Funding |
| Taku Harbor Shore Float | | | | |
| Float Replacement | Hold | | Staff | Awaiting 1% Sales Tax Funding |
| N. Douglas Boat Launch Expansion Study | | | | |
| Conceptual Design | Complete | | PND | Awaiting Board direction |

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

| | | | | |
|--|-------------|------------|-------|--|
| Harbor Security Upgrades | | | | |
| Continued Project Development with Board | In Progress | | | New cameras in Aurora, Douglas and Harris Harbors |
| | | | | |
| Statter Breakwater Deferred Maintenance | | | | |
| Continued Project Development with Board | Hold | | | |
| Statter Breakwater Safety Improvements | | | | |
| Phase II | Hold | | | Awaiting funding |
| Auke Bay Loading Facility - Phase II | | | | |
| TIGER Grant Reporting - Annual | On-Going | Sept. 2020 | Staff | Report for Boom Truck till 2033; SeaLift till 2044 |