

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**

**For Wednesday, July 20th, 2022**

CBJ Room 224 and  
Via Zoom Meeting

- I. Mr. Ridgway called the July 20<sup>th</sup> meeting to order at 5:00pm in CBJ Room 224 and via zoom.
- II. **Roll Call** – The following members attended in CBJ Room 224 or via zoom, James Becker, Lacey Derr, Don Etheridge, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Debbie Hart and Mark Ridgway.
- III. **Approval of Agenda**
- MOTION By MR. ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.**
- Motion passed with no objection
- IV. **Public Participation on Non-Agenda Items** - None
- V. **Approval of Wednesday, June 22nd, 2022 Operations/Planning Meetings Minutes**  
Hearing no objection, the June 22<sup>nd</sup> meeting minutes were approved as presented.
- VI. **Special Order of Business** – Open Meetings Act Compliance.  
Mr. Ridgway said in the packet are emails that were exchanged outside a meeting and are now part of the minutes.
- VII. **Unfinished Business** - None
- VIII. **New Business**
1. Proposed Change to 85.02.063 – Docks & Harbors Land Management Plan  
Mr. Uchytel showed a power point presentation on planning requirement included in the minutes. The presentation was an overview of CBJ Plans, 2013 Comprehensive Plans [18 Individual Chapters, Comp Plan Layout, Policy 5.6, Standard Operating Procedures 5.6, Development Guidelines 5.6, Implementing Action 5.6, Implementing Action 5.6 continued, Policy 5.9, Policy 5.9 continued, Policy 5.14]; CBJ Land Management Plan [CBJ Land Atlas 2016, a page with parcel numbers and descriptions with retention status]; Long Range Waterfront Plan 2004 [Juneau Waterfront 2025 Concept Plan, Long Range Waterfront Plan, Subport]; Subport Vicinity Revitalization Plan [Subport Vicinity Revitalization 2003]; Waterfront Design Guidelines; Juneau Small Cruise ship Infrastructure Master Plan; Blueprint Downtown area plan [Blueprint Downtown, Goals]; 85.02.063 Land Management Plan 2004; and, Options to address 85.02.063 Deficiency.

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Committee Questions

Mr. Ridgway asked if all CBJ Docks & Harbors status is to retain ownership?

Mr. Uchytel on the page in the presentation they are all to retain but he did not go over all the Docks & Harbors managed lands.

Mr. Larkin pointed out on slide 13, goal #1 is to continue the land disposal program which systematically places CBJ land into private ownership.

Ms. Hart asked if it was possible to have a site visit to all CBJ Docks & Harbors land ownership areas. This would give eyes on the ground and a better view of what we are responsible for.

Mr. Uchytel said we lease 45 parcels we could do a field trip but we would have to navigate the Open Meetings Act.

Mr. Uchytel continued on with the presentation and pointed out that on slide 27 shows a land management plan that Docks & Harbors “shall” do and have it approved by the Assembly but we have never done one.

Mr. Uchytel discussed the following options to address 85.02.063 deficiency—

- Complete Docks & Harbors Land Management Plan  
Probably 1 year effort  
Outsource to contractor
- Delete requirement for Docks & Harbors Land Management Plan  
Require Assembly approval
- Amend 85.02.063 to leverage CBJ Land Management Plan  
Require Assembly approval  
Maintains intent of original 2004 language

Ms. Derr asked if staff has talked to the zoning people about the Hansen & Gress property issues?

Mr. Uchytel said this may be addressed at a later time in the meeting.

Mr. Grant understands from the Hansen & Gress proposal their issues could be addressed with some kind of variance. CDD decided that they will not grant a variance if they cross property lines which is their mandate and he said he believes Docks & Harbors should not dispose of tidelands except under exceptional circumstance that he does not believe has been met. How do we decide who is right on two equal branches of government?

Mr. Ridgway said if we were to adopt these changes for the land management plan, how would it change the Hansen & Gress issue?

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Mr. Uchytal said his preference is to talk about the Hansen & Gress separate from the Land Management Plan changes.

Mr. Brown said the specific plan that applies to the Docks & Harbors Board 85.02.063 section (a) says after the Board deliberation the Board will forward to the Planning Commission and Assembly for adoption. Section (b) says that process will be guided by four principles with one of which is not in favor of sale of tidelands and recommends leasing for only water related uses. However, he does not believe the Board can consider to be under a mandate to lease only for those water related or dependent purposes and not ever to sell. The statute says that shall be considered when a plan is adopted. CBJ Law is ready to help implement what the Board decides from the three options to address the deficiency in 85.02.063.

Mr. Ridgway asked if staff was recommending the third option which is to amend 85.02.063. He asked Mr. Uchytal how the Land Management Plan and the Long Range Waterfront plans are connected? If the Board decided on option three, how would it help in the decision for the Hansen & Gress property?

Mr. Uchytal said the words put into this draft is to say we will be guided by the CBJ Land Management Plan. There are common themes that as an organization we can choose to do. This body has a great deal of discretion to make community calls from the plans already out there.

Ms. Hart said in light of the different plans and the cautions said tonight, is there a feeling we need to capture our planning efforts under the new vision, or is it already captured and we just need to give approval for the different plans.

Mr. Uchytal commented that we have several different plans and have been successful in managing properties. We are still able to operate without having a Land Master Plan but someone has determined all these plans were necessary at some point.

Mr. Brown said a big part of having plans is so people do not leave it to “hope” that all things will turn out beneficially. He said looking at option one it would take over 1 year and over \$10,000 in consultant fees. Having the Docks & Harbor management plan would inform the other plans what the Board wants to have happen and that would be a good reason to have option one. The code, transferred to the Docks & Harbors Board through the Port Director, empowers the Board to make the decisions under 53.09.200 which is the land disposal section that applies to everything except Docks & Harbors lands. One of the provisions is that land should not really be sold unless it is in a land management plan. He said he would take the recommendation of the Port Director to alter an existing plan for all the Docks & Harbors properties and that might be a lot quicker and more efficient.

Mr. Ridgway commented that the Board is to make decisions based on a plan but we do not have a plan. He said he heard staff say we have done well without a plan. With the

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fact we can operate without a plan, why would we need to do any of the three option put before us?

Mr. Brown said because the “shall” in 85.02.063 mandates the Board to do the Land Management Plan. Docks & Harbors has managed land well since this code and it has proven that not having a Land Management Plan is not fatal to operating. If this code is going to be disobeyed he would recommend changing it. Another thing problematic is the other plans do not include Docks & Harbors lands and that is a glaring omission. It is not good to have a code provision that you are ignoring.

Ms. Derr asked if we were to do our own Land Management Plan, how often would it be required to be updated?

Mr. Brown said it would need to be updated every five years or sooner if a major event happened. The five year requirement could also be amended to 10 years.

Mr. Grant commented that the third option is the one he would like to pursue. He looks at 85.02.063 as guidance to the Board. He does not think Docks & Harbors needs our own plan. He believes 85.02.063 has the principles that point us in the right direction.

Mr. Ridgway asked if Docks & Harbors adopts the 85.02.063 Land Management Plan, and someone comes before the Board and they have a building setting in the middle of property lines, and the Board is asked to sell land to make the private owner land whole, as a Board member, where would I seek guidance to make the right decision. Would it be from 85.02.063 and how would I utilize it to make an effective decision.

Mr. Brown said if there was a Land Management Plan under the existing 85.02.063 then that parcel of property would have been addressed and there would have been a recommendation to do something. It would be either the City buy the land and lease the entire parcel to the land owner or sell the CBJ tidelands to the land owner with restrictions for the water dependent or water related addressed. At this point, when the Board makes a decision, you are not anymore beholden to 85.02.063 as you are to the full Land Management Plan. This is a plan for a plan. Working with a plan already in place and altering to the Docks & Harbors wants is in the best interest of Docks & Harbors because they are already in place and been vetted. Using 85.02.063 is just one possible source for using a plan already in place.

Public Comment - None

Committee Discussion/Action

Mr. Brown said there could be a motion tonight instructing the Port Director to work with CBJ Law to draft an ordinance for option three.

Mr. Grant suggested to set this aside for tonight because there is a lot of word smithing that needs to happen and to have staff and Mr. Brown do that.

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Ms. Smith asked by changing how we do things now, will it affect the current request for the Hansen & Gress issue?

Mr. Brown said no. The Board will have to make an answer without the benefit of the Land Management Plan. What is in 85.02.063 is something good to look at but the decision will need to be made without that being implemented.

Mr. Larkin said a comment on Mr. Grant's comment is that he disagrees that Docks & Harbors should not sell property. With the word "should" that is more of a recommendation and not a directive. There are other places that it talks about that Docks & Harbors administers and disposes of land. Disposal is in there a few times and also in the slides from tonight from goal one was to dispose of some land back to private use. There was another thing that said all public lands need to be at the benefit of the people. The Board should lean toward keeping property but there may be times to release it to private use.

Mr. Etheridge said one of the things pushed by the Board and Assembly has been picking up tidelands. There was even a fund created at one time to buy any available tidelands. He said he has a hard time going to the Assembly and recommending the sale of this property but trying to purchase a piece of property not even a mile away.

Mr. Ridgway said Docks & Harbors has missions to serve or ideas to support and we are also a leasing agency and we have to manage the goals set up before us.

Ms. Hart asked what our options are instead of selling this can we lease it or create an easement.

Mr. Ridgway commented the item on the agenda is about establishing a land management plan.

Mr. Brown said at this point the Board needs to decide on the three options to address the deficiency in 85.02.063. As far as other options for Hansen & Gress, he believes Hansen & Gress has to own the entire area where their building sits to do the improvements they want to do. CBJ can purchase their parcel and lease back the entire piece or they can purchase the CBJ parcel but they have to have the whole building area as one.

Mr. Becker requested looking at option three and they can make it work.

**MOTION By MS DERR: MOVE TO FORWARD 85.02.063 TO THE FULL BOARD TO BEGIN REVIEWING AMENDMENT TO ADOPT A MANAGEMENT PLAN AND ASK UNANIMOUS CONSENT.**

**Mr. Grant Objected. He believes there needs to be clarity on what plan is being adopted and what we are voting on.**

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**Ms. Derr said the motion was to move this forward to the full Board so we can start wordsmithing this. We are not looking to delete it but amend it.**

**Mr. Larkin said his recommendation on the motion would be to rephrase the motion along with the third bullet point about amending the land management plan.**

**Mr. Brown said Ms. Derr and Mr. Grant are not far off. He believes the intent of the original motion was to have the Operations Planning Committee recommend to the full Board to consider an ordinance that implements option three.**

**Mr. Grant removed his objection with the understanding of what Mr. Brown just said.**

**Ms. Derr withdrew her motion and restated.**

**MOTION By MS. DERR: TO GO WITH OPTION THREE TO AMEND 85.02.063 TO LEVERAGE THE CBJ LAND MANAGEMENT PLAN AND MOVE THAT TO THE FULL BOARD FOR REVIEW AND ASK UNANIMOUS CONSENT.**

**Motion passed.**

2. Proposed Change to 05 CBJAC 25.060 - Summer management [Statter Harbor]  
Mr. Uchytel said this was put on the agenda to see if the Board wanted changes to this regulation. This is on page 22 in the packet and the changes are indicated in red. The changes are to encourage turn over. The new changes will assess daily fees after 10 days if you have not moved.

Committee Questions

Ms. Derr asked if it includes the language that the vessel needs to move on its own power.

Mr. Uchytel said yes.

Mr. Leither said he likes this idea in general but wanted to know what the penalty is now if you do not move your boat?

Mr. Uchytel said the management would be a financial incentive to move and not just receiving letters.

Mr. Leither verified there is no financial incentive now?

Mr. Uchytel said correct.

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Ms. Smith said she has had some tough question with the public and we all know it is very crowded in Statter but some boats are given special treatment and everyone knows the big tug that has not moved in a long time. The public has this perception that the ones that do not have to move are friends with the Harbormaster. There was ugly accusation over this weekend that she is not sure how to address. Should we take the freedom of the Harbormaster to determine what vessels need to follow the ten day rule? She would like guidance on how to address these questions.

Mr. Etheridge said he talked to staff and they are trying to get the non-moving vessels to move but they have nothing in our ordinance to make them move. The only thing staff can do is send letters and there has not been an incentive for them to move. This change will now give an incentive for a person to move and not ignore the letters. The Harbormaster is not just letting them stay because they are good buddies.

Ms. Smith said adding this penalty she does not believe this will be an incentive to move. If we have rules that people decide they are not going to follow and there is nothing we can do about it than why do we have the rules and if we are going to add an incentive it should be a painful incentive for them not to follow the rules.

Mr. Etheridge said vessels the size of the big tug boat will probably be over \$1,000 a month and that will have them think twice about doing it again.

Mr. Grant said it becomes a great incentive once the cost is raised up and then a non-payment of Harbor fees is a reason to kick out a patron. This is a good place to start. Where did the six hours being out of the Harbor come from and not a longer period of time.

Mr. Uchtyl said he thinks it is just an arbitrary time.

Mr. Etheridge said originally it was overnight. The argument was they can be gone for the day out fishing and come back and find a spot. The Board at the time went with the six hours for the time spent out fishing in a day.

Mr. Larkin said in this proposed wording he does not see they will move. If the idea is to get them to move, there needs to be additional wording that they still have to move even being charged the higher fees.

Mr. Uchtyl commented that pointing to a rate we already have in place is more efficient for staff. Once you go to a fee or a fine there are more challenges.

Mr. Grant pointed out the word in the red should be “assessed” and not “accessed”.

Mr. Ridgway commented if this is not adequate, the Harbormaster would contact the Board and we would go through this process again. This is an interim approach.

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Public Comment - None

Committee Discussion/Action

Ms. Derr said she is in favor of assessing the daily fees in 05 CBJAC 20.070 in addition to until your vessel moves.

**MOTION By MR. ETHERIDGE: MOVE TO FORWARD THE FEE PROPOSAL IN 05 CBJAC 25.060 TO THE FULL BOARD FOR ACTION AND ASK UNANIMOUS CONSENT.**

**Mr. Leither objected for discussion. He said he supports this but his caveat is to hot berth the empty reserved spots and that will take pressure off the rest of the Harbor. All the side ties can cause safety issues.**

**Mr. Leither removed his objection.**

**Motion passed.**

3. Regulation/Ordinance Change

Mr. Uchytel said on page 23 in the packet are the latest regulation changes. If passed tonight this will go to the Board next week for approval. There were slight changes not in the packet but provided on a separate page.

Mr. Brown said ordinances are supposed to address a single subject and when this came to us the vessel registration and domestic animals were together. Added to the domestic animal ordinance was the requirement to clean up after the dog. Both are now ready to go to the full Board for recommendation. The Harbor summer management incurring daily fees should be rolled in the draft with the summer management regulation change which is in the regulation packet being proposed.

Committee Questions

Mr. Ridgway asked if there can be language added to say any Docks & Harbors owned property so it can include parking lots and walkways and not just the float structure.

Mr. Brown said if that needs to be further refined that can happen. There is no 21 day notice on this. This is forwarded onto the Assembly and the manager introduces it and then there are public notices for that.

Ms. Smith said we do not seem to enforce animals being leashed even though there are signs and humans leaving animal waste on the dock. If we make these changes are we going to enforce this?

Mr. Uchytel said staff has written tickets for people not picking up after their dog but he does not have a good answer. If staff sees a violation they should cite that individual. This is guidance the Harbormaster would like to amend moving forward.



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Mr. Grant wanted to be clear that this is not just for the docks and ramps but Harbor wide. In one sentence it reads “while on the dock” he wants that to be more Harbor wide.

Mr. Brown said if this Committee supports the concepts to the full Board there can be a revised version taken into account the recommendation being made by that meeting.

Public Comment - None

Committee Discussion/Action

Mr. Larkin recommended in 05 CBJAC 07.010 the inactive vessel management to strike the middle sentence that specifies the specific areas, (east side of the head float in Aurora) and leave the sentence that says there are certain areas, and you can have a map of those areas in the harbor offices. By striking that it allows the staff in the future to make changes to that area as needed without having to go back and change the regulation.

Ms. Derr said having this regulation gives other CBJ Departments the ability to write tickets as well.

Mr. Brown said he talked to Mr. Creswell about the certain area and he agreed to leave the specific area in.

Mr. Ridgway asked if the motion in the packet was made we could still slightly change some of the language before it goes to the full Board?

Mr. Brown said everything being discussed with changes is just word smithing and fine tuning.

**MOTION By MR. ETHERIDGE: TO RECOMMEND THE BOARD COMMENCE THE REQUISITE 21 DAY PUBLIC NOTICE PERIOD WITH PROPOSED REGULATION & ORDINANCE CHANGES AND ASK UNANIMOUS CONSENT.**

**Motion passed.**

4. Hansen-Gress Building Improvement Challenges

Mr. Uchytel said this item starts on page 32 in the packet. There was a meeting held today at CDD with the Hansen & Gress building representatives. The document on page 32 was prepared by a CDD planner and on the top of page 34 it states that a variance will not be an option due to the lot line concerns. The plausible outcomes could be that the Board elects to purchase their property and do a lot consolidation. The Board agrees to sell property or the Board takes no action and leave Hansen & Gress to pursue other options.

Committee Questions

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Mr. Ridgway said on the bottom of page 33. Non-Conforming Situation – CBJ CDD recommends that the owners of the structure at 1000 Harbor Way acquire a Non-Conforming Certification in order to maintain the existing condition of the property. He asked what that means?

Mr. Schaal said this has to do with the historical nature of the building. It is out of compliance with today's zoning requirements. It is waterfront commercial zoning and mostly water dependent uses need to be associated with it. This is semi-water dependent use so CDD is satisfied with the currently non-water dependent use as an office space to apply for this non-conforming certification which cleans up some of the current uses for the zoning of this facility. It will make it a non-issue for the rest of the consideration for this project.

Mr. Ridgway said even though CDD says this is non-conforming, that does not say the Planning Commission cannot grant it. Can Hansen & Gress go before the Planning Commission and be granted permission to move forward with their project?

Mr. Uchtyl said he understands CDD would not recommend advancing something to the Planning Commission.

Mr. Schaal said if CDD staff does not feel comfortable moving this to the Planning Commission, that is a huge hurdle but if it did go to the Planning Commission and staff wrote that they do not support this, they are quasi-judicial and very limited to what code says. They do not get to make emotional decisions.

Mr. Ridgway said the way he reads the outcome is they were asking for lot consolidation and not just improvements to their building.

Mr. Uchtyl said this was written before the pre-application conference and the merits of the application were not discussed line by line.

Mr. Schaal said the Planning Director directed Mr. Peterson to put this together based on her understanding of the application. The director may have put this together from what was going to be possible and through Mr. Peterson the only way this application was going to be eligible was by lot consolidation.

Ms. Derr said she is not seeing our question to CDD. We have it written in ordinance that Docks & Harbors is not supposed to get rid of tideland and now they are telling us there is nothing we can do to let Hansen & Gress put siding on their building.

Mr. Uchtyl said the only thing that can be done is a lot consolidation with a purchase and sales agreement. If you look on page 34, they can do all the work they want inside and window and siding but any deck or canopy or anything protruding from the building would not be acceptable.

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Mr. Etheridge asked if there was an appeal process for this?

Mr. Brown said Hansen & Gress would need to go through some more administrative remedies before being in a position to protest CDD decision. This pre-application meeting took place due to Docks & Harbors wanting to make sure there was not any other way other than selling the property. The owners at this point need to decide what they want to do next.

Mr. Uchytel commented that if Docks & Harbors wanted to sell the property there could be language that CBJ would have first right of refusal to buy it back.

Mr. Larkin asked if the whole reason they wanted to purchase the CBJ land was because the deck was going to be too close to the line?

Mr. Schaal said it is at the property line now and any scaffolding or deck will be over the property line.

Mr. Larkin asked if we could extend the lease on that side out farther, would that fix the problem?

Mr. Hansen said there are three issues, the deck, awnings, and roof brow. The additional lease area on the waterside would only address the deck.

Public Comment - None

Committee Discussion/Action

Ms. Derr said getting rid of tidelands is really hard. This is really frustrating but we are running out of options and she is in favor of hearing the options of selling the land with the caveat for the Seawalk access.

Mr. Etheridge commented that he has a lot of problems with this. With adding the caveat that we have first right of refusal, we have done this in the past for the boat shelters and every time this comes forward we have never had the funds to buy them back. That would be the concern with this property. There needs to be a lot more focus on CDD to get them deeper involved before he is willing to support selling this property.

Mr. Larkin said if this was sold we could start a fund to buy land in the future. Selling land should always be the last resort. He can see nothing Docks & Harbors can do with this land except to continue to lease it. We are not losing anything if this small piece of land is sold.

Mr. Grant said his view is we do not sell tidelands. He is not convinced one pre-planning meeting with CDD exhausts all the possibilities. There are administrative steps the developer can take. He is not opposed to considering a lease for the walkway and the other two things wanted for the building are not things to part with tidelands.

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Mr. Ridgway said he would be willing to go to CDD with the Board Chair to find out all options for this project in detail.

**MOTION By MR. ETHERIDGE: MOVE THIS TOPIC TO THE NEXT FULL BOARD MEETING AND FINISH DISCUSSION THERE AND ASK UNANIMOUS CONSENT.**

**Motion passed.**

**Break 7:20pm – 5 Minutes**

**Back in session – 7:26**

5. Clean Vessel Act (CVA) – Amending Cooperative Agreement with ADFG  
Mr. Schaal said we are eligible to receive almost \$10,000 more from the ADFG. Originally it was a 75/25 match with a total of \$100,000. This was split between the Harris and Statter Harbor pump out projects. We were able to come in under budget for the Harris pump out project because it was all done in house. The left over money was transferred to the Statter project. In the whole grant, ADFG said they had left over money and we are in need of more money so if the Board agrees to want to send this through the Assembly process we could accept these funds and add to the Statter Harbor project.

Committee Questions

Mr. Grant said if the \$31,000 match has already been provided?

Mr. Schaal said yes.

Ms. Smith asked if any of the money will go toward getting the second pump out station in Statter working?

Mr. Schaal said it is now operational.

Mr. Ridgway asked if this ties our hands in anyway.

Mr. Schaal said there are rules already in place but nothing out of normal.

Public Comment - None

Committee Discussion/Action

**MOTION By MR. ETHERIDGE: TO AMEND EXISTING COOPERATIVE AGREEMENT WITH ADFG TO RECEIVE AN ADDITIONAL \$9,562.63 IN CLEAN VESSEL ACT GRANT FUNDING FOR THE STATTER HARBOR PUMP OUT PROJECT AND ASK UNANIMOUS CONSENT.**

**Motion passed with no objection.**

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6. Assembly Resolution in support of Juneau District Heating

Mr. Uchytel said last month we put together a resolution reassuring Alaska Department of Fish & Game that we would be supportive of their requirements at the NOAA Docks should that property be conveyed to CBJ. Now Juneau District Heating wants similar assurance should they develop their needs, the City will work with them so they could be successful with the vision they have.

Committee Questions

Mr. Becker asked for the timeline for this?

Mr. Uchytel said Senator Sullivan entering this property conveyance is his top priority.

Mr. Grant asked who are the customers for the heating district?

Mr. Uchytel said the customer would be the SOB and Capital building.

Mr. Schaal commented it would also be the Willoughby district.

Mr. Uchytel said the urgency is to get this before the Assembly at their August 1<sup>st</sup> meeting. CBJ Law has not seen this yet.

Mr. Leither asked committing to allowing a different organization through this area seems like a different step than finding a space for a boat?

Mr. Uchytel said they indicated they would have a sub-surface pipe. There will still be a need for an easement from the Harbors but we do not want to put hurdles in front of a company that will provide clean renewable energy.

Ms. Hart said she wanted to remove herself from voting on this topic.

Public Comment - None

Committee Discussion/Action

Mr. Uchytel said the Assembly has written letters of support for this project.

**MOTION By MR. ETHERIDGE: TO RECOMMEND APPROVAL OF RESOLUTION SUPPORTING THE INFRASTRUCTURE NEEDS OF JUNEAU DISTRICT HEATING ACROSS CBJ CONTROLLED PROPERTIES AND ASK UNANIMOUS CONSENT.**

**Mr. Grant objected to ask if there is any reason why the other entities that are pursuing similar projects are not included in this resolution?**

**Mr. Uchytel said he does not know but they are all the same entities.**

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**Mr. Schaal said they just have different LLC's.**

**Mr. Grant withdrew his objection**

**Motion passed.**

**IX. Items for Information/Discussion**

1. Goldbelt, Inc Seadrome Development Plan

Mr. Steve Sahlender, Goldbelt VP of Alaska Group showed a power point presentation which are added to the minutes.

Committee Discussion

Mr. Etheridge asked what the timeline is for this?

Mr. Sahlender said we would have someone come in and survey the land, assess the land, assess the costs then there would be another presentation of value versus value. The first step will be a survey and appraisal. This presentation is a preliminary to get to that point. This Board will need to let Goldbelt know they like the concept of the idea and support moving forward and we will need to know that sooner than later.

Mr. Etheridge wanted to know if Goldbelt was just looking for support from this Board at this time?

Mr. Sahlender said yes at this time.

Ms. Smith commented that we would be losing waterfront footage in the presentation and asked to talk about that.

Mr. Sahlender said initially CBJ will, but in the final phase, CBJ will gain it back when the Seawalk goes in which is illustrated on page seven of the slides.

Mr. Ridgway would like to get an idea what the request will be for the Board.

Mr. Sahlender said Goldbelt's first action item would be the exchange of property but you cannot just exchange property for property but need to do an evaluation through an appraisal process. The ask from the Committee to move this to the Board was that the Committee looks at the long range plan of what we are trying to achieve and that there is fair and equitable exchange of property and real property as well as floats. The ask would be to support an appraisal and someone coming in to determine the values of the different parcels. This presentation is information but maybe if we could get on the next Operations meeting as an action item and decide at that time if it were to move forward to the full Board. This is fair and supports all plans to date.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, July 20th, 2022**

Mr. Ridgway asked why Goldbelt chose an even land exchange?

Mr. Sahlender said the even land exchange created the footprint needed for the building and the ask is simpler. We are not taking, but reorganizing. With the current property lines the parcels are unusable and we also want to have a good working relationship with Docks & Harbors and Goldbelt wants this beneficial for all parties involved.

Mr. Uchytel asked Mr. Sahlender when the Board needs to say this is a viable project and to start the process to move forward.

Mr. Sahlender requested to bring this back to the next Operations Committee as an action item to move to the full Board. If approved he could present at the Board and he would also need to take back to his Board. His Board meets every month. The sooner the better with the approvals and then we can start to get better timelines.

Mr. Uchytel said we do have a term contractor for appraisal and if the Board approved we could start that process.

Mr. Sahlender said we do not want to get to a point that CBJ owes Goldbelt money or Goldbelt owes CBJ money. Goldbelt wants to get to the point to start breaking ground and we have the funds to do that now.

Mr. Ridgway requested to add this to the next and future Operations Committee meeting agendas until this is figured out.

Ms. Hart asked if there is a need to move this forward to the full Board.

Mr. Ridgway said there will be no action tonight being under information items.

Public Comment –

Mr. Kirby Day, Juneau, AK

Mr. Day asked about the DOT crosswalk in front of the Seadrome that is kind of in a weird place. He said he would like the in and out to this facility addressed with the location of the crosswalk considered. How is the berthing space with this project compared to the CBJ Small Cruise Ship plan?

Mr. Uchytel said MRV took what PND proposed and added the same layout to the proposal tonight.

The MRV representative (Zane Jones) said there was consideration for the crosswalk and the in and out to this building. It was all cleaned up.

Mr. Uchytel commented that we are going to continue our efforts to secure the NOAA dock but what if we fail. Would Goldbelt build the building without the other development?

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Mr. Sahlender said yes.

2. Aurora Harbor Phase III – Proposed Layout, there was a presentation starting on page 61 in the packet.

Mr. Schaal said the master plan was updated in 2015. There was a change at that time to only have four floats instead of five. The north approach dock was extended to accommodate for the shallow area and boat slips sizes were changed. The north slips were removed by staff so the Army Corps could come in and dredge both Harris, Aurora and Douglas and we did not want them to dredge around the old floats. Aurora Harbor was dredged to -14 feet and -16 feet. The corner has a shallow area due to bedrock issue. Phase I proposal is to build out the headwalk and the configuration on page 65 of the packet. The 24' foot size slips are not put back into this plan but the larger slips are added to provide the space for the vessels on the waitlist.

**Committee Discussion**

Mr. Etheridge asked for the timeline to build this out?

Mr. Schaal said staff has a goal to design in-house and have in time to apply for the next ADOT grant.

Mr. Etheridge asked if the section being discussed right now can be completed with the ADOT money now?

Mr. Schaal said yes.

Mr. Ridgway recommended to bring this back for an action item and asked Committee members to review the plans.

Ms. Derr commented she has heard patrons want a premium harbor and would pay for that. Has there been design for a premium harbor and it was shown it would not pencil out?

Mr. Schaal recommended to have bullet points on what makes a premium harbor.

Mr. Ridgway said if there needs to be a motion at the next Operations Committee meeting to look into the extra expense for a premium harbor we can do that. This has been discussed in the past and he is not sure if it is worth doing.

Mr. Uchytel said we are resource limited and we have \$4M. If the Board says they want something specific, those are things that can be done if they are identified soon enough. What does the Board want to weigh in on? We can bring this back next week and talk about the plan some more. In reviewing the Comp Plan earlier in the meeting, he discovered in 5.9 Implementing Action 5.9, it says evaluate methods for shore side security without using fencing or security gates on CBJ owned Docks & Harbors and



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recreational facilities. Mr. Uchytel said gates have been talked about but this is embedded in the Comp Plan.

Mr. Ridgway commented this information is for decision making and this Board has a lot of latitude. He always wants to make sure we are on the right path. This is a big step and he would like to see this again at the Board meeting.

Mr. Grant commented there could be some push back from the public losing a lot of the 32' slips.

Mr. Larkin commented the easy answer to that would be the depth of the water.

Ms. Smith said she would like to see at least some of the extras that people have asked for addressed. She would like it shown that if certain items are added it would add X more to the project and would need to increase rates to X. It is not unreasonable to add some of the things people have been asking for.

Public Comment – None

**Ms. Smith left the meeting 8:55pm**

**3. Dock Electrification Study - Update**

Mr. Schaal said we will be taking this study to the Assembly Committee of the Whole on August 8<sup>th</sup>. Staff has been working through the public comments and making a matrix that outlines the comments received and what we did with them. This is almost complete. We have a modified updated draft that has answered questions or corrected minor discrepancies in details about whose facilities are called what. Mr. Haight put together a small memo that answered the larger questions that will be brought to the Board next week to look at and be placed on the website and placed in the Assembly packet.

Committee Discussion - None

Public Comment - None

**4. Preparation for Docks & Harbors Annual Board Meeting (July 28th, 2022)**

Mr. Uchytel said next week is the annual Board meeting and wanted to have the members be thinking about nominations. The By-Laws are in the packet so they can be also reviewed before the meeting next week. Assignments to sub-committees should also be thought about.

Committee Discussion

Mr. Ridgway asked if the Board is required to have a Finance Committee?

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
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Mr. Uchytel commented that the Board has a standing Finance Committee in the By-Laws. The Chair can assign a sub-committee that is less than the full body.

Public Comment - None

**X. Staff & Member Reports**

Mr. Uchytel commented that the boat sank in Statter Harbor just earlier tonight is raised already.

**XI. Committee Administrative Matters**

1. Next Operations/Planning Committee Meeting-**Wednesday, August 17th, 2022**

**XII. Adjournment – The meeting adjourned at 9:03pm**

## Overview City & Borough of Juneau – Plans

- [CDD – Plans and Studies – City and Borough of Juneau](#)
- [CDD – Comprehensive Plan 2013 – City and Borough of Juneau](#)
- [CBJ Land Management Plan - 2016](#)
- [Long Range Waterfront Plan -2004](#)
- [Subport Vicinity Revitalization Plan -2003](#)
- [Waterfront Design Guidelines -2008](#)
- [Small Cruise Ship Infrastructure Master Plan-2021](#)
- [Blueprint Downtown Area Plan – July 2022 Draft](#)

## 2013 Comprehensive Plan

- The *Comprehensive Plan* (also referred “*Comp Plan*”) is a long-range blueprint designed to guide the growth, development, and conservation of valued resources within our community over the next 20 years (to 2033).
- Collaborative document, incorporating input from diverse sectors of the community with the support and coordination by CBJ staff.
- Embodies both a long term vision of where we are going as well as concrete policies and actions to get us there.
- Guides CBJ staff, elected officials and appointed Boards and Commissions in shaping a better community through allocation of resources in ways that reflect the community’s aspirations, values, and needs.

## Individual Chapters

- Chapter 01 - Introduction and Background
- Chapter 02 - Sustainability
- Chapter 03 - Community Form
- Chapter 04 - Housing Element
- Chapter 05 - Economic Development
- Chapter 06 - Energy
- Chapter 07 - Natural Resources and Hazards
- Chapter 08 - Transportation
- Chapter 09 - Parks and Recreation Trails and Natural Area Resources
- Chapter 10 - Land Use
- Chapter 11 - Land Use Maps
- Chapter 12 - Public and Private Utilities and Facilities
- Chapter 13 - Community Services
- Chapter 14 - Community Education and Services
- Chapter 15 - Cultural Arts and Humanities
- Chapter 16 - Historic and Cultural Resources
- Chapter 17 - Community Development
- Chapter 18 - Implementation and Administration

## Comp Plan - Layout

### Each chapter contains:

- One or more subject Policy Statement
  - Implementation of Standard Operating Procedures (SOPs)
  - Development Guidelines (DGs)
  - Implementing Actions (IAs)

### Example: Private Yachting and Small Cruise Ship Tourism (Chapter 5 – Economic Development)

*Private yachting and small cruise ship visitors are another primarily summer market. The economic benefits come in the form of the use of air service, food service and overnight lodging as well as support services throughout town. As a major marine town along the Inside Passage, capital city, retail center and airline connection, these visitors find Juneau to be a coveted part to visit. These visitors’ time in the developed areas of Juneau generally ranges from overnight to multi-week stays. These modes of transportation also allow many of their guests to spend time in the community twice, as both a starting and ending location for their itinerary. These guests tend to be higher dollar-spent-per-person-per-day additions to the economy than day visitors; their longer stays also allow them to attend and participate in community events not typically frequented by cruise passengers, supporting local performing arts and other organizations that do not usually receive financial support from non-residents.*

### Policy 5.6

TO ENCOURAGE TOURISM, CONVENTION AND OTHER VISITOR-RELATED ACTIVITIES THROUGH THE DEVELOPMENT OF APPROPRIATE FACILITIES AND SERVICES, WHILE PROTECTING JUNEAU'S NATURAL, CULTURAL AND ECONOMIC ATTRACTIONS FOR LOCAL RESIDENTS AND VISITORS ALIKE, AND TO PARTICIPATE IN THE ACCOMMODATION OF THE FUTURE GROWTH OF TOURISM IN A MANNER THAT ADDRESSES BOTH COMMUNITY AND INDUSTRY CONCERNS.

### Standard Operating Procedures 5.6

- 5.6 - SOP1 Strengthen the local economy by enhancing and marketing Juneau as a year-round visitor destination
- 5.6 - SOP2 Encourage recognition of the value of historic resources and their preservation to tourism in the community and promote accurate representation of the Juneau area's unique cultures. Utilize the Juneau-Douglas City Museum, and work with the Alaska State Museum and other groups such as the Gastineau Historical Society and Juneau Convention and Visitor's Bureau for dissemination of accurate Juneau area history.
- 5.6 - SOP3 Focus primary marketing efforts on cultivating over-night leisure and convention visitors.
- 5.6 - SOP4 Develop Eaglecrest as a year-round local and regional recreation and tourist facility.
- 5.6 - SOP5 Work with the tourism industry to create and market shoulder season (October through May) activities and recreational opportunities community-wide.

### Development Guidelines 5.6

- 5.6 - DG1 Develop a long-range plan to ensure that areas that are unique or locally important, such as Treadwell, Last Chance Basin and Perseverance Trail, Mendenhall Glacier, and the Auk Village area are not adversely impacted by commercial use.
- 5.6 - DG2 When considering capital improvements and when reviewing permit applications for tourism related developments, assess the costs and benefits of the proposed projects against the policies of this Comprehensive Plan and any CBJ-adopted Tourism Management Plan or BMPs.

### Implementing Action 5.6

- 5.6 - IA1 Adopt a Tourism Management Plan or Best Management Practices (BMPs) for Tourism and maintain an entity to carry out its provisions. This plan should outline a process by which the comprehensive impacts of tourism, as identified by the assembly and its subcommittees, will be evaluated, and negative impacts mitigated on: (1) an individual project or service basis to address the impacts of specific undertakings; (2) a sector basis such as the cruise sector, the convention sector or other sector if the negative impact is attributable to a particular sector; and (3) an industry-wide basis if the impact is attributable to the entire industry. The Tourism Best Management Practices Program (TBMP) is an example of a sector-wide mitigation program.
- 5.6 - IA2 Expand the Centennial Hall Convention and Civic Center facilities as needed in coordination with a combined or separate performing arts complex within a cultural campus area of downtown Juneau generally bounded by Gold Creek, Willoughby Avenue and Egan Drive. This cultural campus will provide much-needed venues for arts and cultural performances for residents and summer visitors to enjoy as well as additional exhibition and meeting space for events, conventions and meetings held at Centennial Hall and additional space for legislators, staff and visitors to the Capital City. The State Library, Archives, and Museum project is a component of this cultural complex.

## Implementing Action 5.6

- 5.6 - IA3 Work with representatives from the cruise line and yachting industries, private developers, Juneau Convention and Visitors Bureau, and other tourism-related businesses to plan and develop additional or improved moorage and berthing facilities for private yacht charters and large pleasure craft, including additional lightering and short-term moorage facilities.
- 5.6 - IA4 Establish a covered walkway network throughout downtown.
- 5.6 - IA5 Conduct frequent appraisals of public and private transportation facilities to ensure they meet local and tour-related uses and demands.
- 5.6 - IA6 Encourage local private businesses to meet demand for varied and interesting tourism experiences.

## POLICY 5.9. TO FACILITATE AVAILABILITY OF SUFFICIENT AND SUITABLE WATER-BASED FACILITIES {...} THROUGH DEVELOPMENT OF WELL DESIGNED PORT FACILITIES.

### Standard Operating Procedures

- 5.9 - SOP1 Protect from land use conflict and/or displacement, potential new, existing, or expanded port and water-dependent industrial, commercial, governmental, and recreational facilities.
- 5.9 - SOP2 Encourage the expanded use of, and home porting in, Juneau by state and federal government vessels, including NOAA oceanographic and fisheries research vessels, and cooperate with those agencies in the development of adequate water dependent port and related upland facilities to meet present and future needs.
- 5.9 - SOP3 Evaluate the effect of changes in state and federal laws on water-related and water-dependent 2013 CBJ Comprehensive Plan Update 57 Chapter 5 facilities such as fuel docks, tidal grids, upland boat storage and repair yards, and seafood processing plants, and the role of the CBJ government in facilitating compliance with those laws through the planning and zoning process.
- 5.9 - SOP4 Utilize the Capital Improvement Program to prioritize and schedule improvements or acquisitions necessary to the sustainable waterfront development and use called for in Policy 5.9.

### Development Guidelines

- 5.9 - DG1 Assure public access to the shoreline and water when reviewing development applications.
- 5.9 - DG2 To the greatest extent practicable, orient new structures and facilities located on the waterfront in such a way as to preserve views of the water from public roadways and vista points.
- 5.9 - DG3 Deep water ports and navigable waters are valued assets and are critical to the sustainability of our economy and livability. New development along the shoreline should ensure that deep water navigable lanes and deep water port sites for marine vessels critical to the local economy are protected from encroachment from incompatible uses or obstructions.

## POLICY 5.9. TO FACILITATE AVAILABILITY OF SUFFICIENT AND SUITABLE WATER-BASED FACILITIES {...} THROUGH DEVELOPMENT OF WELL DESIGNED PORT FACILITIES.

### Implementing Actions

- 5.9 - IA1 Develop neighborhood plans and create Marine Mixed Use zoning districts for Auke Bay and downtown Douglas that assure provision of adequate port, docks and harbor facilities and support land side facilities and support land side facilities and services.
- 5.9 - IA2 Evaluate methods for assuring shore-side security without using fencing or security gates on CBJ-owned docks, harbors and recreational facilities used by residents and visitors.
- 5.9 - IA3 Assist with coordination of cruise ship traffic and commercial fishing operations to minimize conflicts.
- 5.9 - IA4 Investigate acquiring a larger capacity vessel lift (at least 150 tons) along with additional uplands work areas along Juneau's waterfront.
- 5.9 - IA5 Docks & Harbors should work closely with the commercial fishing and seafood packaging industries to ensure that the unique needs of these groups are met at local facilities.

## POLICY 5.14. TO SUPPORT THE DEVELOPMENT AND EXPANSION OF THE SEAFOOD INDUSTRY AND OF SERVICES AND FACILITIES THAT BENEFIT COMMERCIAL FISHING ACTIVITY

### Standard Operating Procedure

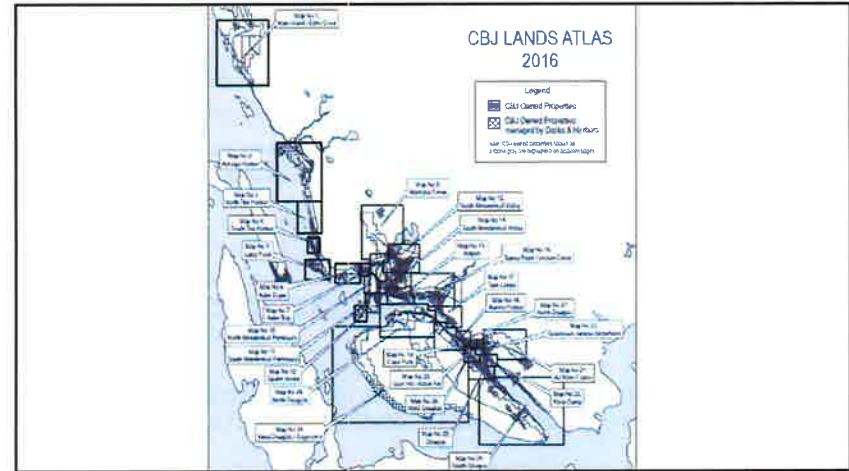
- 5.14 - SOP1 Encourage the location and expansion, as envisioned in Alaska Department of Fish & Game regional plans, of hatcheries and remote release projects in Juneau to support the local fishing industry.

### Implementing Actions

- 5.14 - IA1 Assist in the development and provision of facilities suitable for commercial fishing vessels, repair facilities and land for businesses that repair fishing vessels and gear.
- 5.14 - IA2 Assist in the development of a large-capacity ice plant in the Auke Bay area.
- 5.14 - IA3 Assist in the location and permitting of suitable sites for additional seafood processing activities.
- 5.14 - IA4 Support mariculture that does not have unacceptable impacts on important fish and wildlife habitat and other maritime-related activities and ensure adherence with state law and protocols on mariculture practices. Use of invasive species or harmful food or waste products in these operations should be prohibited.
- 5.14 - IA5 Continue to support seafood industry activities as part of a diversified working waterfront in Juneau.
- 5.14 - IA6 Support educational and safety programs that are targeted to the fishing industry.

### City and Borough of Juneau -Land Management Plan 2016 Update Next Update 2026

- Goal 1: Continue the land disposal program which systematically places CBJ land into private ownership.
- Goal 2: Provide direction on the best use of CBJ owned land for both development and preservation.
- Goal 3: Conduct CBJ land disposals in a manner that promotes compact urban growth and efficient expansion of municipal utilities and services.
- Goal 4: Maintain the Land Management Plan as required under CBJ§53.09.180 as a comprehensive reference document.



General/Location	Land Number	Parcel Number	Legal Description	Site (acres)	Comments	Managing Department	Planned Status
Sakoon Creek	L-40-4942	70001010002	Lot 1, Block 10, Juneau	0.28	Public - Ocean View	Public Works	Public
	L-40-4942	70001010002	Lot 2, Block 10, Juneau	0.28	Public - Ocean View	Public Works	Public
	L-40-4942	70001010002	Lot 3, Block 10, Juneau	0.28	Public - Ocean View	Public Works	Public
	L-40-4942	70001010002	Lot 4, Block 10, Juneau	0.28	Public - Ocean View	Public Works	Public
Twin Lakes	L-40-4943	70001010003	Parcel 1 of Lot 1, Block 11	0.24	Public - Ocean View	Public Works	Public
	L-40-4943	70001010003	Parcel 2 of Lot 1, Block 11	0.24	Public - Ocean View	Public Works	Public
Norway Point	L-40-4944	70001010004	Parcel 1 of Lot 1, Block 12	0.32	Public - Ocean View	Public Works	Public
	L-40-4944	70001010004	Parcel 2 of Lot 1, Block 12	0.32	Public - Ocean View	Public Works	Public
Juneau Waterfront	L-40-4945	70001010005	Waterfront	177.00	Developing Juneau Waterfront, including former State Boat Harbor and Harbor Boat Harbor, also includes lots L-40-4946 and L-40-4947, all the way to the Waterfront	Public Works	Public
	L-40-4946	70001010006	Parcel 1 of Lot 1, Block 13	0.04	Site, future use as a parking lot for Fish & Game Building	Public Works	Public
	L-40-4947	70001010007	Lot 1, Block 13, Indian Village	0.03	Indian Village, waterfront, suitable for	Public Works	Public
	L-40-4948	70001010008	Lot 2, Block 13, Casey Study's Subdivision	0.01	Small parcel, proposed to be used for a parking lot	Public Works	Public
Juneau	L-40-4949	70001010009	Parcel 1 of Lot 1, Block 14, Casey Study's Subdivision	0.01	Extension of 1st Street & Ocean Avenue, PCSD	Public Works	Public
	L-40-4950	70001010010	Lot 1, Block 14, Casey Study's Subdivision	0.01	Public Works	Public Works	Public
	L-40-4951	70001010011	Parcel 1 of Lot 1, Block 15, Casey Study's Subdivision	0.01	Public Works	Public Works	Public
	L-40-4952	70001010012	Parcel 2 of Lot 1, Block 15, Casey Study's Subdivision	0.01	Public Works	Public Works	Public
	L-40-4953	70001010013	Parcel 3 of Lot 1, Block 15, Casey Study's Subdivision	0.01	Public Works	Public Works	Public
	L-40-4954	70001010014	Parcel 4 of Lot 1, Block 15, Casey Study's Subdivision	0.01	Public Works	Public Works	Public
	L-40-4955	70001010015	Parcel 5 of Lot 1, Block 15, Casey Study's Subdivision	0.01	Public Works	Public Works	Public
	L-40-4956	70001010016	Parcel 6 of Lot 1, Block 15, Casey Study's Subdivision	0.01	Public Works	Public Works	Public
	L-40-4957	70001010017	Parcel 7 of Lot 1, Block 15, Casey Study's Subdivision	0.01	Public Works	Public Works	Public
	L-40-4958	70001010018	Parcel 8 of Lot 1, Block 15, Casey Study's Subdivision	0.01	Public Works	Public Works	Public

### Long Range Waterfront Plan 2004

#### Four Overarching Goals

- Enhance community quality of life;
- Strengthen tourism product offerings as well as downtown retail, entertainment, residential and service activities;
- Improve Juneau's image and attractiveness for investment; and,
- Recognize all current waterfront uses.

#### Vision through 2026



## Long Range Waterfront Plan

**A AREA A: JUNEAU DOUGLAS BRIDGE TO GOLD CREEK**

New developments will be coordinated with a mix of renovated and new structures from Spauld Drive extending back to the former City Maintenance Shop to reinforce the waterfront area with office, residential and retail/entertainment services. New streetscapes will extend throughout the district, creating an appropriate entrance for both transit and walking areas.

- A1. Creation of a gateway/entry feature into Uptown linked to landscape and traffic calming improvements along Spauld Drive.
- A2. Mixed-use district.
- A3. New park and commencement of Juneau's Peninsula seawall.
- A4. Tidalwalk and Gold Creek Protection Zone enhancements.

**C AREA C: DOWNTOWN**

Downtown's central waterfront base will be redeveloped and built by preserving important artifacts while integrating public spaces and civic buildings. This area includes the better of downtown waterfront and a gateway for the Mt. and activity of residents and visitors.

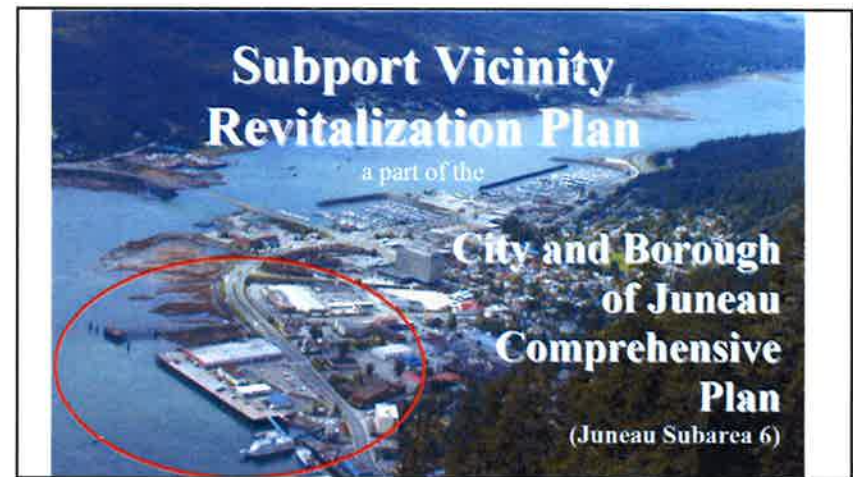
- C1. Reuse of Maritime Wharf and creation of State Aviation and Waterfront History Center.
- C2. Marine Park expansion.
- C3. New State Capitol Library and complex.
- C4. Public Library and surrounding area improvements.

## Subport

**B AREA B: SUBPORT**

New high mixed-use office and retail development purchase this area, transforming the Subport into a vibrant urban district linked to adjacent cultural and recreational venues and the downtown port.

- B1. Gold Creek Waterfront Park.
- B2. Gold Creek Marina.
- B3. Mixed-use district.
- B4. Preservation of U.S. Coast Guard and NOAA facilities.
- B5. State Museum expansion.
- B6. Central Mall expansion.



## Support Vicinity Revitalization 2003

Four common themes run throughout all these plans that this Plan embraces:

1. Use waterfront space for water dependent, related, oriented, and enjoyment uses.
2. Promote mixed-use development in downtown.
3. Extend the City's seawalk and make links between the waterfront and other pedestrian paths through town.
4. Promote public access to the waterfront.

Design Guidelines convey general policies about new construction, site work, and design along the street and waterfront. The Design Guidelines define a range of appropriate responses to a variety of specific design issues.

### Waterfront Design Guidelines Juneau, Alaska



March 12, 2008

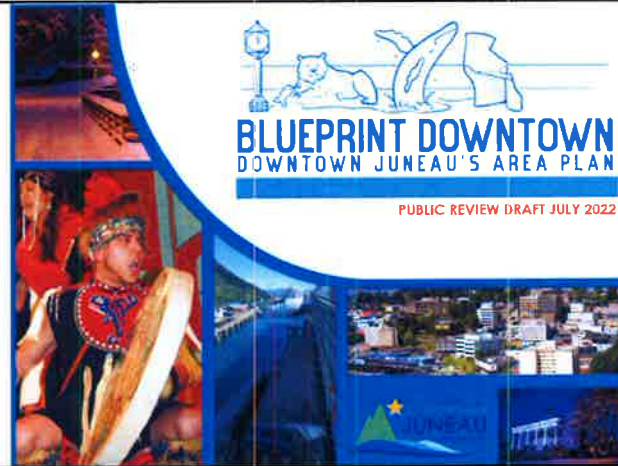


### Juneau Small Cruise Ship Infrastructure Master Plan

MARCH 2021

### BLUEPRINT DOWNTOWN DOWNTOWN JUNEAU'S AREA PLAN

PUBLIC REVIEW DRAFT JULY 2022





## Blueprint Downtown

The City and Borough of Juneau Assembly, city departments, and the Planning Commission, as well as other CBJ boards and commissions, will refer to this document to:

- Make informed decisions concerning future growth and development while maintaining a positive quality of life for residents;
- Plan for projects more efficiently;
- Assign appropriate resources to community needs;
- Identify needs for new or revised zoning and/or development regulations;
- Identify infrastructure priorities.

GOALS

 <p><b>More housing of all types</b> Downtown is a great place to live with diverse housing options, services and amenities that will stimulate commerce and community, and create an 18/365 downtown.</p>	 <p><b>Diverse, well managed tourism</b> Tourism is managed in a way that addresses concerns of residents and quality. Focused efforts to bring independent and business travelers to Juneau will diversify the sector and expand the season.</p>
 <p><b>A downtown for everyone</b> Juneau's diversity is celebrated by offering services, a range of mobility options, activities, goods and amenities that appeal to all ages, backgrounds and incomes.</p>	 <p><b>Strong and stable economy</b> The downtown economy is diverse and vibrant, residents, diverse workers, entrepreneurs, programing, improved access, greater safety, and enhanced amenities. Private and public sector investment is encouraged and leveraged to catalyze growth.</p>
 <p><b>Safe and welcoming</b> The safety of downtown is improved by incentivizing housing of all types, including vulnerable populations, reducing crime through environmental design, programming that draws people downtown.</p>	 <p><b>A downtown with a sense of place</b> Downtown is a vibrant, expanding space that promotes well-being and offers a wide variety of activities, recreation, and amenities. Where amenities, destinations, housing, retail, offices, parks and natural resources are linked, walking and bicycling are prioritized.</p>

## 85.02.063 Land management plan 2004

(a) After public hearing and deliberation, the docks and harbors board shall draft and forward to the planning commission and assembly a land management plan. The plan shall address the retention, use, disposal, and development of City and Borough land under the jurisdiction of the docks and harbors board. After public hearing and deliberation, the planning commission shall forward its recommendation to the assembly. Recommended changes to the land management plan shall be developed using the same procedure.

## 85.02.063 Land management plan 2004

(b) Development of the land management plan, or a change to the plan, shall be **guided** by the following principles:

- (1) Multiple use should be encouraged;
- (2) A sound local economy will be promoted;
- (3) Adequate lands for public development and public use, including recreational beaches with appropriate uplands, should be reserved;
- (4) Tidelands should be leased only for specific water-dependent and water-related uses and not sold;

(c) In developing the land management plan to implement the policies outlined in this section, the following issues, without limitation, shall be considered:

- (1) The supply of publicly owned lands to meet public needs;
- (2) The supply of privately owned lands to meet the private-sector needs of the community;
- (3) The comprehensive plan, the long-term capital improvements program, and other plans adopted by the assembly;
- (4) **Restrictions created by written instruments, zoning, and state and federal regulations;**
- (5) Physical, economic, resource, population and social factors affecting the area under consideration;
- (6) Comments of the general public, affected landowners, state and federal agencies and local advisory groups;
- (7) Ownership patterns and waterfront development plans of private landowners and state and federal agencies;
- (8) The development and growth patterns and potentials of different areas of the City and Borough and waterfront services that may be needed as a result of that development and growth;
- (9) The requirements of public access to and along public and navigable bodies of water;
- (10) The protection of other public values including recreational, scenic, wildlife, and other environmental qualities; and
- (11) Other matters which are relevant to a land use management plan.

### 85.02.063 Land management plan 2004

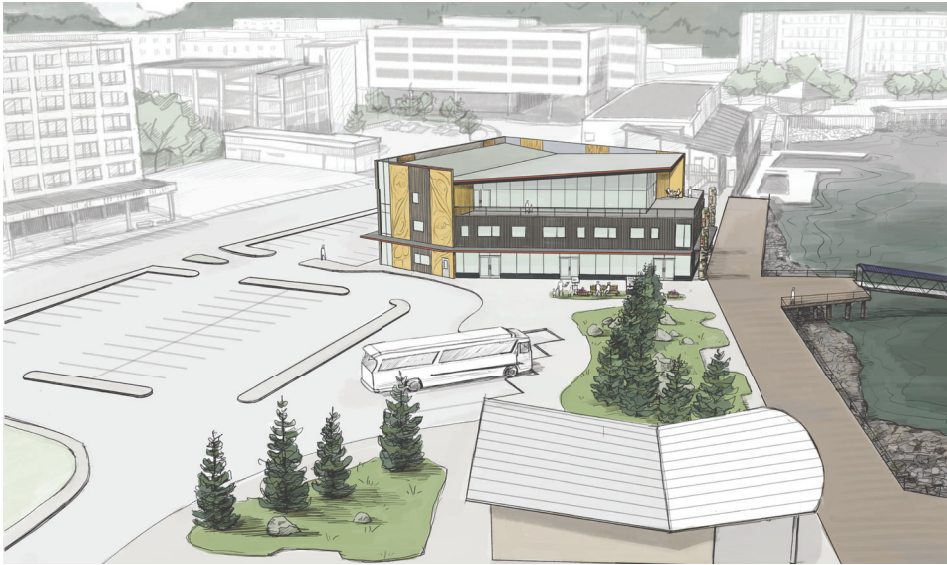
(d) The plan shall contain the following elements:

- (1) Proposed land acquisitions;
- (2) A listing of those lands to be retained for public use;

(e) The plan shall be reviewed by the Docks and Harbors Board and the Planning Commission if a major unanticipated development affecting basic assumptions occurs, and in any case at least every five years.

### Options to Address 85.02.063 Deficiency

- Complete Docks & Harbors Land Management Plan
  - Probably 1 year effort
  - Outsource to contractor
- Delete requirement for Docks & Harbors Land Management Plan
  - Require Assembly approval
- Amend 85.02.063 to leverage CBJ Land Management Plan
  - Require Assembly approval
  - Maintains intent of original 2004 language



OVERALL LONG RANGE SMALL CRUISE CONCEPT RENDERING



- CBJ Docks and Harbors and Goldbelt have the opportunity to create a new Small Cruise Ship Terminal, as recommended in the PND analysis of 2021.
- The first step is an even land exchange between Goldbelt and the CBJ to create more useful and unified property for both parties.
- Improved property configurations support a workable terminal now with existing dock and upland staging, while supporting future expansion for a second CBJ dock, seawalk, and expanded parking.
- Goldbelt will rebuild the Seadrome building on an expanded site, establishing an iconic Alaskan Native facility on the waterfront to support visitors better.



CBJ/GOLDBELT SMALL CRUISE TERMINAL

SHARED CBJ/GOLDBELT GOALS

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**ACTIONS:**

1. An equal property exchange is made to optimize CBJ and Goldbelt lots, and the consolidated properties are replatted.
2. The existing Goldbelt Dock is transferred to CBJ Ownership, and reconstructed further seaward to align with the future Seawalk location.
3. Goldbelt demolishes the existing Seadrome Building and builds an improved facility closer to the water on the new consolidated Goldbelt property.
4. The existing uplands are modified into expanded parking and staging for the Small Cruise Ship dock, with a portion dedicated to Goldbelt building parking.

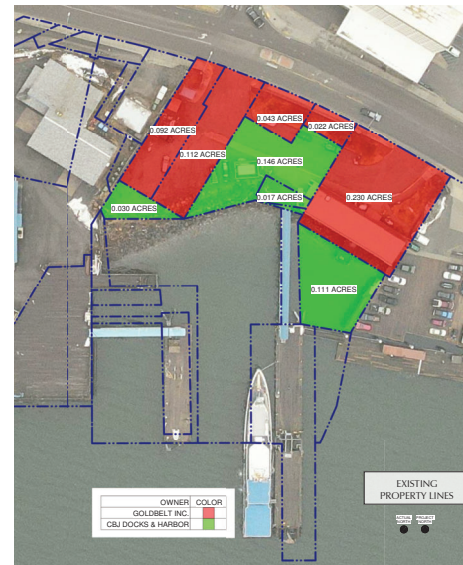


CBJ/GOLDBELT SMALL CRUISE TERMINAL

PROPOSED CBJ and GOLDBELT ACTIONS

July 2022

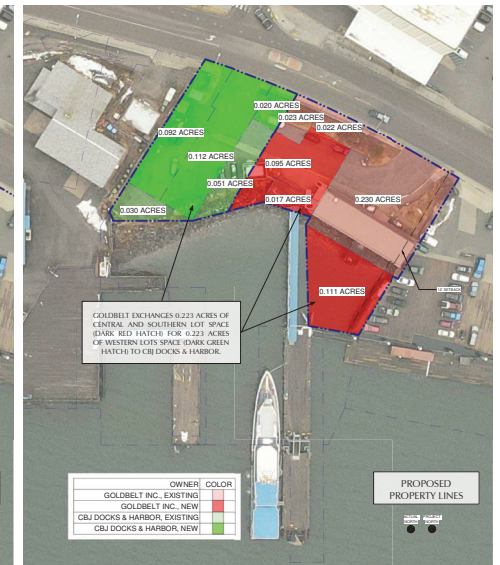
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CBJ/GOLDBELT SMALL CRUISE TERMINAL

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PROPOSED PROPERTY REALLOCATION





CBJ/GOLDBELT SMALL CRUISE TERMINAL  
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REVISED PROPERTY OWNERSHIP PLAN



The Site works for Current Needs – Dock and Uplands can provide parking and bus staging needed for the small cruise ship dock and Goldbelt operations from existing property.

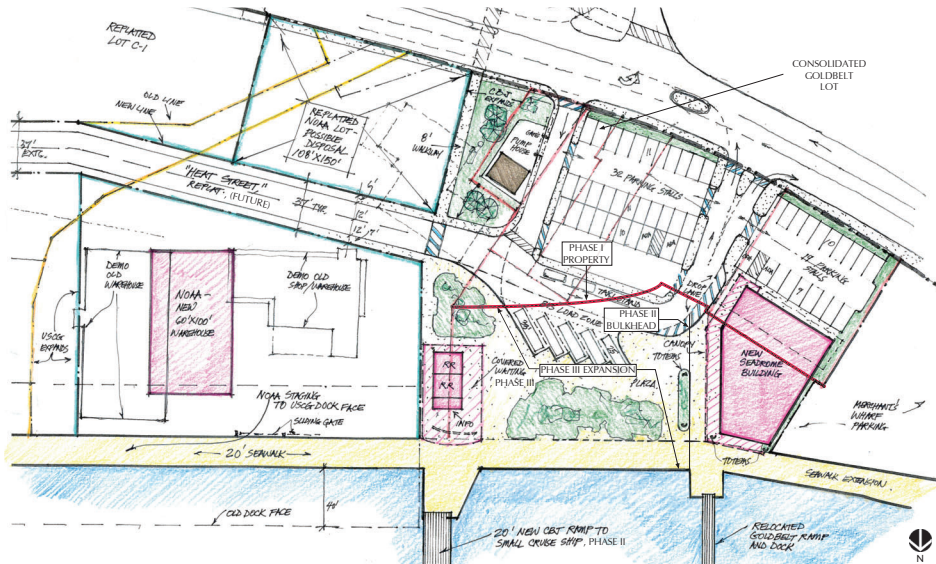
Future Improvements Can Be Added Efficiently – Seawalk construction and upland fill expansion work well to meet Master Plan recommendations

- Future Upland Expansion will provide more parking, improved bus staging, and significant recreational landscaped areas adjoining the Seawalk.
- A second CBJ Small Cruise Ship Dock is supported by the expanded bus staging and parking.



CBJ/GOLDBELT SMALL CRUISE TERMINAL  
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CURRENT AND FUTURE PHASING

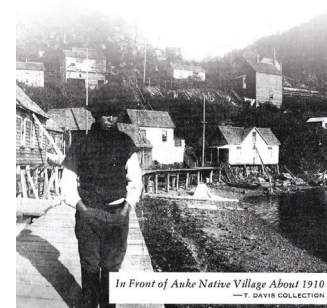


CBJ/GOLDBELT SMALL CRUISE TERMINAL  
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CURRENT AND FUTURE PHASING



- Goldbelt and our partnering Alaska Native entities represent the First People of this land, and care deeply about this land.
- The new Goldbelt Building will be a cultural centerpiece, with prominent Alaska Native art celebrated on all sides of the building, providing a unique avenue to display local culture, educate our visitors, and help build a strong and vibrant community.
- The new Building will provide the first Alaska Native art visible on approach by ship, creating a beautiful arrival point to Juneau, while providing cultural identity and pride for Goldbelt shareholders and residents.



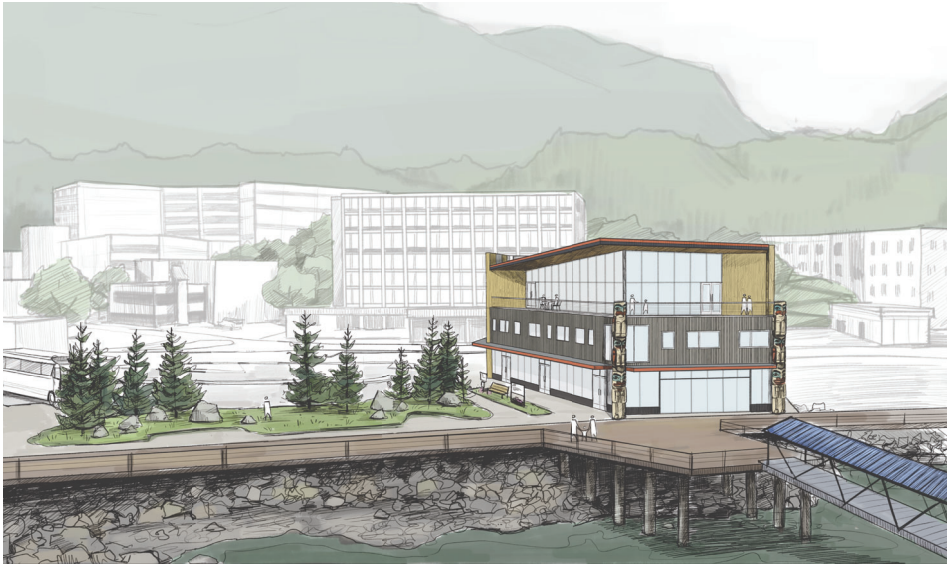
In Front of Auke Native Village About 1910  
— F. DAVIS COLLECTION



CBJ/GOLDBELT SMALL CRUISE TERMINAL  
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NATIVE CULTURAL OPPORTUNITY





CBJ/GOLDBELT SMALL CRUISE TERMINAL  
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LONG RANGE WATER APPROACH VIEW



- The improved Small Cruise Ship Terminal will provide an ideal arrival point for the City and Borough of Juneau, with links to the Seawalk, the Aak'w Kwáan District, the SLAM, expanded Centennial Hall, hotels, and shopping.
- The new Goldbelt Building will provide improved services for visitors and community on the first floor, with an attractive mix of offices and amenities, such as a restaurant, on the upper levels.
- Visitors to a small cruise ship terminal owned and operated by Goldbelt will receive an education and an experience worthy of a world-class destination.
- Future upland improvements will reduce the traffic impact on the downtown core, with quick access from Egan Drive, and a link via Heat Street to accommodate traffic leaving downtown.



CBJ/GOLDBELT SMALL CRUISE TERMINAL  
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PROJECT BENEFITS



CBJ/GOLDBELT SMALL CRUISE TERMINAL  
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NEW GOLDBELT BUILDING RENDER FROM EGAN

