

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING AGENDA**  
**For Wednesday, November 9<sup>th</sup>, 2016**

- I. Call to Order** (5:00 p.m. in City Hall Conference Room 224)
- II. Roll Call** (John Bush, Tom Donek, David Lowell, David Summers, Bob Janes, and Budd Simpson)

**III. Approval of Agenda**

**MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED**

- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total)

**V. Approval of Wednesday, October 19<sup>th</sup>, 2016 Operations/Planning Meetings Minutes**

**VI. Consent Agenda**

- A. Public Requests for Consent Agenda Changes
- B. Board Members Requests for Consent Agenda Changes
- C. Items for Action

- 1. Grid Usage Fees (05 CBJAC 20.100)

**RECOMMENDATION: TO INCREASE THE GRID USEAGE FEES TO \$1.00 PER FOOT PER DAY AND APPLY ANCHORAGE CPI TO ANNUAL INCREASES.**

- 2. Pump Use fees (05 CBJAC 20.120)

**RECOMMENDATION: TO DELETE REGULATION 05 CBJAC 20.120 (PUMP USE FEES).**

**MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.**

**VII. Unfinished Business - None**

**VIII. New Business**

- 1. Loading permit fees (05 CBJAC 15.080)  
Presentation by the Port Director

Committee Questions

Public Comment

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING AGENDA**  
**For Wednesday, November 9<sup>th</sup>, 2016**

Committee Discussion/Action

**MOTION: TO KEEP THE CURRENT FEE STRUCTURE WITH A CPI INCREASE TO \$400.00 PER COMPANY FEE AND \$9.00 PER SEAT FEE.**

2. Potable Water Fee (05 CBJAC 15.050)  
Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO CHANGE THE RATE STRUCTURE FOR WATER SERVICE TO 150% OF THE BULK RATE OF WHAT DOCKS AND HARBORS PAYS TO CBJ.**

3. Archipelgo Property Acquisition – White Paper  
Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO ADOPT A STRATEGY TO ACQUIRE THE ARCHIPELGO PROPERTY AND EXPEND RESOURCES TO DEVELOP A LAND USE PLAN FOR THE VICINITY.**

4. Potential Tideland Lease - Opportunity  
Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO POSTPONE ANY DISCUSSION TO LEASE SMALL PARCELS OF DOCKS & HARBORS PROPERTIES ALONG THE SEAWALK UNTIL AFTER A COMPREHENSIVE LAND USE PLAN IS DEVELOPED.**

5. Shorepower for new Cruise Ship Berths - Report  
Presentation by the Port Engineer

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING AGENDA**  
**For Wednesday, November 9<sup>th</sup>, 2016**

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO RECOMMEND THE REGULAR BOARD APPROVE AND ADOPT THE OCTOBER 2016 SHORE TIE POWER STUDY/FEASIBILITY STUDY REPORT FOR THE NEW CRUISE SHIP BERTHS PROJECT.**

**IX. Items for Information/Discussion**

1. Live Aboard Regulations - Update  
Presentation by the Port Director

Committee Discussion/Public Comment

2. Aurora Harbor Phase II - Update  
Presentation by the Port Engineer

Committee Discussion/Public Comment

3. Bridge Park to Norway Pt Land Use Master Plan - Update  
Presentation by the Port Engineer

Committee Discussion/Public Comment

**X. Staff & Member Reports**

**XI. Committee Administrative Matters**

1. Next Operations/Planning Committee Meeting- **Wednesday, December 7<sup>th</sup>, 2016.**

**XII. Adjournment**

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

I. Call to Order

The meeting was called to order at 5:00 p.m. in City Hall Conference Room 224.

II. Roll Call

The following members were present: John Bush, Tom Donek, David Lowell, David Summers, and Budd Simpson.

Also present: David Seng-Board Member, Carl Uchytel-Port Director, and Dave Borg-Harbormaster.

III. Approval of Agenda

Mr. Uchytel recommended removed item 3. Regulation Changes – Boat Shelters from the agenda.

Mr. Simpson said to strike item 3. Regulation Changes – Boat Shelters from the agenda unless someone wants to speak about the topic. I would like to add an Administrative Item to the agenda.

**MOTION by Mr. Bush TO APPROVE THE AGENDA AS AMENDED AND ASKED UNANIMOUS CONSENT.**

The motion passed with no objections.

IV. Administrative Item – Appointment of a Vice Chair

Mr. Lowell volunteered to be the Vice Chair of the Operations/Planning Committee.

The Operations/Planning Committee accepted Mr. Lowell's appointment to Vice Chair of the Operations/Planning Committee.

V. Public Participation on Non-Agenda Items – None.

VI. Approval of Wednesday, September 21<sup>st</sup>, 2016 Operations-Planning Meeting Minutes

Mr. Uchytel spoke with madam secretary about making changes and corrections.

**MOTION by Mr. Donek TO APPROVE THE September 21<sup>st</sup>, 2016 Operations-Planning Meeting MINUTES WITH THE CORRECTIONS AND ASKED UNANIMOUS CONSENT.**

The motion passed with no objections.

VII. Consent Agenda – None.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

VIII. Unfinished Business – None.

IX. New Business

1. Resident Liveboard Regulations

Mr. Borg said on page 13 you will find the Residence surcharge information. The red text is what I am proposing we add to regulation 05 CBJAC 20.050 – Residence surcharge. In section “b” you will see my proposal to have the owner of the vessel as one of the liveboards. Currently in Aurora Harbor 11 vessels are being leased to another patron by the owners. This has created issues when the landlord wants me to intervene and evict the unpaying tenant from the boat.

In section “c” I address the issue of waste in the harbors. Recently we tested for fecal coliform and the levels were 700 in one spot. This was after a 20 foot tidal change which allowed plenty of time for the fecal material to flush out of the harbor. The harbors are being used as a sewage dump. Ketchikan tested section “c” in their harbors and has had good results. Section “c” also falls into our clean harbor initiative. One of the requirements to receive the clean harbor certificate is to have a waste water plan.

Section “d” limits the amount of liveboards allowed in each harbor. We have more than 88 vessels with liveboards in Aurora Harbor and that puts a huge stress on the harbor. With that comes a high amount of crime, theft, drug use, and similar things I would like to minimize. This section also addresses the Statter Harbor transient area. In the summer month’s liveboards take up 800 linear feet of moorage space at Statter Harbor. That’s just in the transient area and does not include the assigned stalls.

In section “b” I would like to strike the words “rented” and “leased” as I would no longer like the owners to rent or lease their boats to other individuals. In section “d” I have given my recommendation for rate changes and have added a pet surcharge. We do have a lot of dogs that show up in the harbors along with their liveboard owners. These dogs are caught wandering the docks alone. Having a pet surcharge would help offset the cost of dog waste bags and staff time associated with cleaning up after the dogs.

Committee Questions

Mr. Donek asked in section “b” it says you will accept “requests for waivers”, what do you mean.

Mr. Borg said patrons might have visitors in town and do not enough space in their home to have their visitors stay. I think it’s reasonable to have them stay on the boat in that circumstance.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Simpson said charter vessels with a professional skipper and crew might stay on the vessel. I recommend you explain for which circumstances you are willing to waive the liveaboard regulation. Also, are there other options for sanitation devices other than what is listed?

Mr. Borg replied yes. I did not list all the options, but if a patron came to me and asked about a specific sanitation device I would look into it case-by-case.

Mr. Summers asked do other harbors allow a boat owner to lease their boat. It is private property. In section "c" where it says "upon reasonable notice" I recommend having a time associated with that, like 24 hours or 48 hours. Same goes for the sentence stating "require owners of live aboard vessels to demonstrate and/or document regular, legal off-loading of waste". Perhaps the owners of live aboard vessels will need to demonstrate this once a quarter. I recommend all liveaboards be documented with the Harbor and not just the boat owners.

Mr. Borg replied we do require every liveaboard to be documented with the Harbor Office. There are currently 111 liveaboards in Aurora Harbor.

Mr. Summers asked what is the total percentage of boats with liveaboards in Aurora Harbor.

Mr. Borg replied 20%.

Mr. Summers said you're looking for a reduction of liveaboards in the harbors by about half. Is the Clean Harbor Plan a standalone document?

Mr. Borg replied yes.

Mr. Summer said I recommend raising the pet fee to \$10.00 because \$5.00 seems low.

Mr. Lowell asked what is the timeframe for compliance with the marine sanitation devices.

Mr. Borg said I do not have a date at this time, but I will have a date for you next week.

Mr. Lowell asked what recourse do you have for patrons who do not comply.

Mr. Borg replied patrons who do not comply will not be authorized to liveaboard.

Mr. Simpson asked how much of a grace period will you allow.

Mr. Borg said he believes the first of June 2017 would be a sufficient amount of time.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Summers asked is that enough time for 88 vessels to get a contractor to update their boat in order to comply.

Mr. Borg said it is their responsibility to comply. A majority of these boats currently have marine sanitation devices and just need to stop pumping waste into the harbors. We have a portable waste removal machine for patrons to use.

Mr. Uchytel asked do you want all current liveaboards to be grandfathered in or do you want to have an end date. Also, I recommend giving patrons a year to comply with the marine sanitation device requirement because it is a burden.

Mr. Simpson said we can give a waiver to the patrons who can show progress, like by showing they have a contract to have a marine sanitation device installed.

Mr. Lowell asked do we want to put the total that 10% comes to in the regulation, because that number could change.

Mr. Borg said maybe we shouldn't have the numbers in the regulation because they could change. I put the numbers in the packet for the committee for reference. Also, I recommend looking at what is required for liveaboard insurance.

Mr. Simpson asked do other harbors have the same requirement for insurance.

Mr. Borg said he could not find any harbor that required insurance to receive moorage.

Public Discussion

Paul Swanson of Juneau, AK

Mr. Swanson said I understand you have problems with some of the liveaboards. However, I think if you own a boat you should be allowed to rent to someone. I am not in favor of being told what I can and can't do with my boat.

Committee Discussion/Action

Mr. Donek said currently our regulations require patrons to have insurance, but it is not specific enough. I am in favor of doing away with the Vessel Disposal Surcharge of \$0.25 per foot per month required from patrons who do not have insurance.

Mr. Borg said the Vessel Disposal Surcharge revenue from last year totaled \$16,000, which is not enough to cover an accident.

Mr. Bush said he recommends patrons have at least minimum liability insurance in case they are at fault for damaging another boat in the harbor.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Uchtyl said the process we have followed in the past for regulation changes is to pass the information to the standing committees, then to the Full Board, when approved by the Full Board it goes to the Law Department, and then comes back to the standing committees, then to the Full Board for public hearing, and finally to the Assembly.

Mr. Simpson said we can send this to the other committees and to the Full Board for review.

**MOTION by Mr. Lowell TO APPROVE THE RESIDENT LIVEBOARD REGULATIONS AS PRESENTED AND MOVE TO THE FULL BOARD AND ASKED UNANIMOUS CONSENT.**

The motion passed with no objection.

**2. Resident Surcharge Fee (05 CBJAC 20.050)**

Mr. Uchtyl said this motion is to increase the Resident Surcharge Fee from the current rate of \$69.00 per month for up to four liveboards per boat to \$75.00 per month for the first liveboard and \$25.00 for each additional resident. Also, do you want to add the Pet Fee at this time?

Mr. Simpson said he recommends the \$25.00 for each additional resident be for only patrons 18 and older. This would help families with children.

Committee Questions

Mr. Simpson asked does this rate increase reflect harbor expenses directly related to the liveboards.

Mr. Uchtyl said in FY16 harbors collected \$119,527.55 in revenue from the Resident Surcharge Fee. We cannot divide our expenses based on user groups, but I can give you the total of the expenses. The expense for trash removal totaled \$173,000.00, water totaled \$20,000.00, and sewage totaled \$8,000.00.

Mr. Simpson asked are we going to have a fee for the boat waste removal?

Mr. Borg said he recommends we do not charge for waste removal because I want to encourage patrons to use the service. The equipment for waste removal costs about \$15,000.00 per unit and is expensive to fix. Many of the harbors I have look into do not charge a separate fee for waste removal, they lump the fee into the liveboard fee.

Mr. Simpson said your sewage and water for a home costs \$113.00 per month.

Mr. Borg said yes, and we pay for trash.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Bush asked would this new Resident Surcharge rate include the Vessel Disposal Surcharge fee of \$0.25 per foot per month and the other fees.

Mr. Borg replied yes, if the Board agrees. There are many fees associated with liveaboards. We have heat trace on the water, and we would not need that if there were no liveaboards. If the power goes out the liveaboards want the power turned back on no matter what time of day or night. That costs overtime for when our on call staff have to work at night.

Mr. Simpson asked can a patron use their vessel to run a business like a bed and breakfast.

Mr. Uchytel said I would need to run this by the Law Department.

Mr. Simpson asked if you have an apartment over your garage do you need a business license.

Mr. Uchytel replied no.

Mr. Lowell said that is a different situation because you are renting your private property, whereas these boats are in a public space.

Mr. Uchytel said we're not opposed to having liveaboards. What we are seeing is an increase in nefarious activity and we want a policy in place to regulate the illegal activity.

Public Discussion

Dennis Watson of Juneau, AK

Mr. Watson said patrons who are renting their boats do not have a business license. Also, the liveaboard situation is discourteous to patrons who use their boats for pleasure. I support the requirement to have the boat owner living aboard if the vessel is a liveaboard.

Committee Discussion/Action

Mr. Donek said I'm not in favor of the rate proposal for the Resident Surcharge of \$75.00 for the first liveaboard and \$25.00 for each additional. The original \$69.00 covered a family. There's merit to having one set fee for the first four people. The additional fee is to discourage having too many liveaboards on one vessel. This seems like a rate proposal pending better estimates on expenses associated with liveaboards. I would propose a larger fee for the first four liveaboards, perhaps \$100.00, or \$125.00.

Mr. Simpson said we could have the fee be \$75.00 for the first two liveaboards and \$25.00 for each additional liveaboard over 18 years old. That would mean a family of four with two kids would only pay the \$75.00 giving a family a break.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Seng said liveboards are receiving far more in value than they are currently paying.

Mr. Simpson said a homeowner pays \$150.00 per month for city services including water, sewage, and garbage.

Mr. Uchytel said \$150.00 isn't a great comparison; a boat owner does not typically have a washing machine or dishwasher on their boat, and so they don't use the same amount of water. Perhaps we should have a separate fee for using the portable waste removal pump.

Mr. Donek said that makes sense because some patrons have a marine waste disposal that does not require the waste pump. Perhaps waiving a fee for those patrons would be an incentive to get a type of marine waste disposal that does not require a pump. I recommend the Finance Committee run through the numbers one more time.

**MOTION by Mr. Donek TO SEND THE RESIDENT SURCHARGE FEE BACK TO THE FINANCE COMMITTEE AND ASKED UNANIMOUS CONSENT.**

The motion passed with no objections.

3. Removal of the Marine Park Lightering Float

Mr. Simpson said I recuse myself from voting on the Removal of the Marine Park Lightering Float item and turn this over to the newly appointed Vice Chair Mr. Lowell.

Mr. Uchytel said Wings Airways has requested the Marine Park Lightering Float be removed for safety purposes.

Al Clough of Wings Airways in Juneau, AK said we did some trial runs to see what it was going to be like to operate with the Marine Park Lightering Float and the new dock in place. We made it work but it was very tight. We did look into moving our float and we can only move it 25 feet southwest. That would not improve our situation enough.

Committee Questions

Mr. Donek asked has anyone come forward opposing the removal of the Marine Park Lightering Float.

Mr. Uchytel said he had informal conversations with people from the public who would like us to find a way to keep the Marine Park Lightering Float. None of them want to go on record saying they know more than the pilots about the safety of the location of the float. It would cost about \$20,000.00 to have the float removed.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Donek asked could we put it in storage or use it elsewhere.

Mr. Uchtyl said yes, we can maintain the float. However, it might need to be replaced soon.

Mr. Simpson said I think that float is less than 10 years old.

Mr. Summers asked how many feet would you have to move your float to make this work for you.

Mr. Clough said the room is not there. We would need to relocate our facilities to where Goldbelt ties ships. Also, the amount of cruise ship lightering has continued to decline. If there is a vessel lightering on the dock we cannot operate because it's not safe.

Public Discussion

Dennis Watson of Juneau, AK

Mr. Watson said anytime there's an accident it's all over the news. We saw this when the cruise ship hit the dock in Ketchikan, AK. That was advertised worldwide. I don't want to take the chance of having an accident. It is prudent to remove the float.

Paul Swanson of Juneau, AK

Mr. Swanson said I respect airplane pilots and if Mr. Clough says it's a safety hazard I believe him.

Committee Discussion/Action

Mr. Summers said the float does have an impact for other businesses. How many people would be displaced if we remove the Marine Park Lightering Float? Can we accommodate the displaced people elsewhere?

Mr. Uchtyl said we can accommodate them at the Port Field Office float.

Mr. Summers asked does that push us past capacity at the Port Field Office float.

Mr. Uchtyl said there are 10 days scheduled for lightering at the Marine Park Lightering Float for 2017. So, there will be 10 ships displaced. I have reached out to Steve and Winona Weber on the Adventure Bound and asked if they would like to oppose the removal of the Marine Park Lightering Float. They have not responded.

Mr. Summers asked will there be an issue with congestion if we displace these boats to another float.

Mr. Uchtyl said I don't know how much congestion will result from the displacement.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Donek asked do the people using the Marine Park Lightering Float have a preference on which float they use.

Mr. Seng said if we remove the Marine Park Lightering Float Wings Airways won't be able to operate, but the other businesses will still be able to operate. This is an unsafe situation for Wings Airways. I recommend we take preference out of the equation.

**MOTION by Mr. Bush TO APPROVE THE REMOVAL OF THE MARINE PARK LIGHTERING FLOAT AND FORWARD TO THE FULL BOARD FOR CONSIDERATION AND ASKED UNANIMOUS CONSENT.**

The motion passed with no objections.

4. Alaska Glacier Seafood (AGS) Lease Amendment

Mr. Uchytel said the current lease allows Alaska Glacier Seafood (AGS) access to the adjacent property, which is the Auke Bay Loading Facility (ABLF). Is this the route this committee wants to take? It benefits AGS and is a minor convenience to Docks and Harbors.

Committee Questions

Mr. Donek asked has AGS been a good neighbor.

Mr. Uchytel said the first year I had to suspend their lease because they were not following the rules. Since then they have followed the rules. They intended on getting a driveway permit to connect to Eagan, but I'm not sure where that stands.

Public Discussion

Dennis Watson of Juneau, AK

Mr. Watson said access to Eagan would require a permit from the Department of Transportation (DOT), and they are not issuing any more permits for access to the highway in that area.

Committee Discussion/Action

Mr. Uchytel asked does the committee want the lease to be for 3 years or 10 years. Part of keeping it for a shorter period was so we could determine how we want to expand the ABLF. This is an amendment to the current 35 year lease to allow AGS access to the ABLF from their property.

Mr. Donek said I would like to keep this lease on a short cycle. I recommend 5 years and to match this amendment with when their main lease is set to renew.

**MOTION by Mr. Bush TO APPROVE THE ALASKA GLACIER SEAFOOD LEASE AMENDMENT WITH THE AMENDMENT TO RUN**

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

**CONCURRENTLY WITH THE MAIN LEASE AND PRESENT TO FULL BOARD AND ASKED UNANIMOUS CONSENT.**

The motion passed with no objections.

**5. Potential Tideland Lease – Opportunity**

Mr. Uchytel said Mr. Heumann is asking for consideration in leasing the area shown on page 27 of your packets. It is a portion of the Seawalk that is not currently being used. This is Docks and Harbors managed tidelands. Do we want to open it up for private development on the Seawalk? Do we want to look at the entire Seawalk plan before opening any area for private development? What would this look like if we open it for private development? CBJ Regulation 53.09.260 states, “No lands may be leased which have not, at least 30 days before award or execution of a lease, been declared by the assembly by resolution to be available for leasing or identified in the approved land management plan for disposal by competitive bid leasing in the current year. The call for bids for leases shall be advertised in the same manner as provided for auction sales...” I have understood this to mean all City & Borough of Juneau lands need to be competitively bid. However, Mr. Heumann referenced another section of CBJ Regulation 53 that allows for leases to be negotiated directly with the Assembly by the private entity. The Law Department said both interpretations are correct. How would the committee like to proceed?

William Heumann said in the past the City & Borough of Juneau approached me and asked me to relocate my business for construction of the Seawalk. The purpose of the Seawalk was to reduce congestion on South Franklin Street. A portion of the Seawalk accomplishes that task. However, the area between the Library and cruise ships only receives 10% of the traffic from the cruise ships. So, the Seawalk is not functioning as intended. I am trying to find ways to manage these changes, which is why I thought we could develop this area. I would only need a third of the area proposed on page 27. I do not know specifically what I want to do with the area and I am waiting to see what offers I am given. I challenge you to have that area developed. I am willing to take the step forward to develop the area.

Committee Questions

Mr. Summers asked are any of the businesses in your area open year-round.

Mr. Heumann replied no.

Mr. Summers said at one time the plan included public restrooms in that area. Is it possible for your plan to include public restrooms?

Mr. Heumann replied yes. Restrooms would increase traffic around my building.

Public Discussion

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Heumann said there are Transportation Security Administration (TSA) barriers around my building and they are impeding foot traffic. Now that we have more docks is there a way to have those moved?

Mr. Uchytel said TSA and the United States Coast Guard still require the barriers to be there.

Mr. Borg said there will most likely be an increase in the security plan that will require more changes.

Mr. Heumann said property owners of the uplands historically have a right to negotiate for the tidelands so other people cannot build in front of their property.

Mr. Uchytel said what I received from the Law Department states that section of the code Mr. Heumann brought up, "could be used if you and your board want to entertain the idea of leasing that land. I will note that just because Mr. Heumann may own the adjacent uplands he does not have a preference right to lease the abutting tidelands. Ultimately if the Assembly wants to consider leasing that land to Mr. Heumann, or whomever, CBJ 53.09.260 enables the Assembly early on to make that decision. It can authorize you to negotiate with Mr. Heumann, it can say it wants a broader public request for proposal, or it can simply say 'no' to any leasing for now."

Mr. Seng said if we do make that property available for lease we would not be excluding Mr. Heumann from bidding and competing on equal footing with anyone else.

Mr. Heumann said there's an assumption that I have unlimited funds. I have the right to go to the Assembly and ask them to lease the property to me. I probably made a mistake by coming here first. However, if the Harbor Board does not want to make that property available for private use then it is unlikely I will be able to lease the property. I hope something will happen. Thank you.

Committee Discussion/Action

Mr. Simpson asked Mr. Uchytel, what is your recommendation?

Mr. Uchytel said time is of the essence for Mr. Heumann, but this process is not quick. If his expectations were to have an answer so he can build something for next year, I'm not sure that will be possible. We have it in our plans to use that property for restrooms. The Visitor's Center has been plumbed so we can easily install restrooms. I recommend we look at all the plans and see if there are other sites we want to lease or other sites to build the restrooms.

Mr. Donek said the Long Range Water Plan has not been updated since 2004. What was on the original plan?

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Uchytel said that property is greenspace on the Long Range Water Plan.

Mr. Donek said I recommend we take a look at the Long Range Water Plan before we make a decision.

Mr. Summers said we recently had a patron interested in developing on Harbor property on Douglas Island. We informed that patron the public process had to take place. Public restrooms are a huge necessity.

Mr. Lowell asked in lieu of looking at the Long Range Water Plan which will take time, what is the process for moving forward with Mr. Heumann's request. Could we do a Request for Proposal (RFP) and have public restrooms be a requirement?

Mr. Uchytel said the Board can determine how they want to proceed and what the requirements will be. Using the Thane Ore House as an example, we came up with a set of criteria and used it to determine who we wanted to lease to. Do we want to open this to the public, and what criteria do we want to require?

Mr. Seng said there is competing interest in this property. There is value in open space. I recommend looking at the Long Range Water Plan so we can see what the original intent was for the property.

Mr. Simpson said Mr. Uchytel, be sure to bring the Long Range Water Plan to the next Operations/Planning Committee Meeting. We can verify this request is not inconsistent with what is in the Long Range Water Plan. I have a feeling the Long Range Water Plan is general and vague enough for us to decide what to do with the property. We created more greenspace when we moved the docks seaward. There are other locations we can consider developing or preserving. Goldbelt came to us with a proposal and negotiated a bid. It did not go through the same public process. As a matter of policy, we should not be building in front of another person's waterfront property unless it is part of a negotiated deal.

Mr. Donek said there have been many changes that are not in the Long Range Water Plan, which is why I recommend we look at the plan. I also recommend Mr. Heumann present something specific like Goldbelt did with the Tram.

Mr. Uchytel said the Tram proposal from Goldbelt took a lot of time and did go through a public process.

Mr. Simpson said the problem with the Douglas Island proposal was that the patron wanted to encroach on a significant amount of public parking for their staging area. We have a specific use for that area and he wanted to convert the use. We were not willing to give up trailer parking for a restaurant. The property we are currently discussing is not currently being used for a designated purpose. I recommend we entertain the idea of leasing the property. We can discuss leasing the property at the

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

next Operations/Planning Committee Meeting. We can also look at the Long Range Water Plan and the other tideland properties at the next Operations/Planning Committee meeting.

X. Items for Information

1. Archipelago Property

Mr. Simpson said I recuse myself from the Archipelago Property item.

Mr. Uchytel said I am looking for direction from this committee. I recommend we acquire the Archipelago property. What is the best way to move forward? I drafted a white paper and I can bring it to the next Board meeting or executive session.

Committee Discussion/Public Comment

Mr. Donek asked what would be the purpose of the executive session.

Mr. Uchytel replied there will be a discussion of financial interests when acquiring a property.

Mr. Donek asked why can't we have a public discussion to figure out if we want the property. If we decide we want the property then we can have an executive session to determine how much we're willing to spend on the Archipelago property.

Mr. Uchytel said the Board has previously discussed an interest in purchasing the Archipelago property. It's not a new idea. The question is how do you want to move forward?

Mr. Bush said I recommend Docks and Harbors acquire the Archipelago property. I request that Mr. Uchytel bring what he has to the next Board meeting. Then we can discuss if there is a need for an executive session.

Mr. Donek said we can schedule an executive session and cancel the session last minute if need be.

Mr. Uchytel said the Assembly went into executive session when they were discussing acquiring the Archipelago property. I will check with the Law Department to see if an executive session is necessary.

2. Resolutions

Mr. Uchytel said there are four resolutions. The first resolution is asking for full support of funding (\$18,160,055) for the State of Alaska matching grant. We have benefited greatly from this program.

The second resolution is in support of adding harbor employees to the list of protected workers in a State statute. The statute allows for an additional penalty for assaulting a

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

listed worker. The Board has supported this resolution in the past, but the Assembly has not. The argument from the Assembly is that harbor employees should be treated the same as other city employees like lifeguards and Parks and Recreation employees. The Assembly has since changed and I feel confident this resolution could pass. We have had a lot of difficulty with harbor patrons and I believe the harbor employees deserve a higher level of legislative protection.

The third resolution is regarding management and prevention of derelict vessels. This resolution asks the state to take a more active role in the management of derelict vessels. Docks and Harbors have ordinances regarding management of derelict vessels. This resolution would help many other communities in Alaska.

The fourth and final resolution is regarding the 2017 National Electrical Code (NEC) Article 555.3: “FPN: The 30mA requirement can be applied to all feeder circuits or all branch circuits in lieu of the main overcurrent protection device.” An example of what this would mean is if one breaker on the Main float goes out then the rest of the breakers on the Main float will trip too. The resolution is to do away with the feeder circuit requirement in harbors.

Would you like to adopt all these resolutions, or do you want them to go to the Full Board and then to the Assembly?

Committee Discussion/Public Comment

Mr. Simpson said I recommend we refer all four resolutions to the Full Board and go directly to the Legislature. The grant can go to the Assembly.

Mr. Donek said I recommend the first three resolutions go to the Assembly and the fourth resolution can go to the Legislature.

Mr. Simpson said send all four resolutions as action items to the Full Board first.

Mr. Donek said send resolutions one through three as one action item and send resolution four as a separate action item.

Mr. Lowell asked why is the electric code going through this procedure. For building codes the City & Borough of Juneau will adopt the codes and amend it to their needs. Why not go that route?

Mr. Uchytel said not all communities have a building inspector. This resolution is to help those communities. Those areas have to go through the State.

XI. Staff, Committee and Member Reports

Mr. Borg said the float on North Douglas was pulled today.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**Wednesday, October 19<sup>th</sup>, 2016**

Mr. Uchytel said theft is high in the Harbors like the rest of the City & Borough of Juneau. On Tuesday one of Manson's skiffs was stolen. The skiff was found in Douglas Harbor.

Mr. Donek said a patron asked me what the story was regarding the theft out of a boat shelter on E float. There are missing items posted on the bulletin boards.

XII. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting - Wednesday, November 9<sup>th</sup>, 2016

XIII. Adjournment

The meeting adjourned at 7:48 p.m.

# Grid Usage Fees

## Regulation

05 CBJAC 20.100 - Grid usage fees.

- (a) *Definition.* The fees assessed to an owner for using the Douglas Grid or the Harris Harbor Grid.
- (b) *Grid usage period and requirements.* The period for grid usage is a 24-hour period, or portion thereof. The grid fee is based on the silhouette length of the vessel. All grid usage fees must be paid in advance. Owners of vessels may reserve use of the grid. Payment of grid usage fees is required to obtain a reservation. The Harbormaster will require the owner of a vessel to post a bond or other guaranty before using the grid when the Harbormaster believes such security is necessary.
- (c) *Refunds.* CBJ will refund grid fees for unused grid usage periods if the owner notifies the Harbormaster at least 24 hours before the start of the reservation period.
- (d) *Grid usage fees.* Grid usage fees shall be assessed as follows:

\$ per foot per day	\$.95
---------------------	-------

(Amended 4-11-2005, eff. 4-19-2005; Amended 7-15-2013, eff. 7-23-2013)

## Annual Revenue from Grid Usage Fees

H code	Description	Rate	FY12	FY13	FY14	FY15	FY16
H44	Grid Usage Fee	\$0.95/ft/day	\$3,851.30	\$4,307.30	\$3,447.53	\$3,117.42	\$4,238.32

# Pump Use Fees

## Regulation

05 CBJAC 20.120 - Pump use fees.

Dewatering pumps are available for rent from the Docks and Harbors Department. The fee for rent of a dewatering pump is \$20.00 per hour with a \$40.00 minimum charge.

*(Amended 4-11-2005, eff. 4-19-2005)*

## Annual Revenue from Pump Use Fees

H code	Description	Rate	FY12	FY13	FY14	FY15	FY16
H49	Pump Use Fee (Min.)	\$40	\$520.00	\$280.00	\$760.00	\$240.00	\$360.00
H50	Pump Use Fee (>2hrs)	\$20/hr	\$40.00	\$60.00	\$60.00	\$0.00	\$0.00
Total* Pump Use Fees			<b>\$560.00</b>	<b>\$340.00</b>	<b>\$820.00</b>	<b>\$240.00</b>	<b>\$360.00</b>

\*Note: The cost for Staff Labor (if needed) is an additional \$75.00 per hour per staff person.

## Downtown Loading Zone Expenses & Revenues

Expense	Amount	Comments
Harbor Officers	\$51,770.80	Salary & benefits for 1160 hours designated to the parking lots
Harbor Techs	\$22,967.00	Salary & benefits for 700 hours spent picking up trash and patrolling lots
Admin 1 (Port Office)	\$2,673.75	Salary & benefits for 75 hours spent issuing permits (50% of one month)
Admin 1 (Port Field Office)	\$2,834.00	Salary & benefits for 90 hours spent on "LZ" related tasks (10% of summer)
Parking Decals	\$947.36	225 A Zone Decals, 175 B Zone Decals, 10 Crew Shuttle Decals
<b>Total</b>	<b>\$81,192.91</b>	

Revenue	2012	2013	2014	2015	2016
Loading Zone Permit- Company Fee (P10)	\$10,500.00	\$10,200.00	\$10,800.00	\$10,500.00	\$11,400.00
Loading Zone Permit- "A" Seat Fee (P11)	\$50,897.00	\$50,498.00	\$46,998.00	\$49,735.00	\$49,388.00
Loading Zone Permit- "B" Seat Fee (P12)	\$10,143.00	\$9,765.00	\$13,888.00	\$11,942.00	\$13,220.00
Loading Zone Permit- "C" Seat Fee (P54)					\$77.00
	\$71,540.00	\$70,463.00	\$71,686.00	\$72,177.00	<b>\$74,008.00</b>

# Downtown 2016 Loading Zone Use by Company

## Proposed Loading Zone Fee Structure:

Current Loading Zone Fee Structure: \$300 company fee + \$7.00 per seat

\$400 company fee + \$9.00 per seat

Company	A Zone		B Zone		C Zone		Total # Seats	Company Fee + Seat Fee	Company	Total Fees	Change
	# Vehicles	# Seats	# Vehicles	# Seats	# Vehicles	# Seats					
12th Street Taxi & Tours**			2	28			28	\$ 496.00	12th Street Taxi & Tours**	\$ 652.00	\$ 156.00
Above & Beyond Alaska			7	73			73	\$ 811.00	Above & Beyond Alaska	\$ 1,057.00	\$ 246.00
Admiralty Air Service			1	7			7	\$ 349.00	Admiralty Air Service	\$ 463.00	\$ 114.00
Admiralty Excursions			1	14			14	\$ 398.00	Admiralty Excursions	\$ 526.00	\$ 128.00
Adventure Flow			1	10			10	\$ 370.00	Adventure Flow	\$ 490.00	\$ 120.00
Airboat Alaska			1	14			14	\$ 398.00	Airboat Alaska	\$ 526.00	\$ 128.00
Alaska Excursions	2	48	2	30			78	\$ 846.00	Alaska Excursions	\$ 1,102.00	\$ 256.00
Alaska Independent Coach	24	1187	5	36			1,223	\$ 8,861.00	Alaska Independent Coach	\$ 11,407.00	\$ 2,546.00
Alaska Pedicab					4	11	11	\$ 377.00	Alaska Pedicab	\$ 499.00	\$ 122.00
Alaska Travel Adventures	14	502	9	114			616	\$ 4,612.00	Alaska Travel Adventures	\$ 5,944.00	\$ 1,332.00
Alaska Zipline Adventures			4	56			56	\$ 692.00	Alaska Zipline Adventures	\$ 904.00	\$ 212.00
Alaskan Kiwis			9	119			119	\$ 1,133.00	Alaskan Kiwis	\$ 1,471.00	\$ 338.00
Allen Marine			7	64			64	\$ 748.00	Allen Marine	\$ 976.00	\$ 228.00
Bear Creek Outfitters			3	32			32	\$ 524.00	Bear Creek Outfitters	\$ 688.00	\$ 164.00
Coastal Helicopters			8	96			96	\$ 972.00	Coastal Helicopters	\$ 1,264.00	\$ 292.00
Crew International	1	25	5	70			95	\$ 965.00	Crew International	\$ 1,255.00	\$ 290.00
Dolphin Tours	9	340	4	47			387	\$ 3,009.00	Dolphin Tours	\$ 3,883.00	\$ 874.00
Era Helicopters			3	33			33	\$ 531.00	Era Helicopters	\$ 697.00	\$ 166.00
Gastineau Guiding	17	508	6	84			592	\$ 4,444.00	Gastineau Guiding	\$ 5,728.00	\$ 1,284.00
Glacier Taxi & Tours LLC**			11	78			78	\$ 846.00	Glacier Taxi & Tours LLC**	\$ 1,102.00	\$ 256.00
Harv & Marv's	3	70	9	86			156	\$ 1,392.00	Harv & Marv's	\$ 1,804.00	\$ 412.00
Hooked on Juneau			1	10			10	\$ 370.00	Hooked on Juneau	\$ 490.00	\$ 120.00
Juneau Limousine Service	1	32	6	55			87	\$ 909.00	Juneau Limousine Service	\$ 1,183.00	\$ 274.00
Juneau Shore Fishing			3	25			25	\$ 475.00	Juneau Shore Fishing	\$ 625.00	\$ 150.00
Juneau Taxi & Tours**			25	172			172	\$ 1,504.00	Juneau Taxi & Tours**	\$ 1,948.00	\$ 444.00
Juneau Tours	16	628	3	26			654	\$ 4,878.00	Juneau Tours	\$ 6,286.00	\$ 1,408.00
Last Chance	6	167	1	14			181	\$ 1,567.00	Last Chance	\$ 2,029.00	\$ 462.00
Liquid Alaska Tours			3	42			42	\$ 594.00	Liquid Alaska Tours	\$ 778.00	\$ 184.00
M & M Tours	6	230	6	76			306	\$ 2,442.00	M & M Tours	\$ 3,154.00	\$ 712.00
Moore Charters			1	14			14	\$ 398.00	Moore Charters	\$ 526.00	\$ 128.00
Northstar Trekking			5	62			62	\$ 734.00	Northstar Trekking	\$ 958.00	\$ 224.00
Panhandle Excursions			1	14			14	\$ 398.00	Panhandle Excursions	\$ 526.00	\$ 128.00
R and C Shuttles			4	48			48	\$ 636.00	R and C Shuttles	\$ 832.00	\$ 196.00
Royal Highway	69	3295	9	110			3,405	\$ 24,135.00	Royal Highway	\$ 31,045.00	\$ 6,910.00
Rum Runner Charters			2	12			12	\$ 384.00	Rum Runner Charters	\$ 508.00	\$ 124.00
Temsco Helicopters			7	74			74	\$ 818.00	Temsco Helicopters	\$ 1,066.00	\$ 248.00
Willy's Wee Haul			5	38			38	\$ 566.00	Willy's Wee Haul	\$ 742.00	\$ 176.00
Wings Airways			3	18			18	\$ 426.00	Wings Airways	\$ 562.00	\$ 136.00
<b>TOTALS</b>	<b>168</b>	<b>7032</b>	<b>183</b>	<b>1901</b>	<b>4</b>	<b>11</b>	<b>8,944</b>	<b>\$ 74,008.00</b>		<b>\$ 95,696.00</b>	<b>\$ 21,688.00</b>

**NOTES:**

"A Zone" vehicles have 18 or more seats

Taxi companies are marked with \*\*

**05 CBJAC 15.050 - Potable water fee.**

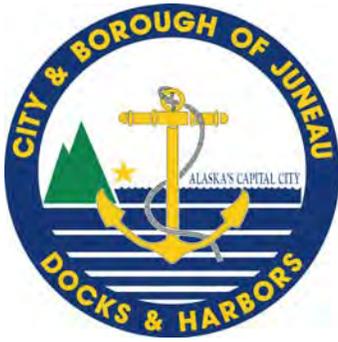
- (a) Definition. The charge assessed to vessels for taking on potable water through a metered connection at the Port.
- (b) Basis for computing charges. The charge shall be assessed based on water meter readings recorded by the Port staff.
- (c) Potable water fees assessment:

Unit	Charge
Each 1,000 U.S. gallons or portion thereof	\$4.67

(Eff. 5-1-2005; [Amended 9-17-2012, eff. 10-1-2012](#))

**Revenue:**

<b>Code</b>	<b>Description</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
P07	Potable Water Fee	\$50,027.32	\$76,973.26	\$96,086.12
	(Amount paid to water utility)	(\$28,459.56)	(\$48,426.88)	(\$54,607.04)
	<b>Total Cruise Ship Water Revenue</b>	<b>\$21,567.76</b>	<b>\$28,546.38</b>	<b>\$41,479.08</b>



# Port of Juneau

---

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

**To:** Docks and Harbors Board  
**From:** Carl Uchytel, Port Director  
**Date:** April 26, 2012  
**Re:** WATER RATE FEE INCREASE

---

At the April 24, 2012 Finance Committee Meeting it was recommended to increase the potable water fee to \$4.67 per 1000 gallons (from \$3.35/1000 gal), effective October 1<sup>st</sup>, 2012. The motion also stated that water fees shall be reviewed every time CBJ Water Utility increases rates. Docks & Harbors last raised water fees in May 2005. Attached spreadsheet show the rate mark-ups and the fees collected since 2007. The Port of Skagway sells metered water at a rate of \$4.20/1000 gallons.

#

Encl: Portable Water Fee Spreadsheet

# Potable Water Fee Increase

	Dock & Harbors Fees Collected
CY 2011	\$71,515
CY 2010	\$107,361
CY 2009	\$96,869
CY 2008	\$60,285
CY 2007	\$109,484

	Monthly Allowance	Base	Volume Charge	D & H Fee	% mark-up
July 1, 2004	4000 gallons	\$13.00	\$1.75/1000 gal	\$2.10/1000 gal	17%
May 1, 2005	4000 gallons	\$13.00	\$1.75/1000 gal	\$3.35/1000 gal	48%
July 1, 2006	4000 gallons	\$15.78	\$2.12/1000 gal	\$3.35/1000 gal	37%
October 1, 2010	4000 gallons	\$16.88	\$2.27/1000 gal	\$3.35/1000 gal	32%
July 1, 2011	4000 gallons	\$18.06	\$2.43/1000 gal	\$3.35/1000 gal	27%
October 1, 2012	4000 gallons	\$18.06	\$2.43/1000 gal	<b>\$4.67/1000 gal</b>	48%

**City and Borough of Juneau  
Docks and Harbors  
Downtown Uplands Expansion  
October 27th, 2016**

Issue: The May 2017 anticipated completion of the new cruise ship berth project will bring greater opportunity to develop Juneau into a world class tourist destination. The dock expansion will align the three major SE Alaskan cruise ship ports (Juneau, Ketchikan & Skagway) to serve like-sized vessels enhancing the industry's ability to schedule and coordinate operations. The challenges to the Port of Juneau will be to safely and efficiently move cruise ship passengers locally as pedestrians and as tourists destined for excursions outside of the downtown corridor.

Background: CBJ has been engaged in development of infrastructure to improve and enhance its waterfront since the adoption of the 2004 Long Range Waterfront Plan (LRWP). In addition to the expansion of the cruise ship docks, the LRWP has provided a blueprint for significant improvements including the development of uplands coach & bus staging, construction of Customs & Border Protection/Port Field Office Building, construction of a Visitor's Center and portions of the downtown Seawalk. The completion of the adjacent uplands to the Cruise Ship Terminal (CT) Dock in 2014 provided coach & bus staging efficiencies with a dozen "A Zone" angled parking spaces, four smaller "B Zone" angled parking space and ten pull-through lanes for shuttles and other modes of transport.

Adjacent to the Alaska Steamship (AS) Dock is the "Brickyard" which was constructed in 2004 to support coach and bus staging area at the northern end of Juneau's cruise ship terminus. The Brickyard is capable of handling approximately a dozen coaches angled parked.

One of the last remaining, developable property in the Juneau downtown is the Archipelago Property which adjoins to the downtown library and Miners Hall. The approximate acreage of the property is 2.5 acres, including tidelands. In the past four years, CBJ has acquired property along the sidewalk, an additional 25 foot swath bisecting the lot and 7267 square feet (0.17 acre) of tidelands. The Archipelago Property owners have offered the sale of the lots since 2009. Archipelago Lot 1 (43,508 sf/1.0 acre – CBJ Assessed Value: \$7.14M) and Archipelago Lot 2 (10,305 sf/0.24 acre – CBJ Assessed Value: \$2.17M) would be available for CBJ acquisition and development (see attached).

Analysis: The improved capacity at the Alaska Steamship Dock will require additional planning to find pedestrian and vehicular transportation solutions. In prior years, the AS Dock could handle vessels up to 800 feet in length with an upper passenger count of 1500 guests. The new berth will be capable of mooring vessels in excess of 1100 feet which could bring 4500 or more passengers ashore in the future. Even with increased targeted efficiencies with loading and disembarking passengers, transportation means and methods will not carry the anticipated demands of the AS Dock with the existing, limited Brickyard facility. Innovative and creative answers must be coordinated with the transportation and cruise industries.

Organizers of the proposed Juneau Ocean Center have suggested that a downtown circulator bus may provide the efficacy to shuttle tourists from a downtown staging area to a satellite parking lot adjoining the JOC.

**City and Borough of Juneau  
Docks and Harbors  
Downtown Uplands Expansion  
October 27th, 2016**

Recommendation: Docks & Harbors staff have advocated for the acquisition of the entire Archipelago Lot since 2012. Docks & Harbors believes the Archipelago Lots, in concert with a refined downtown LRWP, would lead to additional efficiencies for transportation, retail and restaurant establishment opportunities, and for desirable waterfront enjoyment. Sketches for the potential utilization of the Archipelago Lots have been contemplated by Docks & Harbors staff ranging from coach/bus staging to commercial retail development to permanent USS Juneau Memorial to a waterfront food court. Most likely, a concept to leverage these ideas would be palatable to competing interests, such as the tourism and transportation industries, the Juneau public and entrepreneurial investors. To fully develop this unimproved property to its best and highest end state, requires an entity capable of coordinating the private and public interests for the betterment of the community. After several years on the market it appears there is not a private investor willing to move forward with the acquisition of the Archipelago Lots. This provides a unique opportunity for Docks & Harbors to secure the property using Dock Funds and potentially marine passenger funds to develop and improve the safety and efficiency of the uplands supporting the cruise ships and their passengers.

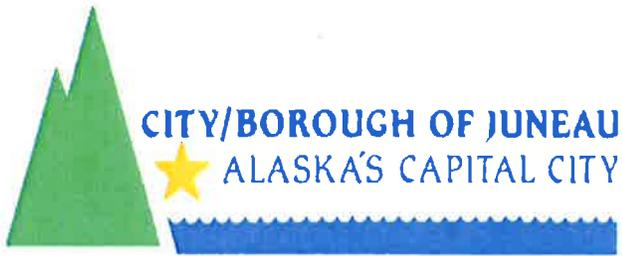
Docks & Harbors recommends the following:

- The Archipelago Property owners be formally notified that CBJ wishes to enter into negotiations for the acquisition of Archipelago Lots 1 & 2.
- That an independent appraisal be conducted on behalf of CBJ for the purchase of the lots.
- That the cruise and transportation industry be consulted to determine the best opportunities to meet the demands the growing tourism.
- That a public planning process be conducted to determine what amenities can be added to the waterfront development while still providing safe and secure access to the cruise ships and their passengers.

Attachments: (1) Aerial View of Archipelago Lots  
(2) 2012 Sketches of Potential Archipelago Lot Development

# Archipelago Lots - Size & CBJ Assessed Values





## Port of Juneau MEMORANDUM

**To:** Assembly Member Mary Becker  
Docks and Harbors Liaison

**From:** Carl Uchytel, Port Director

**Date:** February 9, 2012

**Re:** Archipelago Property

---

Below is information you requested regarding the Archipelago Property adjacent to the downtown Library/Parking Garage.

**Size of Lot:** Original - 73,654 square feet  
Purchased by CBJ for sidewalk - 1,421 square feet  
Balance - 72,233 square feet

**Owner:** Archipelago Properties, LLC

### Development Concepts:

- Concept A - Promenade from South Franklin to SeaWalk and USS Juneau Memorial
  - Area Required: 16,200+/- square feet
  - Approximate Cost: 16,200 sq ft \* \$150/sq ft = \$2,430,000+/-
- Concept B - "B" Zone Staging Area
  - Area Required: 12,000+/- square feet
  - Approximate Cost: 12,000 sq ft \* \$150/sq ft = \$1,800,000+/-
- Concept C - "B" Zone Staging Area with sidewalks from South Franklin to SeaWalk and USS Juneau Memorial
  - Area Required: 21,000+/- square feet
  - Approximate Cost: 21,000 sq ft \* \$150/sq ft = \$3,150,000+/-
- Concept D - Whale Park with whale sculpture, performance pavilion with whale skeleton, "B" Zone staging, promenade from South Franklin to SeaWalk and USS Juneau Memorial
  - Area Required: 72,233 square feet (entire lot)
  - Approximate Cost: 72,233 sq ft \* \$150/sq ft = \$10,834,950+/-

# CONCEPT A

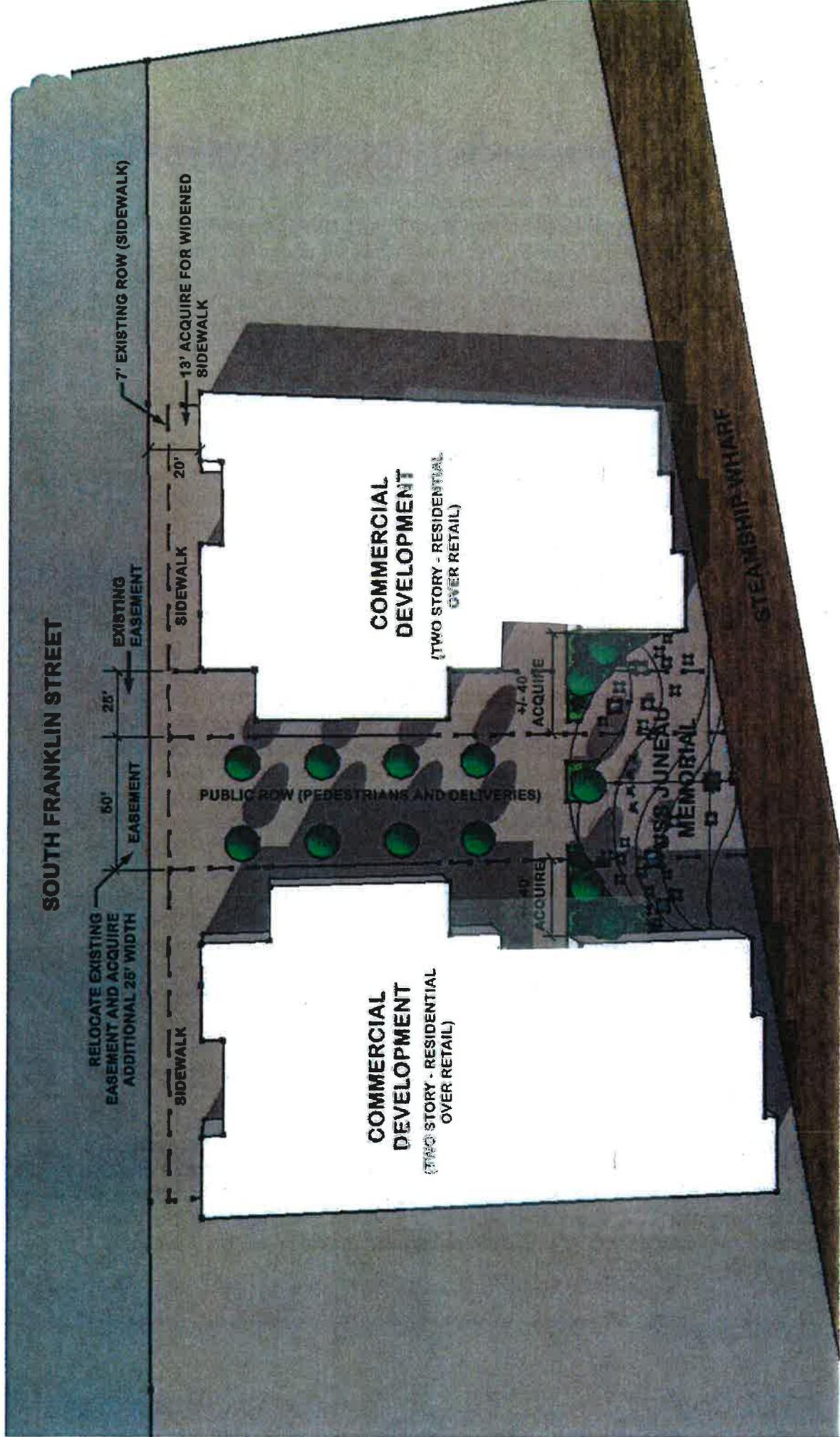
## **USS Juneau Memorial Design Narrative**

The *USS Juneau* (CL-52) was an American Atlanta-class light cruiser sunk at the Naval Battle of Guadalcanal by the Imperial Japanese Navy on November 13<sup>th</sup>, 1942. The sinking of the *USS Juneau* resulted in loss of nearly 700 crewmen, including the five Sullivan brothers from Waterloo, Iowa. More than 100 sailors had survived the sinking but were left to fend for themselves for eight days before rescue arrived. While awaiting rescue, all but 10 died from the elements and shark attacks.

The battle of Guadalcanal and the loss of the *USS Juneau* is one of the most famous Allied naval battle stories. The new memorial for the *USS Juneau* helps recreate the battle, tell the stories, and pays respect to those lost in combat, especially those of the *USS Juneau*. This new memorial is not a typical brass plaque and flagpole but rather a multi-function pedestrian open space that provides interpretation and discovery by moving through the landscape. The memorial is rich in symbolism and creates a space that meets the needs of visitors and residents on Juneau's waterfront.

The new memorial is comprised of a large flat open plaza. Large granite cubes dot the perimeter of the plaza and represent the fourteen ships of the Imperial Japanese Navy and the thirteen Allied ships of the United States Navy involved in the battle. Each block, ranging in size from 18 inches to 48 inches, is sized based on the class of the ship and two different colors of granite are used to represent the two sides involved in the battle. The name of each ship, its class, and nationality flag will be engraved on the top of each block. Ships that were lost in battle are flush with the memorial plaza, those damaged will have scarring on the blocks, and those that were undamaged will be the tallest with a height of twenty-four inches above the plaza level. In the center of the plaza is the granite cube representing the *USS Juneau* flanked by the Japanese submarine *I-26* block which sank the *USS Juneau*. Surrounding the *USS Juneau* block are ten circular pavers (life rings) representing the ten survivors of the sinking. The plaza has a water (ocean) paving pattern and will include 687 pavers for each of the sailors lost on the *USS Juneau*. Four brass stars will be set in the plaza above the *USS Juneau* block to represent the four battle stars the ship received during its short service. The back of the plaza is lined by five oak trees, the state tree of Iowa, and represents the five Sullivan brothers lost with the *USS Juneau*. Four flagpoles fly the colors of the United States, United States Navy, State of Alaska, and City and Borough of Juneau.

Simple interpretive panels will help tell the story but it is the intent that much of the story is told through discovery by walking through the memorial plaza and the symbolism that makes up the memorial. The blocks representing the ships will be of varying height and will also serve as seating opportunities for those that wish to use the open space for contemplation or enjoying a sunny day on Juneau's waterfront.



**USS JUNEAU MEMORIAL CONCEPTUAL DESIGN**

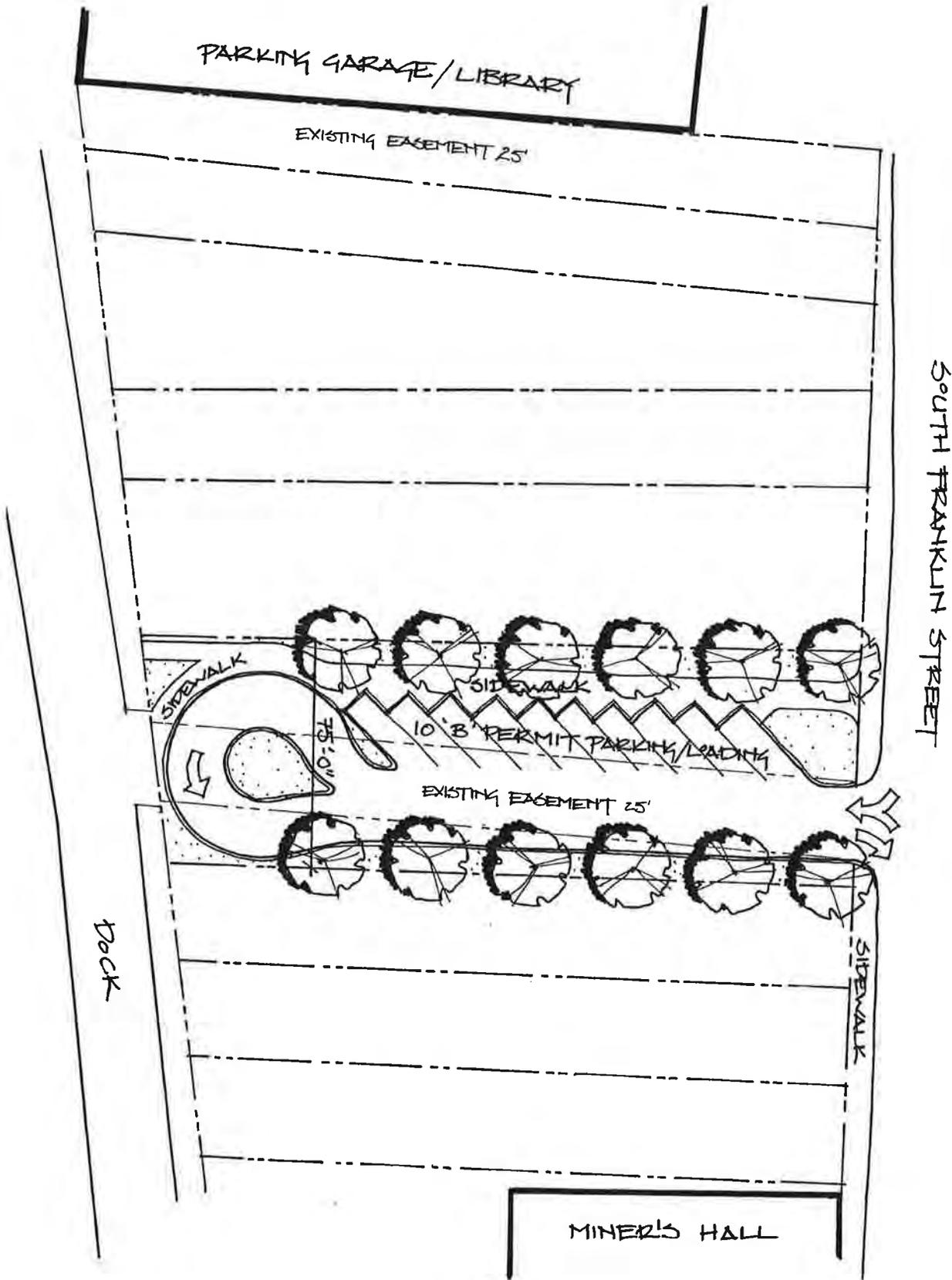
**PORT OF JUNEAU**



# B PERMIT PARKING STUDY PORT OF JUNEAU

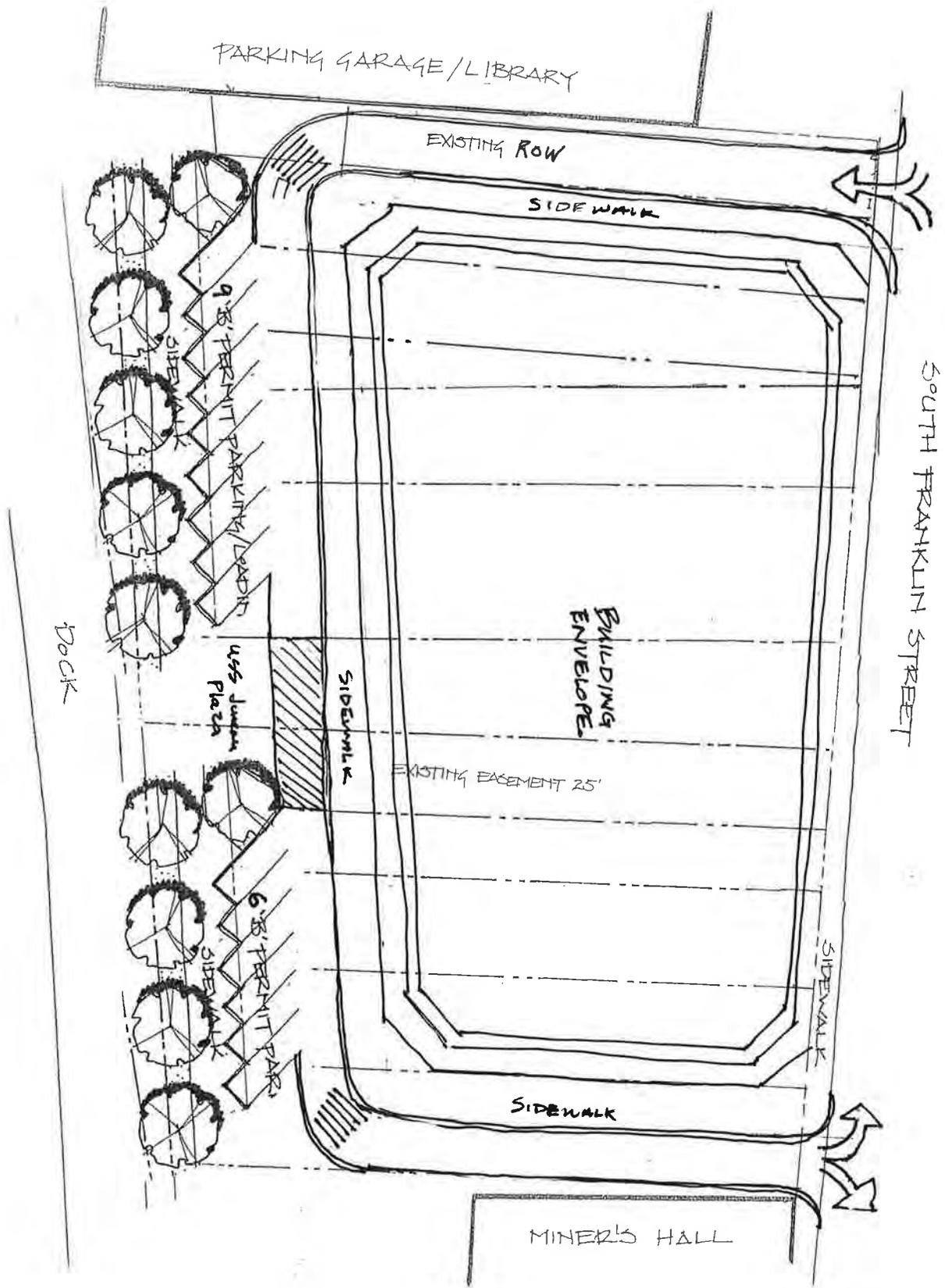
1"=30'

## CONCEPT B



# B PERMIT PARKING STUDY 1"=30'  
PORT OF JUNEAU

CONCEPT C

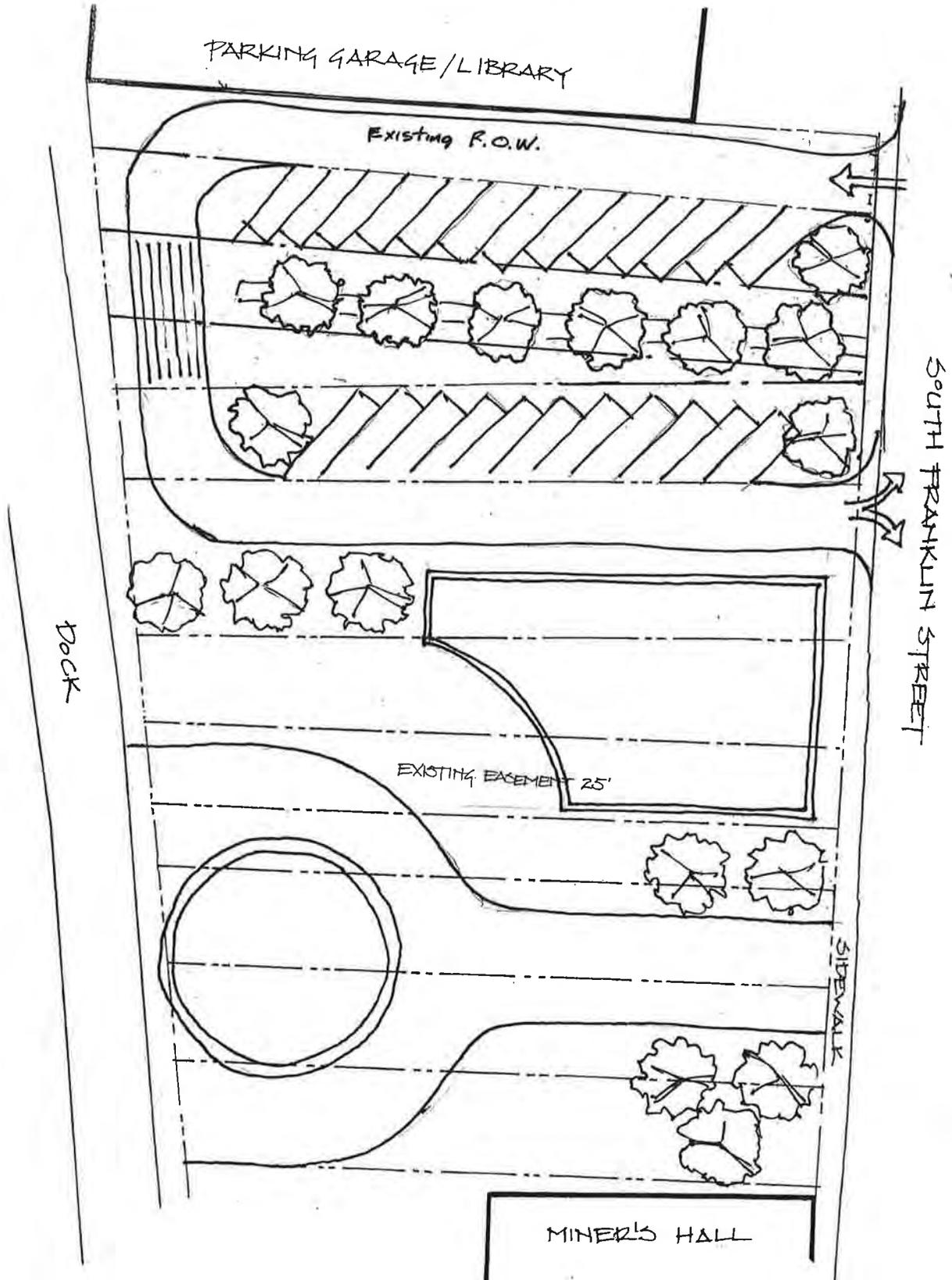




B PERMIT PARKING STUDY  
PORT OF JUNEAU

1"=30'

CONCEPT D





# Port of Juneau

---

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

**From:** Carl Uchytel, Port Director  
**To:** Docks & Harbors Board  
**Date:** October 18<sup>th</sup>, 2016  
**Re:** Lease Opportunity - Seawalk

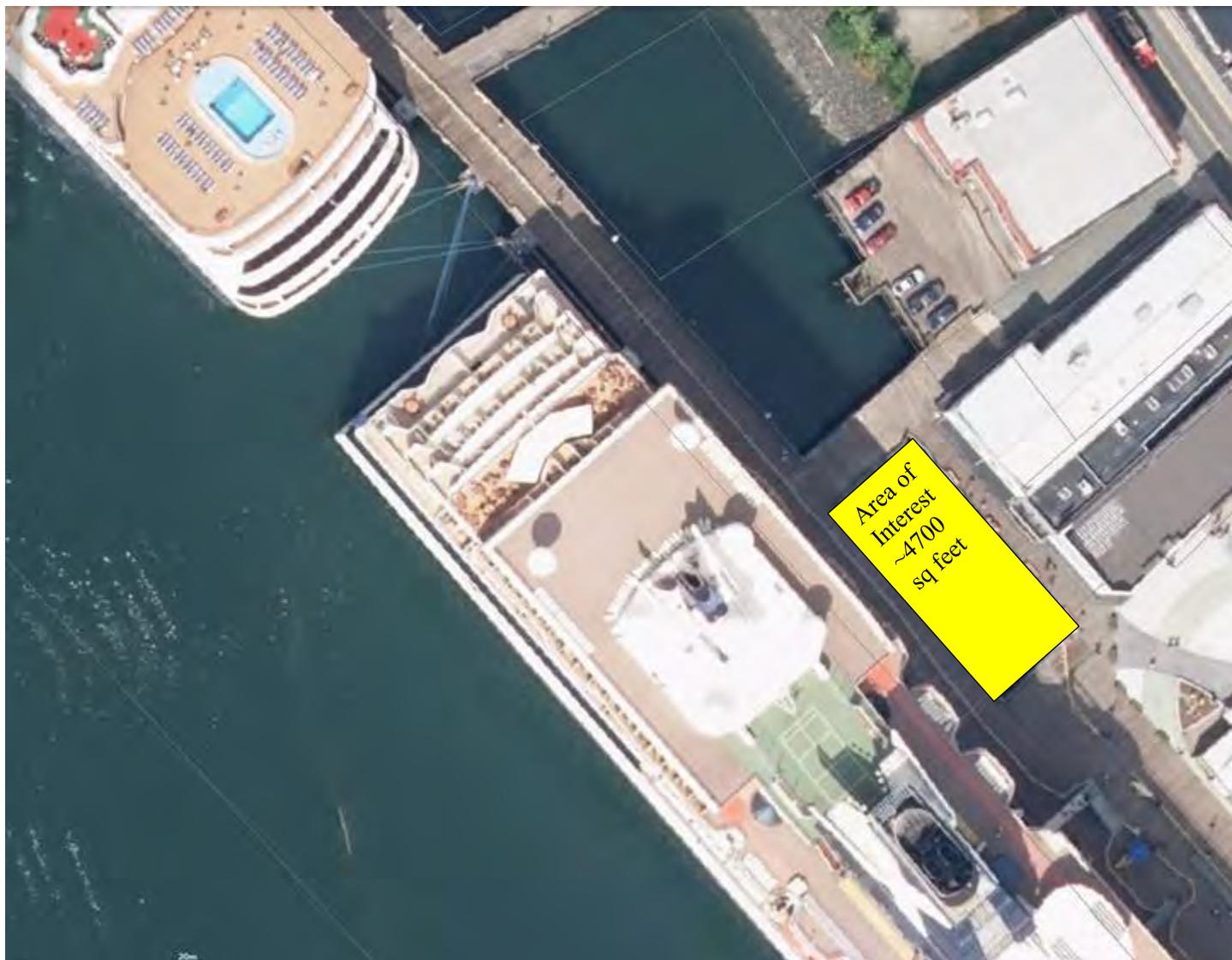
---

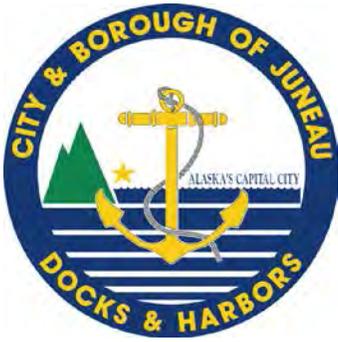
1. At the September Operations-Planning Committee and regular Board meetings, Mr. Bill Heumann asked consideration to open additional Docks & Harbors managed property to be leased. The specific property referenced is approximately 4700 sf and is seaward of the People's Wharf building. The tideland property is along the Seawalk and is currently exposed to daylight (i.e. is not decked over).
2. The question for the Board is whether to make this property available in a competitive lease process or leave it as part of an open space along the Seawalk. A third option would be for the Board to take a comprehensive review of all Docks & Harbors managed downtown properties and develop a land use master plan to leverage amenities and efficiencies. It is not clear whether commercial development in this open area is consistent with the 2004 Long Range Waterfront Plan. Docks & Harbors had previously planned to build and maintain restrooms in this locale.
3. Should the Board elect to open the said property to a competitive offering, Docks & Harbors would work with CBJ Law to identify the process to advertise and select consistent with Title 53.

#### 53.20.020 - Lands available for leasing.

All lands and interests in land owned by the City and Borough, including tide and submerged lands, may be leased as hereinafter provided for surface use only unless the assembly has given specific approval to the lease of land in connection with the disposal of materials, timber or other resources under sections 53.09.320 and 53.09.330; however, lands devoted to or reserved for public use may not be leased, nor may any existing lease on such lands be renewed unless such lease is for or will not interfere with the public use or purpose to which the land is devoted or reserved. Except as provided in CBJ 53.09.260, no lands may be leased which have not, at least 30 days before award or execution of a lease, been declared by the assembly by resolution to be available for leasing or identified in the approved land management plan for disposal by competitive bid leasing in the current year. The call for bids for leases shall be advertised in the same manner as provided for auction sales. A lease of land authorized specifically by ordinance may be made to such person or entity and under such procedures and minimum terms and conditions as are set forth in the ordinance.

#





# Port of Juneau

---

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

## MEMORANDUM

**To:** CBJ Docks and Harbors Board  
**From:** Gary Gillette, Port Engineer  
**Date:** November 3, 2016  
**Re:** Shore Power for new Cruise Ship Berths

---

Discussions occurred over many years regarding upgrades to CBJ's downtown cruise ship berths to meet new and larger ships calling on the Port of Juneau. A conditions assessment performed by PND Engineers in 2006 outlined various scenarios for upgrading the cruise berths ranging from modifications to the existing fixed dock to constructing new floating berths. After numerous public meetings and discussions, including development of a downtown waterfront plan, the decision was made by the Assembly on September 20, 2010 (see Attachment 1) to construct new floating berths based on Concept 16B. Interest was expressed by the Assembly in providing shore power and waste water disposal options for ships berthing at the new facility (see Attachments 2 & 3).

Docks and Harbors commissioned a couple of studies to determine the feasibility for providing shore power and waste water services. Findings of the studies indicated that the discharge of wastewater at the new berths could be accommodated and is scheduled to be completed in May 2017.

Shore power for the cruise ships is a more complicated feature involving three primary components: 1) an electrical substation; 2) power connections to the ship; and 3) a series of conduit, vaults, and manholes to connect the two. The shore power study performed in 2011 (see Attachment 4) indicates that power from AEL&P may not be available until sometime in the future but that it would be prudent to install raceways, manholes, and vaults to be ready for installation of components one and two when power is available. Construction of component three was accomplished with the recent upland improvements at the Cruise Ship Terminal completed in 2015.

Recently Docks and Harbors contracted with PND Engineers to review options for providing power to the two new cruise berths (see Attachment 5). A goal of the study was to determine if shore power could be added in the future without removing or replacing infrastructure of the newly constructed floating berths. Based on the information available at this time it was determined that new infrastructure would be needed for a shore power facility but it will complement the recent berth construction with minimal need for modifying recent infrastructure.

The cost of shore power infrastructure is significant. Planning level estimates place the cost at \$12.9M per berth or \$25.8M to serve the two new berths. It is unlikely that Docks and Harbors will ever recover this cost due to RCA regulations. Passenger fees may be appropriate for funding these improvements.

It is still unknown when power might be available for cruise ship support. AEL&P indicates that current power capacity would not support an additional two ships and that the anticipated load would not justify the necessary infrastructure investment at this time. They indicated that power may be available with their future plans to tap Lake Dorothy, however it is not clear when that might occur. According to Juneau Hydro Power, developers of the planned Sweetheart Creek power plant, they are on track to acquire permits and funding but it is unclear when that power would be available at the site.

Docks and Harbors is committed to power to cruise ships at its new berths once capacity can fill the need. At this time it appears that power can be installed at the new berths with minimal impact to the new infrastructure.

Attached:

1. Assembly Minutes – September 20, 2010
2. Committee of the Whole Minutes – April 25, 2011
3. Committee of the Whole Minutes – July 13, 2015
4. Electrical Systems Review – February 2011
5. PND/Haight Shore-Tie Power Study - 2016

# THE CITY AND BOROUGH OF JUNEAU, ALASKA

## Meeting Minutes – September 20, 2010

**MEETING NO. 2010-24:** The Regular Meeting of the City and Borough of Juneau Assembly, held in the Assembly Chambers of the Municipal Building, was called to order at 7:00 p.m. by Mayor Bruce Botelho.

### I. ROLL CALL

Assembly Present: Jonathan Anderson, Bruce Botelho, Jeff Bush (telephonic), Ruth Danner, Bob Doll, Johan Dybdahl, Merrill Sanford, David Stone (telephonic), and Randy Wanamaker.

Assembly Absent: None.

Staff Present: Kim Kiefer, Deputy City Manager; John Hartle, City Attorney; Laurie Sica, Municipal Clerk; Craig Duncan, Finance Director; Rorie Watt, Engineering Director; John Stone, Port Director; Jeannie Johnson, Airport Manager; Page Decker, Assistant Police Chief; Bob Dilley, Community Service Officer; Heather Marlow, Lands and Resources Manager.

### II. SPECIAL ORDER OF BUSINESS

#### A. Census Acknowledgement

Kim Kiefer introduced Hector Maldonado, Coordinator for the Partnership Program of the US Census Bureau Seattle Region. He thanked Juneau for the complete count in the 2010 census. Juneau had a mail participation of 73%, which was 5% higher than in 2000, and higher than the participation rates in Ketchikan, Anchorage and Fairbanks. There were many efforts to get the high participation rate, thanks to the CBJ Complete Count Committee led by Assemblymember Bob Doll and Katherine Eldemar. He gave tokens of appreciation to Mayor Botelho, Ms. Kiefer, Assemblymember Doll, and Katherine Eldemar. Mr. Maldonado said that the Bureau commissioned a totem pole for the 2010 Census, which will eventually reside at Bureau Headquarters in Washington, DC. Sealaska and Coeur Alaska sponsored commemorative paddles designed and painted by Brian Chilton. Tristan and Alexis assisted Ms. Eldemar distribute the paddles to Ella Bennett, Marie Olson, Ed Thomas, Delfin Cesar, Michael Tagaban, Cheryl Eldemar, Karen Taug, Edward Hotch, Nita Coronell, Ricky Tagaban, Nathan McCowan, and the Children of All Nation Dancers for their role in the totem pole ceremony. The leader of the dancers is Vicky Soboleff, and the dancers are Allison Ford, Jason Ford, Jessie Lamson, Addison Mallott, Alex Mallott, Ainsley Mallott, Dugan McNutt, McKenna McNutt, Levi Rinehart, Nashaeya Little, Nevaeya Little, Riccya Love, Mary Love, Madeline McCowan, Henry McCowan, Dwayne Andree, Tyler Williams, Eli Douglas, Emma Douglas, Joanie Skyrzynski, Karre Helgesen, Karen Helgesen, Tyler Frisby, Buddy Redden, Skyler Redden, Larissa Dybdahl, Alex Bierely, John Williams, Nichelle Williams, Niccya Williams, Jarell Williams, Katy Price, Leandrea McKaily, Kendrea McKaily, and Savannah Strang. Ms. Eldemar said the totem pole had a proper send-off to its permanent location in Washington, DC.

### III. APPROVAL OF MINUTES

#### A. August 23, 2010 – Regular Assembly Meeting 2010-21

Hearing no objection, the minutes of the August 23, 2010 - Regular Assembly Meeting 2010-21 were approved.

B. August 30, 2010 – Special Assembly Meeting 2010-22

Hearing no objection, the minutes of the August 30, 2010 - Special Assembly Meeting 2010-22 were approved.

**IV. MANAGER’S REQUEST FOR AGENDA CHANGES – None.**

**V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS.**

Kathy Seale asked the Assembly and city staff to consider establishing a bus route through Commercial Blvd that could stop at Costco. She thought the service would be well used.

**VI. CONSENT AGENDA**

A. Public Requests for Consent Agenda Changes, Other Than Ordinances for Introduction

The public requested that Resolution 2542 be removed from the agenda.

B. Assembly Requests for Consent Agenda Changes

C. Assembly Action

*MOTION, by Anderson, to adopt the Consent Agenda, noting the removal of Resolution 2542.*  
Hearing no objection, the Consent Agenda was adopted as amended.

1. Ordinances for Introduction

a. Ordinance 2010-30

**An Ordinance Authorizing The Manager To Convey Lot 10, Block L, Pinewood Park 2, To Juneau Housing Trust, Subject To Certain Conditions In Support Of The Juneau-Douglas High School Home Building Program.**

Administrative Report: Attached. The manager recommended Ordinance 2010-30 be introduced and set for public hearing at the next regular meeting.

b. Ordinance 2010-11(N)

**An Ordinance Appropriating To The Manager The Sum Of \$1,742,000 As Funding For the State of Alaska’s Designated Legislative Grant Projects, Grant Funding Provided By Alaska Department of Commerce, Community and Economic Development.**

Administrative Report: Attached. The manager recommended Ordinance 2010-11(N) be introduced and set for public hearing at the next regular meeting.

c. Ordinance 2010-11(Q)

**An Ordinance Appropriating To The Manager The Sum Of \$950,000 As Funding For Renovations To The Radio Room, Located At The Juneau Police Department, Grant**

**Funding Provided By Alaska Department Of Military Affairs Grant (\$600,000) And \$350,000 From The Equipment Replacement Reserve Fund Balance.**

Administrative Report: Attached. The manager recommended Ordinance 2010-11(Q) be introduced and set for public hearing at the next regular meeting.

d. Ordinance 2010-11(R)

**An Ordinance Appropriating To The Manager The Sum Of \$45,000 As Partial Funding For A Consultant To Assist In The Development Of A Safe Routes To Schools Plan; Grant Funding Provided By The State Of Alaska Department Of Transportation And Public Facilities.**

Administrative Report: Attached. The manager recommended Ordinance 2010-11(R) be introduced and set for public hearing at the next regular meeting.

e. Ordinance 2010-11(S)

**An Ordinance Appropriating To The Manager The Sum Of \$2,203,834 As Additional Funding For The Juneau International Airport Runway Safety Area Phase I Capital Improvement Project; Grant Funding Provided By The Federal Aviation Administration.**

Administrative Report: Attached. The manager recommended Ordinance 2010-11(S) be introduced and set for public hearing at the next regular meeting.

f. Ordinance 2010-11(T)

**An Ordinance Transferring To The Manager The Sum Of \$300,000 As Funding For A Loan To East End Associates, Inc. For The Refrigerated Seawater System At Taku Fisheries; Funding Provided By Marine Passenger Fees.**

Administrative Report: Attached. The manager recommended Ordinance 2010-11(T) be introduced and set for public hearing at the next regular meeting.

2. Resolutions

A. Resolution 2541

**A Resolution De-Appropriating \$500,000 From The Lemon Creek Subdivision Capital Improvement Project To The Lands Fund.**

Administrative Report: Attached. The manager recommended Resolution 2541 be adopted.

*Removed from the Consent Agenda:*

B. Resolution 2542

**A Resolution Setting Forth The Assembly's Approval Of A Design Concept For Replacing The CBJ Cruise Ship Docks In Downtown Juneau.**

Administrative Report: Attached. The manager recommended this resolution be adopted.

Public Comment:

Dixie Hood said that Resolution 2542 flew in the face of overwhelming public rejection. She worked with consultants and other residents during the development of the long-range waterfront plan. Surveys were taken of the community and the public was overwhelmingly opposed to additional cruise ship docks. She read from the McDowell Survey regarding the lack of support for development of the Subport area. In 2004, the Assembly adopted the Long Range Waterfront Plan. Since then, many intrusive projects, including the parking garage, a large government building and variances have knocked the plan for a loop. The plan is a law, not a guideline. The only support was for improvements to the existing dock near the library. It is time to call a halt and to respect the public, to use available head tax money for appropriate projects that have been on hold. She distributed a letter dated September 2, 2010 from the Chair of the Parks and Recreation Advisory Committee, requesting forward motion on planning, design and development of Marine Park. She asked the Assembly to respect the desires of the community, the waterfront plan, and she supported reconstruction of the existing cruise ship docks as necessary.

Jack Cadigan retired from the Coast Guard in 1985 and served on ships in the Navy, the Coast Guard and the Merchant Marine. He understands the challenges of maneuvering ships in many ports. Project 16b does not present significant docking challenges. The ships at the Franklin Dock may need tugs if winds exceed 25 knots if plan 16b is in place. Winds of 25- 30 knots in the summer are rare. The advantages of 16b include accommodating larger ships, increased security, and community access to the waterfront seawalk. Project 16b will cost more money, but instead of a band-aid fix of the existing docks, it will provide all the benefits he cited, the money is available and the project is affordable. He encouraged the Assembly to move forward with Project 16b.

Joe Geldhof said he has been involved in a number of cruise related efforts for over a decade and was part of the local head tax initiative and the statewide cruise ship initiative. The community reached consensus on the bus turnaround at the Steamship dock, and tonight he thought the Assembly should unanimously support the Docks and Harbors Board on Project 16b. The resolution's wording says the project will be constructed "...substantially in the manner of project 16b" so this is not the final, final word. Security measures will prevent the public from using the public docks if this project does not move forward. The small issues and fears about the project can be addressed and the community should move forward.

Betty Adams, owner of the Alaska Hotel and Bar, said she walks her dog on the docks and she would like to have as much access to the docks as possible, so for her dog, she supports Project 16b. Almost as important to her is her business, and for that she supports Project 16b. Her tenant will no longer lease her building because the cruise ships will no longer sell on-board advertising to any businesses north of the Red Dog Saloon. Development of these docks will assist downtown business owners. She said that development has to be forward thinking. In Maui, the people continue to vote down every advancement, thinking that "if they don't build it, they won't come." Now Maui has major traffic jams. She asked the Assembly to support for Project 16b.

Joshua Adams said that Project of 16b should move forward. Alaska is a state of builders and we should build this project. This is not about bringing in more tourists. It is about saving the seawalk. We will pay less in the long run. If more people understood this project, they would be for this. Merely repairing the existing docks is a stalemate and he urged forward movement on 16b.

Paul Thomas said he is a board member of the Downtown Business Association (DBA) and owner of Alaska Cache Liquor. The DBA supports Project 16b, which will help the DBA achieve its goals. This resolution is consistent with the waterfront development plan and with the waterfront opinion survey performed by the McDowell Group.

Chip Thoma represents Responsible Cruising in Alaska and supports Project 16b. The funds are available and the current dock is slowly deteriorating due to the activity from the large ships. The ships are getting larger, not smaller, and Project 16b solves many problems, security being one of them.

Reed Stoops spoke on behalf of Franklin Dock Enterprises and said he continues to have the same concerns as noted in his previous testimony to the Assembly, including the navigational challenges that the configurations will create for the Franklin Dock. The study this summer showed that Project 16b reduces the margin of error over the current situation and tugs will be needed in certain situations. Assuming the need for tug assists, there is no plan on how this will be paid for. No one has approached his company on how to address this issue, so it will likely be addressed in the Corps Permit process. The \$40 – 60 million dollar project cost is estimated and a final cost estimate will depend on the detailed engineering phase. We are unsure of the complete funding for the project and there may be a legal issue if port dues and head taxes collected from the private docks are spent on developing public docks. As soon as he has a formal legal memo on this issue, he will provide it to the city. He says there is insufficient demand for building this project at this time. He asked the Assembly to defer action on this ordinance until the final design and cost estimate is done and the hazard to navigation is addressed.

Mayor Botelho asked about the report from the Marine Exchange of Alaska prepared for the Docks and Harbors Board regarding navigability during wind conditions. The Franklin Dock is used almost exclusively by Princess Cruises. The memorandum indicates that independent of the study itself there is a standard policy in Princess not to try docking maneuvers when winds are in excess of 25 knots. Mayor Botelho asked if this was an accurate statement. Mr. Stoops said he was not sure of their policies, they had only used a tug assist rarely, and it also was dependent on tides and if there was a ship at an adjacent dock. In the first navigation study, some cruise ship captains were involved in the study and provided input. There was an addendum to the original report and in that, there was no discussion with the cruise ship captains that used the port this summer. They may have talked with pilots, but he urged the Assembly to consider the view of the captains.

Ms. Danner asked Mr. Stoops about the opinion in the study that staging arrivals and departures for the northernmost ships at the city docks would be a possibility during high winds as far as accommodating ships docking at Franklin first.

Mr. Stoops said he assumed that was one of the conditions that might be attached. It is one thing for it to be just a suggestion rather than a condition of construction. It has been discussed that the city could provide a fund in order to pay for tug assists when necessary but we want this to be figured out now before it is approved.

Mr. Stone requested that he be recused from this discussion based on a conflict of interest, which he had reviewed with the City Attorney. Mayor Botelho ruled that Mr. Stone does have a conflict of interest and hearing no objection, Mr. Stone was recused.

Assembly Action:

MOTION, by Anderson, to adopt Resolution 2542.

Mr. John Stone came forward to answer questions from the Assembly.

Mr. Anderson asked what the plan is if it is determined that tugs are needed more frequently than is currently thought.

Mr. J. Stone said that Mr. Stoops alluded to establishing a fund to compensate them. Mr. Anderson asked if this is part of the plan. Mr. Stone said it could be but that was up to the Assembly. In general, the experts that have looked at the issued do not believe there will be a problem. To the extent that the Assembly wants to assure Mr. Stoops that he will not suffer any adverse economic consequences as a result of the dock, a way to do that is to arrange for compensation to be made to him in the event that they have to use tugs more than they would in the current operation.

Mr. Anderson said the Assembly has a serious interest in providing shore power and waste water disposal to ships in the design of Project 16b – where does this stand? Mr. Stone said when the Assembly approved feasibility studies in August, the Docks and Harbors Board engaged experts in the community on this topic and asked the cruise industry to assist in determining if this is feasible and necessary. They are hoping to get responses soon on this topic.

Mr. Doll said he supports Project 16b. The discussion of tugs seems out of place. In the merchant navy, the ability to moor a ship without a tug is required. A tug is a luxury that is not often available and the ships have bow thrusters and engines designed to assist with moorage. Having to use a tug is not an unusual peril. One reason to have a pilot is to have someone who can use a tug. Juneau is in the cruise business and we entered it when the piers were built and we are dependent on it. We use the sales tax generated from the industry. It is in CBJ's interest to have the visitors and they are important to our revenue stream. The discussion about the waterfront plan is a complex one. If this project is not approved, we will not have a seawalk, and that is part of the waterfront plan. Extending the docks accomplishes one of the major objectives of the waterfront plan. The money is available and we have what it takes to get the job done. It is in Juneau's interest to do the project.

Ms. Danner said she supports Project 16b with provisions. She said there will be more passengers from the ability to dock ships with greater capacity and there will be growing pains. Her main focus is the need to ensure there are enough public restrooms to accommodate all of Juneau's visitors and this needs to be part of the plan.

Mr. J. Stone said staff has identified all the public restrooms and based on this they have a consultant looking at where additional restrooms may be needed, based on future passenger counts.

Ms. Danner said the business of government is to build infrastructure, but also maintain its infrastructure, so she wants maintenance to be part of the plan.

Mr. Sanford asked about Mr. J. Stone's comment in his memo which discusses that Juneau will have "adequate funding for [Project 16b and] other important community port priorities." Mr.

Sanford said the only items that Juneau can spend head tax on is the seawalk and the dock facility. Mr. J. Stone said that in the past, some of the funds have gone to private docks for repairs. The Waterfront Plan has a long list of projects. Mr. Sanford said CBJ will be taking care of the city docks and the seawalk and then there was nothing but smaller projects to work on with the funds. Mr. J. Stone said that he did not want to speak for others in the city, but for the Docks and Harbors Board, he was correct. Other projects included additional seawalk past Merchant's Wharf and toward the bridge.

Mr. Sanford asked what local funds Mr. J. Stone was referring to in his memo statement, "...the Assembly has been directing at least \$2 million per year of local funds toward dock improvements." Mr. Stone said this was marine passenger and port development fees, and not local sales or property tax dollars.

Mr. Sanford is concerned about the navigational issues and said he wanted assurances that there will be more investigation into this concern. Mr. J. Stone said that was the case. Mr. Sanford is also concerned about the Fisherman's Memorial and wants to see a viable monument location and event. Mr. Sanford is concerned about the uplands staging issues that can arise with more passengers, and wants to see a plan on how the busses and vans will move in and out of the area. Otherwise, he supports Project 16b.

Mr. Wanamaker does not support Project 16b, and he wants to support a rebuild of the existing docks. The navigability issue in the harbor is a serious enough question to warrant better investigation. There is a portion of the community that does not support this project. Some in the industry do not support this and also question the need for the project. We can move to Project 16b in the future if the need is clearly demonstrated. There are other projects that can offset the affects of tourism, which can use the existing funds.

Mr. Dybdahl said that he knows that the Docks and Harbors Board has entertained almost every option possible. He still has reservations and concerns, mostly due to the congestion issues and the lack of staging. However, there are a lot of good things with Project 16b, not the least of which is it opens a large stretch of the waterfront. Should it be built, he hopes that the public will have free access to the docks during the time no ships are in. We have had an ad hoc committee and all the time he has had the sense we are getting closer to the edge of the waterfall and it getting too late to turn around. He wonders about timing and asked if there is a need to spend the state appropriated funds now. He sees merit in Project 16b and even though it is not ultimately the best answer, he will reluctantly support the project and hopes there will be more coordination with the industry on this project.

Mr. Anderson said that the equity of this situation disturbs him if CBJ asks the private docks to pay for a project that in turn may cost more money [tug assists]. He supports Project 16b.

*MOTION, by Anderson, to add Section 2, Further Resolved that the Docks and Harbors Board work with the owners of local private docks to generate a recommendation to the Assembly for mitigation of additional navigation costs caused by construction of Concept 16b, so long as CBJ collects areawide passenger fees. Hearing no objection, it was so ordered.*

*MOTION, by Danner, to amend Section 1, second line from the bottom, where it says CBJ Code, Insert: Working closely with the Alaska Commercial Fishermen's Memorial and the commercial fishing community to make a recommendation to the Assembly regarding relocation, if necessary, of*

*the memorial, along the downtown waterfront, to a mutually acceptable location.* Hearing no objection, it was so ordered.

Mr. Doll asked what incremental addition of cruise passenger numbers could be expected from completion of this project. Mr. Stone said there would be no additional ships immediately, but over time as ships got bigger, there could be more passengers. The typical ship now is 1200 passengers and a typical panamax ship is 2200 passengers, so it could be an additional 1000 passengers a day. There is ship lightering to that dock as well, so it is not a simple analysis. Under Concept 16b, lightering will move to the Intermediate Vessel Float, so overall, over the summer, there will be an increase but it will not be as large as people expect.

Roll call:

Aye: Anderson, Bush, Danner, Doll, Dybdahl, Sanford, Botelho

Nay: Wanamaker

Motion passed, 7 ayes, 1 nay.

Mr. D. Stone rejoined the meeting.

## **VII. PUBLIC HEARING**

A. Ordinance 2010-23(b)

### **An Ordinance Amending The Second-Hand Smoke Control Code Regarding Smoking In Commercial Passenger Vehicles, And Providing For A Penalty.**

Administrative Report: Attached. The manager recommended adoption of Ordinance 2010-23(b)

Public Comment:

Shane Williams, owner of Capital Cab, Evergreen Taxi and Taku Taxi, said he tried to get information from JPD on the basis for why this ordinance was put forth, regarding the number of tickets issued or compounding tickets from repeat offenses. JPD says there have found approximately 60 – 70 tickets issued. He has only identified 5 tickets issued to those operators of his cabs and one of those tickets was for a repeat offense. He does not believe that cab owners should be fined more than other business owners. There are 250-350 chauffeurs permits issued on a two-year basis. There are 80 – 105 cabs operating in Juneau. For those numbers, few tickets have been issued. Wendy Hamilton from NCAAD says this is a major problem and he found this hard to believe. He can find no evidence that a certain segment of business should be charged higher penalties or fees unless a foundation of abuse can be proven. This ordinance is based on supposition, suggestion and innuendo.

Mr. Doll said the size of the problem is debatable but there are instances in which people enter a smoky cab or find a cab driver smoking in a cab. He asked how Mr. Williams would have people address this issue. Mr. Williams said that \$50 is a half of a cab driver's daily wages and if this is charged, the drivers will get the message, but a half a week's wages, as a penalty is inexcusable.

Mr. Dybdahl asked if it is possible to have 4 or 5 smokers take a cab from the airport to the valley and have it smell like smoke. Mr. Williams said he could not say, but he used to smoke in his cab and he had customers tell him they could not smell it.

Gene Miller, member of the Juneau Clean Air Coalition, thanked the Assembly for a near finish of a long, drawn out process. They are concerned about the health of employees and users of facilities and smokers tend to export the costs of smoking to non-smokers. They do harm to non-smokers with the effects of 2<sup>nd</sup> and 3<sup>rd</sup> hand smoke. Contrary to Mr. William's assertion, cabs in which people have been smoking still have high carcinogenic effects and expose those who are sensitive to these pollutants. Ms. Hamilton specifically ordered a smoke free cab and the driver pulled up smoking a cigarette. The concern about the fine can be addressed by cab owners and drivers complying with the spirit and the letter of the ordinance.

Joan Cahill said this is clean up work on an ordinance that many have worked on over the years. When the ordinance was passed, the CPV code should have also been amended to address that the owner of a taxicab should be treated the same as the owner of a business, rather than being charged as a patron of a business. We are asking for consistency in commercial spaces.

Assembly Action:

*MOTION, by Anderson, to adopt Ordinance 2010-23(b).*

Mr. Anderson explained the nature of version (b), that it clarifies that premises applies to taxicabs and commercial vehicles as well as other commercial establishments.

Mr. Doll asked how JPD would address a complaint about a smoky taxicab.

Officer Bob Dilley said when JPD finds someone smoking in a taxicab; the smoker is issued a citation. His understanding of this ordinance is that the driver of the vehicle will be cited or the owner of the cab or the taxicab company can be cited. Officer Dilley questioned the new law and said his understanding is that the person smoking in the cab should still get a ticket, but now the cab owner or cab company owner can be ticketed. It is an optional citation, so the smoker can contest the ticket in court or pay the fine.

Mr. Doll asked what happens when JPD does not see a person smoking, but there is a complaint that the cab is smoky. Mr. Dilley said a complainant would need to sign a citation.

Mayor Botelho asked about a hotel lobby being smoky and if the establishment would be cited. Officer Dilley said probably not. Mayor Botelho asked if there would be any different treatment towards cabs since they are equated as a business premise. Officer Dilley said no.

Mr. Anderson said that signage should be posted in every place or vehicle where smoking is prohibited. Officer Dilley said JPD has not actively been looking for the "no smoking" sign (but they will) or prosecuted for this failure. JPD has put "no smoking" decals in the cabs when they are inspected.

Mr. Sanford asked how a ticket is issued to an owner if they are not in the cab or not smoking. Mr. Hartle referred to page 7, line 5, "the person who owns, shall adopt and enforce a policy prohibiting smoking." Mr. Hartle said enforcement is based on either lack of a policy or lack of enforcement of a policy.

Mayor Botelho asked if there could be a situation in which a fine can be issued to the owner of the company, the owner of the cab and the driver. Mr. Hartle said it is possible but it seems unlikely.

Mr. Doll asked about the situation of smoking in a hotel and if a person were found smoking in a hotel, would the owner of the hotel be cited? Officer Dilley said that he had only enforced smoking in taxi cabs in his line of work and he thought that the person smoking would be the one cited for smoking where prohibited. Mr. Hartle said that on page 8, line 5, it used to say "premises" but the revised ordinance now says "place or vehicle," and the person who owns or manages and who fails to adopt or enforce a policy of no smoking pays the higher fine.

Mr. Doll asked if the officer's decision on the scene of who to cite would be something the manager controls or influences. Mr. Hartle said yes, the Manager is in charge of the Police Department.

Roll call:

Aye: Anderson, Bush, Danner, Doll, Wanamaker, Botelho

Nay: Dybdahl, Sanford, Stone

Motion passed, 6 ayes, 3 nays.

B. Ordinance 2010-29

**An Ordinance Amending The Water Code Regarding Metered Water Service.**

Administrative Report: Attached. The manager recommended adoption of Ordinance 2010-23(b)

Public Comment: None.

Assembly Action:

*MOTION, by Doll, to adopt Ordinance 2010-23(b).* Hearing no objection, it was so ordered.

C. Ordinance 2009-08(AR)

**An Ordinance Appropriating To The Manager The Sum Of \$1,884,230 To Fund The City And Borough Of Juneau's Fiscal Year 2010 Public Employee Retirement System Contribution; Funding Provided By The Alaska Department Of Administration.**

Administrative Report: Attached. The manager recommended adoption of Ordinance 2009-08(AR).

Public Comment: None.

Assembly Action:

*MOTION, by Danner, to adopt Ordinance 2009-08(AR)* Hearing no objection, it was so ordered.

D. Ordinance 2010-11(P)

**An Ordinance Appropriating To The Manager The Sum Of \$600,000 As Partial Funding For The Planning, Preliminary Design, And Permitting Of An Extension To The North Douglas Highway; Funding Provided Through A Transfer Of Responsibility Agreement**

**Entered Into With The State Of Alaska Department Of Transportation And Public Facilities.**

Administrative Report: Attached. The manager recommended adoption of Ordinance 2010-11(P).

Public Comment: None.

Mr. Wanamaker said that he has a conflict of interest as a member of the Goldbelt Board of Directors, which may be involved with this project. Mayor Botelho determined a conflict existed, and hearing no objection, Mr. Wanamaker stepped away from the meeting.

Assembly Action:

*MOTION, by Anderson, to adopt Ordinance 2010-11(P).* Hearing no objection, it was so ordered.

Mr. Wanamaker rejoined the meeting.

**VIII. UNFINISHED BUSINESS**

**IX. NEW BUSINESS**

- A. Docks and Harbors – Regulations - Amendments to Title 05, Chapter 30 - Docks and Harbors Shorepower Access Fees

Public Comment: None.

Assembly Action:

*MOTION, by Dybdahl, for orders of the day.* Hearing no objection, the regulations were allowed to become effective.

**X. STAFF REPORTS**

- A. City Manager – Voter Brochure

Ms. Kiefer said that \$5500 was budgeted for the voter information pamphlet, however, increased costs required an additional amount of \$3000 from manager’s contingency be appropriated by the Assembly for voter pamphlet production and distribution. The motion was required for compliance with rules regarding campaigns and reporting to the Alaska Public Offices Commission.

*MOTION, by Stone, to appropriate an additional \$3000 from the manager’s contingency account to the voter pamphlet production and distribution.* Hearing no objection, it was so ordered.

**XI. ASSEMBLY REPORTS**

- A. Committee Reports

Committee of the Whole: Mr. Wanamaker said the next meeting date of October 11 was tentative at this time.

Human Resources Committee: Chair Doll reported that the HRC met earlier in the day and made the following recommendations for board appointments, which, without objection, were approved by the Assembly:

Historic Resources Advisory Committee

Myra Gilliam- appointment	Public Seat	Term Exp. 6/30/2011
---------------------------	-------------	---------------------

Juneau Commission on Sustainability

Scott M. Jackson - appointment	Public Seat	Term Exp. 6/30/2011
--------------------------------	-------------	---------------------

Social Services Advisory

Carol Browning – reappointment	Public Seat	Term Exp. 9/30/2013
Marilyn R. Doyle – appointment	Public Seat	Term Exp. 9/30/2013

Mr. Doll said there are open seats the Juneau Commission on Sustainability and the Social Services Advisory Board. The HRC recommends anyone interested in serving on boards to submit an application to the Clerk's Office.

Public Works and Facilities Committee: Chair Sanford said the next meeting is Monday, Sept. 27, at Noon in the Chambers.

Lands and Resources Committee: Chair Anderson said the Juneau Affordable Housing Commission presented a request for a capital project and would like to see it promoted by the city to the state legislature and he asked how to go about that. Mayor Botelho suggested referring the discussion to the Public Works and Facilities Committee.

Mr. Anderson said that of the 11 lots available in the Lena Land Sale, 4 were sold, then two buyers withdrew, so there are 9 lots left. Staff does not recommend going back out for another sale at this time as the market appears saturated for lots at this price range.

DOWL HKM is doing a study on Peterson Hill land regarding drainage and potential development of the land. The University of Alaska owns 50% of the land so development will require their collaboration and cooperation

Finance Committee: Chair Stone said the next meeting is Wed., Sept. 23, at 5:30 p.m.

## B. Liaison Reports

Eaglecrest Board: Liaison Anderson said he attended the dedication of beginners lift at Eaglecrest. Many private sector donators sponsored posts and chairs and the project came in under cost. It was a very successful project.

Airport Board: Liaison Sanford said the board met two weeks ago and is moving forward on all the projects. Most areas in the new terminal are open and the project is expected to be finished in late November or in December. Bridges for the runway safety area will be installed in October, and new machines are working to dredge the float pond, so that project is moving faster.

Planning Commission: Liaison Doll said the next meeting is Tues., Sept. 28 at 7 p.m.

Sustainability Commission: Liaison Doll said the next meeting is Wed., Oct 6, at 5:15 p.m.

## **XII. ASSEMBLY COMMENTS AND QUESTIONS**

Ms. Danner said that member of fire department told her there are frequent problems at the former Wal-Mart crossing and was told by DOT the crossing has been eliminated, but people are still use the crossing. She would like to see this listed on the STIP.

Mr. Anderson referred to the request for a bus stop at Costco and staff will report back on this at the next PWFC committee meeting.

Mr. Anderson said the League of Women Voters will hold a public forum on CBJ Ballot Proposition 2 in the Chambers on Thurs., Sept 23, at 7 p.m. and a Candidate Forum at the same location on Wednesday, Sept. 29.

Mr. Anderson thanked Sealaska for the work to fill and landscape “the pit” at the corner of Front and Seward.

Mr. Dybdahl said the new seawalk section near Taku Smokeries is very impressive, even though not entirely finished.

Mr. Stone said the Gastineau Channel Historical Society will host a program Saturday, Sept 25, from 1 – 3 pm, featuring former and present Juneau Mayors who will discuss accomplishments during their terms of office.

Mr. Doll said October is National Energy Month and there will be an Energy Fair at the Nugget Mall on October 9, from 11 a.m. to 3 p.m., featuring energy savings ideas.

Mr. Wanamaker reminded citizens that October 5 is the city election and absentee ballots are available now. He encouraged people to vote.

## **XIII. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None.**

## **XIV. EXECUTIVE SESSION – None.**

## **XV. ADJOURNMENT – 9:05 p.m.**

Signed: \_\_\_\_\_  
Laurie Sica, Municipal Clerk

Signed: \_\_\_\_\_  
Bruce Botelho, Mayor

# ***DRAFT***

## **THE CITY AND BOROUGH OF JUNEAU, ALASKA Assembly Committee Of The Whole Work Session**

**April 25, 2011**

### **I. CALL TO ORDER/ROLL CALL**

Deputy Mayor Merrill Sanford called the meeting to order at 6:05 p.m. in the Assembly Chambers.

Assemblymembers Present: Jonathan Anderson, Mary Becker, Bruce Botelho, Karen Crane, Ruth Danner (teleconference), Bob Doll, Johan Dybdahl, Merrill Sanford.

Assemblymembers Absent: David Stone.

Staff present: Rod Swope, City Manager; Kim Kiefer, Deputy City Manager; John Hartle, City Attorney; Laurie Sica, Municipal Clerk; Rorie Watt, Engineering Director; Craig Duncan, Finance Director; John Stone, Port Director; Heather Marlow, Lands and Resources Manager.

### **II. APPROVAL OF MINUTES**

a. Monday, April 4, 2011 Committee of the Whole Meeting

*MOTION, by Becker, to approve the April 4, 2011 Committee of the Whole meeting minutes. Hearing no objection, it was so ordered.*

### **III. DISCUSSION OF THE PROPOSED DOWNTOWN DOCK CONSTRUCTION PROJECT (16B), ASSOCIATED UPLAND CONSTRUCTION, SCHEDULE AND FINANCING.**

Mr. Swope said that the Assembly's Resolution 2542 gave authority to the Docks and Harbors Board (D&H Board) to move forward with CBJ cruise ship dock improvements by installing two new floating berths in a manner substantially set out in Concept 16b. Any bid/design work as the project proceeds is to come before the Assembly. This meeting is to hear about the next steps in the design, construction and financing of the docks and uplands, to hear about discussions with the Fisherman's Memorial group, to hear about any navigation issues as a result of 16b, and to hear about how this project will dovetail with the seawalk. This meeting is an opportunity for the Assembly to ask questions and to offer recommendations. Mr. Swope turned to Mr. John Stone for a report on the project.

Mr. John Stone said preliminary engineering is complete and the D&H Board is ready to put significant portions of the project to bid. Only the winter months are available to do the work. He discussed the project sequencing.

Currently there is a new section of the seawalk completed and the Customs/Port building is nearly complete. Next winter's project includes a deck infill at the area noted as the North Ferry Dock, to be completed in 2012. This work has been approved, budgeted, and bid.

# *DRAFT*

The D&H Board is proposing project 16b in three phases, coinciding with the ability to work in the winter. The construction contracts are geared to those who they believe will bid. Most local bidders will be able to bid on Phase I, then Phase II and III will likely be outside contractors, due to the large dock work. Phase I will be decking and removal of the transfer bridge, to be completed in 2013. The upland configuration has been reviewed by the Planning Commission. A transportation consultant reviewed the use of the parking lot there and has considered the design according to those uses. The users have been through this plan.

Phase II is the berth construction, to start with the cruise ship terminal berth as this can be done in one winter, to be complete by 2014, leaving the steamship dock for use as usual. The D&H Board has discussed this with industry and the industry is comfortable with this plan. Doing both berths in one season may be too risky. The cruise industry recommended increasing the size of the floating berth to 450'. It will be more flexible and will be able to berth a 1000 ft ship or 1100 foot ship. This will include a heavy duty driveway ramp down to this berth. They reviewed sewer and shore power at each berth with the cruise industry, the power company and the public works department. All recommended installation at the time of construction. The cruise ships felt that gray water discharge would be helpful. The power company can not accommodate another ship hooked up to shore power at this time, but it is a possibility in the future, so some of the project includes installing conduits without the power line. The cruise ships felt it would be prudent to do this for the future.

Mr. Sanford asked about space for the transformers. Mr. J. Stone said the power company believes there is enough space on the hillside above for this use, the cables would run over Franklin and down to the dock, this is in the plan.

Mr. J. Stone said Phase III is to be complete in 2015. In consultation with industry, the plan has added a medium duty driveway, which is a cost increase over the initial plan. They analyzed steel over concrete and determined concrete would be more expensive initially, however, would provide long term cost savings in maintenance. The lightering float will be removed and the seawalk extended. This is necessary to assist in passenger dispersal in the area. Mr. Stone said the D&H Board is working with the Fisherman's Memorial on an alternative site for relocation and they are still in discussion.

Regarding navigational impacts, there have been no further communications with the Franklin Dock, other than they were going to provide the D&H Board with something to work from regarding any navigational costs and the D&H Board has not received further information. The cruise ship companies are all aware of the plans and have been included in discussion.

Mr. Anderson said there was some disagreement on whether there would be any navigational issues, and mitigation would be considered if there were. Mr. Stone said that offer is still on the table, he has talked with the owners, and they understood but had not submitted anything.

Mr. Anderson asked if Project 16b includes the uplands or is it just the berths. Mr. Stone said 16b is just the docks and Mr. Duncan would discuss a comprehensive plan for port improvements that includes 16b and the upland projects.

# *DRAFT*

Mr. Doll asked about the time interval between the installation of the first and the second power supply. Mr. J. Stone said it would be based upon AEL&P's capacity. Mr. Doll said it would be optimal to have a selector switch to provide power to the dock that was occupied, not only to one or the other dock. Mr. Stone said that could be done, the power would be run along the gangway. Mr. Doll said the power connection is at the stern. Mr. Stone said they have spoken with industry and currently there are no standard configurations. Mr. Doll said foot dragging may benefit the situation until standards are developed.

Mr. Doll asked if the waterfront between the dock and shoreline will it be off limits due to security. Mr. Stone pointed out the lightering dock plans in the area. There was some discussion that the Storis would be there, but it was determined it would not be a good situation as it could not be moved once Project 16b was completed. Cruise ship thrusters could impact the Storis as well if it were docked there, so perhaps it would be better off in an alternate location if docked in Juneau.

Mr. Dybdahl asked for more information on the decision to use concrete vs. steel. Mr. Stone said they are looking at concrete design life for 50 years – there is no need to recoat, to check for corrosion, whereas with steel there is regular maintenance regimes for underwater structures in a dry dock facility, so they would have to be barged to an out of town facility. They thought this was a large chore, and the concrete would serve better. Mr. Dybdahl asked about the cleaning. Mr. Stone said it may not be necessary.

Ms. Danner asked about the potential bidders' ability to build a one or two piece dock.

Mr. Stone said there are two firms that can build this type of berth. One can do it as a monolith, the other would do it in pieces. The consultant has visited the company that does it in pieces and they are currently constructing a facility for Nanaimo.

Mr. Dybdahl asked about the risk of that kind of dock breaking up or potential damage in transport and would it be insured for the risk? Mr. Stone said yes, that has been considered, and the consultant had considered the timing of the transport to avoid winter in Queen Charlotte Sound. One of the dangers of concrete is damage from the ship. With steel it can be welded, but a chip would not be as easy to repair, however, when weighed, the costs to repair both materials may be similar and the likelihood of the event happening is not significant.

Mr. Doll asked how widely the bid would be distributed. Mr. Stone said the bid on the berths and the installation would be sent nationwide – there will be many bidders on the west coast. For the upland portion there would likely be local bidders.

Mr. Duncan distributed information on project financing. He was asked to talk with the D&H Board and get their cost estimates of the project. The project has \$23 million in existing funds, of which \$11 million is available to the 16b project. There are some additional sources in fund balance of the Port Development Fee of \$4.7 million that can be made available. The D&H Board has offered \$4 million in reserves for the dock that can be used.

Mr. Anderson asked how much of the \$80 million project is in the actual docks and how much is in the upland projects. Mr. Duncan said the berths are estimated at \$63 million but the uplands

# *DRAFT*

are tied into the project and connected. Mr. Anderson said a distinction is that the uplands are useful to all. Mr. Swope said the docks are estimated at \$50 million. Mr. Sanford asked about the cost of the improvements to the old docks. Mr. Stone said the project including the ramps down to the water portion would be \$45 – 50 million.

Mr. Duncan said \$63 million includes associated uplands work and the cost to relocate the Fisherman’s Memorial. Currently with the project there is \$12 million worth of work underway, and in addition, there is \$80 million worth of work, for a total of \$92 million total project cost. This includes all the work that has been done, the development of the Archipeligo property, the upland projects, the seawalk and the docks themselves. Mr. Sanford said each segment would have a separate project number – there will be separate CIPs done in phases, and each phase would be voted on. Mr. Duncan said they are looking at a project that can be financed overall, but each phase would be voted on by the Assembly.

Mr. Duncan spoke about three sources of revenue – the Marine Passenger Fee, the Port Development Fee and the State’s Marine Passenger Fee. The idea is to use the Port Development Fee and the State’s Marine Passenger Fee to fund this project and avoid using the CBJ Marine Passenger Fee because there a lot of projects identified and using this revenue source. Looking at this project on a pay-as-you-go basis, the project extends out to 2015, which allows us to collect quite a bit of revenues to reduce the cost of financing needs, but in all cases there is a need to finance – CBJ will need to borrow money. Borrowing money requires a pledge of a revenue source to borrow the funds. The state revenues can not be pledged because those are annually appropriated by the legislature. This leaves the Port Development Fee. Considering the present circumstances with an \$80 million project, two things have to happen. The project must be extended to allow the pay-as-you-go window to enlarge. The uplands and seawalk area would need to be extended, along with the Archipeligo property development. He spoke with Mr. Watt and extending this to 2016 would not create a timing issue for the project. This would pledge the Port Development Fee and use all of the resources of that fee and the State Marine Passenger Fee out through 2016, and then pledge the Port Development Fee revenues out to 2035, for a 22 year revenue bond, issued in 2014 to meet the cash flow requirements. The State has \$10 million in the Capital Projects Budget for this, and if approved, the numbers would drop down and could shorten the debt quite a few years, perhaps from 22 years to 15 years.

Mayor Botelho said that there is some sticker shock, but even if Project 16b is not built, it is clear that CBJ would have to invest tens of millions of dollars into the current facility and there would still be the inability to berth two panamax ships, which CBJ was told by the industry in 2006-2007 that it would see by 2010. This is why this configuration was developed. The upland configurations reflect the size of the vessels anticipated. Ketchikan and Skagway have already moved forward with docks of this type. There are not many alternatives. We could eliminate shoreside power and wastewater connections, however, that is forward thinking. CBJ is responding to the needs of the industry and the community into the future. He said “full steam ahead.”

Mr. Duncan explained the figures, including the breakdown of the project costs and the phases of funding, how they divide by year and pay over time, with a debt of \$2.2 million per year for 22 years. It is important to note there is a debt ratio that requires more revenue than debt. There is no

# *DRAFT*

restriction to using the money, but it has to be available. There is additional Port Development Fee available. The available cash above and beyond the debt service increases over time.

Mr. Sanford asked about the need for port development fees for other projects. Mr. Stone said there are the projects identified in the long range waterfront plan, including the extended seawalk, including areas from the AJ dock to the bridge that could use the fees.

Mr. Anderson asked how the assumptions for the projections were determined and calculated. Mr. Duncan said he took the projections for 2011 and 2012 seasons, and after that assumed an increase of 3% per year. By 2018, this would mean 980,000 passengers, which is still below the numbers in 2008.

Mr. Duncan said CBJ must identify a revenue stream that it controls to bond. There is nothing that would preclude CBJ from using State Marine Passenger Fees to pay this off earlier.

Mr. Watt said the ribbon cutting for the new section of Seawalk will be held Friday, April 29 at noon and invited all to attend at the area near the Fisherman's Memorial. The next seawalk project would be rededicating the wharf as an unobstructed seawalk. At the north end the seawalk in the vicinity of Marine Park, the Wharf Building and the Seadrome, several ideas have been discussed, including removal of the lightering dock and filling in areas, and extending an area in front of the Wharf, which will push float planes out a bit. The Wharf Building is also interested in some extension of their property. He estimated this portion of the Seawalk to cost approximately \$15 million. There is a tideland parcel that the Wharf owners have suggested the city purchase. We are engaging an appraiser to review that parcel. The area has complicated challenges. The seaplanes are tenants of the Wharf. In the park itself there are issues, however, this will be an improvement or gain for the park. The Fisherman's Memorial is a new issue which the PRAC has not reviewed. Engineering is pursuing permitting on the Seawalk area near the bridge. There are funds for the demolition of the shop. There is a sand spit property near the bridge area in private hands and there has been some discussion regarding acquisition of that parcel.

Mayor Botelho asked if staff needed Assembly direction at this time about future negotiations on that property acquisition. Mr. Watt said yes. Mayor Botelho suggested entering into an executive session about this topic.

Mr. Sanford asked if the Bridge Park Seawalk and Gold Creek Seawalk included in the \$92 million waterfront project. Mr. Watt said that would be a different funding source.

Mr. Dybdahl asked about the overall project and if there are any decision points where changes can be made, say between Phases I and II, or the uplands improvement. Mr. John Stone said that yes, there would be additional decision points and the D&H Board is seeking approval for funding the bid documents, and going out to bid could be a decision point. The two berths could be phased and it could be structured to bid one or two berths.

Mr. Sanford said that Project 16b is basically one project, and if the design is approved for bid, CBJ will be doing this project unless there is an emergency that shuts it down. Mr. Stone said the project could be stopped in design, the only issue would be lost funds.

# DRAFT

Mayor Botelho said it may make sense to consider a joint Assembly / Docks and Harbors project team, with two members from each body, to keep the assembly up to speed on how things are unfolding. Mr. Sanford said it could be considered, but he was not sure it was needed and might be duplicative of the work already being done. The D&H Board is willing to meet anytime.

Mayor Botelho distributed a document outlining the action items before the committee and he asked for a break to review. The committee recessed from 7:18 – 7:30 p.m.

Mr. Sanford asked Mr. John Stone for more information on the PND contract. Mr. Stone said PND has submitted a fee proposal for design and bid phase services for the uplands portion in Phase I and the two cruise ship docks, Phase II and III. It is a “fixed fee proposal” at \$2,747,500, and a second part is for time and expenses reimbursable up to \$100,000 for environmental permitting. With Assembly approval of this proposal, bid documents will be developed. This is a continuation of work done over the past several years and the preliminary engineering work which included the geotechnical work up to this time.

Mr. Swope said this item would be before the Assembly on May 2 meeting and this is the time to ask questions and discuss in depth.

*MOTION, by Botelho, that the COW recommend to the Assembly that it approve a bid award to PND in the amount of \$2,747,500 for design services related to the replacement of the downtown cruise ship docks plus and additional time and materials contract to PND for permitting services, not to exceed \$100,000.*

Mr. Dybdahl said he had no objection, but as a result of doing the bathometric study, did it reveal any positives about the projected budget. Mr. Dick Sommerville of PND Engineers said they had a very successful geotechnical investigation during February 2010. There are highly variable conditions on the water front. They found thin, loose burden of approximately five feet over bedrock in some areas and as much as 80 feet of overburden in other areas. He said they have budgeted appropriately for the variables and there will be design solutions. The deepest overburden was at the south end.

Hearing no objection, it was so ordered.

*MOTION, by Botelho, that the COW recommend to the Assembly that the following funding commitments are made: to use all of the current fund balance in the Port Development Fee fund and all Port Development Fees and State Marine Passenger Fees collected through FY16, and starting in FY14, a pledge to use all Port Development Fees for 22 years in order to secure a revenue bond for construction of the project. Hearing no objections, it was so ordered.*

*MOTION, by Botelho, to recess into executive session, with the purpose of providing instruction to the manager regarding negotiation for acquisition of property, a matter which is permissible under the Open Meetings Act. Hearing no objection, it was so ordered.*

The Committee recessed into executive session from 7:41 p.m. to 8:16 p.m. Deputy Mayor Sanford said the Assembly gave direction to the manager regarding property negotiations.

# *DRAFT*

## **IV. ORDINANCE 2011-13**

### **An Ordinance Placing the Question of Exemption From the State of Alaska's Municipal Official Financial Disclosure Law on the Ballot; and Adopting, Contingent Upon the Exemption, a City and Borough Public Official Financial Disclosure Requirement; Amending the Election Code Regarding the Public Official Financial Disclosure Statement and Creating Municipal Official Financial Disclosure Requirements.**

Mayor Botelho said the Assembly has periodically discussed the State's requirements for financial disclosure requirements. In 2009, it appeared after changes to the law that agency might be moving towards posting the reports required of public officials on-line. As it is the statute provides for electronic filing. The Municipal Clerk made inquiries about whether the agency was moving towards posting this information on-line and they indicated not at this time, however, the threat has remained. His concern is that in light of the detail of disclosure, access via the internet to the information tips the balance in terms of not what gets disclosed, but to whom it gets disclosed. The people of Juneau have a legitimate interest in their locally elected officials and the reports are readily available with the clerk. To have that information published beyond the state, given the types of fraud that have taken place, are of concern to him. The timing for this ordinance is that under state law, for CBJ to remove itself from state reporting requirements, a public vote is required. This triggers ballot timing issues, and because it effects elections, this triggers a requirement for pre-clearance by the U.S. Department of Justice. Ordinance 2011-13 is modeled on the Ketchikan Gateway Borough ordinance and adopts the state code current at the time of Ketchikan's drafting.

Mayor Botelho recommended amending the ordinance to explicitly bar posting of the reports electronically.

Mayor Botelho said there can be discussion of who should have to report, and this ordinance reflects the current state requirements of candidates for elected office, elected officials (Assembly and School Board), the Planning Commission and the City Manager. Regardless of this reporting requirement, all local officials and employees are barred from taking action on a matter in which they have a conflict of interest by the CBJ Conflict of Interest Code.

The threshold of reporting is another issue which can be discussed. This ordinance maintains the \$1000 threshold for sources of income requiring disclosure and gifts of more than \$250, and he recommended no change. This ordinance varies from current state statute as it requires just the source of income over \$1000 and the current state statute requires disclosure of the total amount as well as the source.

Mayor Botelho recommended amending the ordinance regarding who can privately enforce this ordinance to change the state language from "any citizen," to "any qualified Juneau voter."

Mayor Botelho said the ordinance was introduced at the April 4 Assembly meeting and was referred to the COW. It is up to COW to determine if it is ready for a public hearing.

Mr. Hartle said this is modeled on the Ketchikan Gateway Borough ordinance, which was actually defeated by the voters. Mr. Hartle said he was no expert, however, he has read up on state law and the ordinance and law does match as Mayor Botelho stated and he is happy to find answers to questions.

# ***DRAFT***

*MOTION, by Doll, to set Ordinance 2011-13 for public hearing, and to include the suggestions for modification by the Mayor, at the May 23 Assembly meeting.*

Mr. Dybdahl said he was not sure why the Planning Commission has been included and over time it has become increasingly burdensome. There are people who have decided that it is not worth it to them to step forward to serve. These people are not trying to hide anything, but they are not comfortable with the requests for more and more information. He supported the ordinance.

Mr. Anderson said he favored the bar to posting the information on the internet as he is aware of the ability people have to mine information. This information is available at the clerk's office and it is not being prohibited from anyone.

Ms. Crane said as a Past President of the League of Women Voters of Alaska, she was concerned when she first saw this ordinance introduced, however, after reading this she is convinced that the public's right to know is still protected. She does not believe that the requirements to provide information are being reduced, it is just being provided in a different way.

Ms. Danner was concerned about modeling the approach on a defeated ordinance. Mayor Botelho said he did not believe the ordinance was the shortcoming. Ms. Danner asked if there was a plan to overcome the trouble Ketchikan had in adoption. Mr. Sanford recommended considering the changes recommended by the Mayor and taking any other concerns to the law department.

*MOTION, by Botelho, to recommend to the Assembly to amend Ordinance 2011-13 on page 7 line 5, to add at end of the line, "The reports shall not be posted electronically." Hearing no objection, it was so ordered.*

*MOTION, by Botelho, to recommend to the Assembly to amend Ordinance 2011-13 on page 9, line 15, to substitute "Juneau" for "Alaska." Hearing no objection, it was so ordered.*

Mr. Doll asked that since the Clerk will continue to hold the repository of information, if the Clerk has concerns about a frivolous or malicious request for information, what the resort is.

Mayor Botelho said the Clerk is not permitted to make a judgment about any person making a request for a public record. The law requires that it be available and it is available to anyone at the office, if a copy is requested it is reasonably provided, and anything beyond that is out of the control of the Clerk.

Mr. Hartle said that the reason for requesting a public record is irrelevant to the request. If it is a public record, it is available.

Mr. Anderson asked and it was confirmed that there is a six-year retention for the reports.

Hearing no objections, an amended version of Ordinance 2011-13 will be presented and set for public hearing on May 23, 2011.

# ***DRAFT***

Following discussion and without objection, the Committee of the Whole agreed to change the Regular Assembly meeting date from June 13 to June 6, 2011, based on the potential need to delay budget adoption due to the extended session of the legislature and the availability of Assemblymembers.

The Committee of the Whole will review its schedule for any potential changes.

V. **ADJOURN**: 8:35 p.m.

Submitted by Laurie Sica, Municipal Clerk

**THE CITY AND BOROUGH OF JUNEAU, ALASKA**  
**Assembly Committee Of The Whole Work Session Minutes**

July 13, 2015

**I. ROLL CALL**

Deputy Mayor Mary Becker called the meeting to order at 6:05 p.m. in the Assembly Chambers.

Assemblymembers Present: Mary Becker, Maria Gladziszewski, Jesse Kiehl, Jerry Nankervis (teleconference), Merrill Sanford, Kate Troll and Debbie White.

Assemblymembers Absent: Karen Crane, Loren Jones,

Staff present: Kim Kiefer, City Manager; Rob Steedle, Deputy City Manager; Beth McEwen, Deputy Clerk; Hal Hart, Community Development Director; Kirk Duncan, Parks and Recreation Director; Beth McKibben, Planning Manager; Chrissy McNally, Planner; Carl Uchtyl, Port Director; Gary Gillette, Port Engineer.

**II. APPROVAL OF AGENDA**

Hearing no objection, the agenda was approved as amended by Ms. Becker to add two items from Assemblymembers.

**III. APPROVAL OF MINUTES**

- a. June 22, 2015 Assembly Committee of the Whole

Hearing no objection, the minutes of the June 22, 2015 Committee of the Whole meeting were approved as corrected.

**IV. AGENDA TOPICS**

- a. Capitol Cup Tennis Match

Ms. Troll said she attended the Capitol Cup Tennis Match between Whitehorse and Juneau, which has taken place for over 20 years. The mayors waged a friendly bet on who would win and the losing mayor is required to wear the apparel of the winning city at a formal event. There were 15 Juneau participants and Juneau won 19 matches, Whitehorse won 19, but Whitehorse had a higher number of games by 12, therefore, Ms. Troll presented a Whitehorse hat and sweatshirt to Mayor Sanford to wear at the next ribbon cutting ceremony.

- b. Dock Project 16b Electrification

Invited guests included Tim McLeod, General Manager, Alaska Electric Light and Power (AEL&P); Ben Haight, Electrical Engineer, Haight and Associates; Keith Comstock, President, Juneau Hydropower; Duff Mitchell, Managing Director, Juneau Hydropower; Kirby Day, Princess Cruises and Tom Dow, VP Corporate Affairs, Carnival Lines.

Ms. Kiefer said there had been significant discussion of an electrification project for the new city docks, so asked for stakeholders to present their information to the Assembly.

Mr. Day introduced Mr. Dow as an initial proponent of shore power since 2001. Mr. Dow said the core principal of the shore power project was that Princess designed and installed a system to buy surplus power from an AEL&P substation at a competitive rate. AEL&P used the proceeds from this sale to prefund the COPA fund, which essentially benefits all the rate payers in Juneau by reducing the surcharge when hydro was down and the utility had to use diesel back-up generators. The project benefited Juneau residents financially and environmentally, and allowed the ships a competitive rate to justify being able to invest in retrofitting for shore power. It had worked well for 15 years. Currently, most of the ships have invested in exhaust gas cleaning systems, known as “scrubbers,” which has been a major reinvestment to allow them to use less expensive fuel, as opposed to burning jet fuel. The believed this was the best current technology as it created reduced emissions not only at the dock, but while the ships were underway. It also does not require a significant investment from the community. They had ships that would continue to use the electricity at the Princess dock. He said the Princess and Holland America ships had electrical outlets located on opposite sides of the vessels and that was a complication. His company believed that the investment in scrubbers was a better overall program since they accomplished a broader range of benefits. Shorepower still worked as long as there was a surplus of power and the connections were suitable to the ships in use.

Ms. Troll asked if the scrubbers were effective in capturing green-house gases. He said until other fuel sources were available, the ships would continue to use hydrocarbon fuels, so shoreside power would be reduced from ships for the time the ships were in port using available excess power, essentially one third of one day a week. Ms. Troll said that could be increased if each port provided shore power to the ships. Mr. Dow said the main benefit of shore power was to improve air quality in the immediate vicinity of the port. The scrubbers were not perfect, and were a significant investment, and were a dramatic improvement to air quality for the entire journey. Many ports did not have the excess power to provide, and some of those ports used nuclear and fuel generated power. The best way for the ships to reduce green-house gases was to improve the efficiency of the fuel burned. Through a variety of techniques they had reduced their consumption over the past 5 years.

Mayor Sanford asked to know how many of the 27 large cruise line vessels that visited Juneau in the summer had scrubbers, were moving towards using LNG, or that were either already electrified or proposed to be electrified. Mr. Dow said he believed 100% of the ships in Alaska would offer the scrubbers within the next seven years due to global concerns. He was not sure how many would get shore power. They would need to be ships that firms were confident would remain on the West Coast for the foreseeable future, where there were the few ports that had connections. The ships would get scrubbers but not necessarily shore power connections. Cities with shore power connections included Vancouver, Canada, Seattle, San Francisco, Los Angeles and San Diego.

Carl Uchtyl said the 16b project was awarded to Mansen Construction to cast the floats and would mobilize in September 2016 for the South berth construction. The project allowed most Panamax ships to tie up at the City owned properties. In the early phases, they placed the conduits for pulling cable and located the transformer spots to eventually electrify one or both berths, so at the time when ships made the request for electricity, the installation could be done with minimal impacts. He said they had done their due diligence to provide the necessary infrastructure to pull cable and would work with AEL&P when the capacity was available to produce power for more than one cruise ship in town and when the industry asked for the connections.

Ms. White said the promotion of the dock project to the public stated the facility would have water/sewer and electrical hook ups. Mr. Uchtyl said the promotion was that sewer hookups would be immediate, but power would be in the future. The ability to provide shore power was

based on availability of surplus power. One cruise ship took a third of the community's entire power load.

Mayor Sanford asked if Mr. Uchytel felt confident that the current engineering process would prepare the docks for this future use or would there be a need to re-engineer in the future when more infrastructure was required. Mr. Uchytel said he thought a submarine cable might be better or less expensive, so it was premature to say engineering would be done in one way or another. Where we put the light system is an unknown as we don't know which ships will have the capacity for shore power. The project needed to be built, and it would not be worth driving piles and building a system now, as it would be a stab in the dark before knowing what the ships would need. Mr. Uchytel said the docks and transfer bridge would be very robust.

Ben Haight said the system was designed and would be constructed with raceways from above South Franklin Street to the shore and there was an ability now with current engineering to facilitate a variety of options, either underwater to new dolphins, without having to go backwards, and there also was the ability to route cables down the bridges to the floating docks and the docks were designed to put the cable on the docks. There were options but no commitment to a specific plan before hearing from the cruise ships.

Mr. Kiehl said he was not tracking the cost of engineering vs. the cost of retrofitting with a festooning system. Mr. Haight said the dock was constructed before the festooning system was installed for the Franklin dock and we constructed additional pilings and infrastructure, so we are talking about something similar here. We need to facilitate the ships that will be scheduled into port so we are designing for future construction. Mr. Uchytel said it would be fiscally irresponsible to build out transformers, switching gears, cable and have it sit there until it could be powered, to sit in the elements until an unknown future use date. Industry could not tell which ships are coming, determine an industry standard as some had power on the port, some on the starboard, so to drive piling without a design requirement was impractical. Mr. Haight said he did not have design cost information available now, which would also need information from AEL&P.

Ms. Troll said if Juneau only reacts to what the industry wants, it would not have moved forward with the 16b project and she doesn't think we need to wait for ships to clamor for electrification. Ms. Troll said Juneau could urge, give incentives, and the world was moving towards this without being like California that passed a law to require it. Mr. Uchytel said he was not against electrification and the board supported it, but it was premature to spend more money without knowing the future.

Ms. Becker asked if there were other lines besides Princess and Holland America that wanted power. Mr. Uchytel said that Mr. Dow represented Carnival Cruise Lines, which had Princess, Holland America, Carnival, the majority. There were also Royal Caribbean, Celebrity, Norwegian Cruise Line, and Disney. Ms. Becker asked if those ships wanted shore power and Mr. Uchytel said that Mr. Dow said it was not penciling out to invest in the shore power with the limited time the ships would be plugged in. If AEL&P said they had excess power available, we are ready but until there is sufficient supply, we can move forward.

Ms. Gladziszewski asked how ready the 16b project was to add shore power. Mr. Uchytel said everything shore side was ready, no streets would need to be "dug up," but the question was what is needed on the water side, and those decisions were based on the ships that would want to dock there, which were unknowns. Mr. Sanford said that AEL&P would need to put infrastructure in place as well.

Mr. Day said that Disney does have shore power and plugs in when in Vancouver, their port of origin. Mr. Dow said the California requirement to connect to shore power only applies to those with five or more calls to California in a year. Traditionally many of the Alaska ships make only

two calls in CA, and Royal Caribbean is not interested in shore power. Also, cargo ships are very different than cruise ships. Mr. Day said the festooning system was on piles, not on a dock.

Tim McLeod said this was a complex topic. AEL&P connected the cruise ships due to economic reasons as it helped provide lower cost power to Juneau, with the side benefit of air quality. Hydropower in Juneau was some of the cleanest energy in the world, and very dependable. Hydro was very expensive to build but inexpensive to run. Whenever they built a hydro project, they built a diesel back up. Hydro output was different every year. If properly managed, hydro projects could be very low cost over the long run. If they sold too little energy, it spilled over the dam. Managing the projects was difficult, especially forecasting future loads. They needed to be able to switch on and off the loads. AEL&P had paid the full expense of the Snettisham project in the 1970s. In the 1980s they had to rely on diesel and that was when prices went up. In 1990s they went to the dual fuel program for housing. Juneau was the first port to connect cruise ships to shorepower in 2001. They sold any surplus energy as shorepower. Dual fuel customers got energy first, then the Princess ships. As they moved forward with Lake Dorothy project, they knew that they would again have surplus energy, they brought Green's Creek Mine on in the third tier of their priority sequencing. At AEL&P, approximately 20% of their load was interruptible. Depending on precipitation, they could meet the loads needed. They track and forecast lake levels and rainfall. The timing also adds another layer of complexity. AELP provides enough energy to serve the community. Have some room for growth. They recommended that if there was an opportunity to add conduits in the project it should be done. He did not recommend installing big infrastructure because they did not have a big surplus in energy. They support the idea for powering ships, but would have to be careful about powering more ships because if they oversold they would need to run diesel. AEL&P could connect ships 30% of the time now if the ships were ready. AEL&P was now a subsidiary of AVISTA corporation. AVISTA was looking at bringing LNG to Juneau. If that worked out, they could firm up some of the interruptible load customers by entering an agreement to supply them generation with LNG so they could maximize their hydro. They were investigating the construction of the Sheep Creek hydro. That could open up a small amount of hydro. Mr. McLeod explained the total loads of power and what interruptible loads were.

Ms. Kiefer asked Mr. McLeod about plans for future substations for cruise ships. He said Mr. Haight had developed a master plan for the potential of connecting these new docks. A location on city land has been identified. That is a 15 megawatt transformer. It would require an investment of approx. \$5 million to get the substation up and going. He would not recommend making that investment at this point in time. He would suggest adding the conduits so it would be ready for installation. It would be specific to just the cruise ship docks. Mr. Haight said that substation would be unique to the cruise ships because they were on a different voltage than the rest of town. Mr. McLeod said that the ships themselves had two different voltages as well and 16b would take one substation, the current substation was too far from that dock or the AJ dock, and the AJ dock would require a third substation.

Duff Mitchell said he analyzed the Juneau market for the cruise docks. 18% of the boats now were hooked up and those were exclusively Princess. There were several days when more than one Princess ship was in dock with only one able to hook up. This year 84 visits are to the electrified Princess docks, which was 19% of the port visits. The market potential is 43.8% in 2015. That translated to sales, taxes, jobs, and hook ups. He was talking with cruise lines and the Disney ships were eager to hook up. He said that Holland America could take one dock itself. He spoke with Mike Watts, VP of Cochran Electric, who assisted with the Juneau electrification and had built dock electrification facilities in Halifax, San Diego, Vancouver, Seattle, San Francisco and New York, and asked him to analyze our engineering system with the Port Director. He said it was more efficient to consider the engineering and design electrification tasks before or during construction to avoid more expensive changes later. Weight, safety, balance and loads needed to be considered. Regarding capacity, the power from Sweetheart

Lake Hydro would be in production late 2017. They planned on going to construction late next year. Kensington took 70,000 megawatts. Greens Creek was interrupted 25-30% of the time, and they required 17,500 – 22,500 megawatts annually, which was larger than the demand from Haines or Skagway. Future cruise ships were estimated to need 10,000 megawatt hours. Princess was using 6,000. There was not a capacity problem. His company was trying to provide low cost power and if an interruptible customer was burning diesel, they could sell them hydro. Any money AEL&P made on Juneau hydropower had to be put towards lowering rates as they had a 12.88% return on an equity and the figures were set by the Regulatory Commission of Alaska. They would use capacity and lines that currently exist and the fees for sending power through those lines to reduce the rates as well. He spoke about the benefits of reducing greenhouse gases through electrification. We wanted to sell the electrical capacity that they would have in the near future, and they saw the dock electrification as one customer. He said their project had financing set, and the Federal Energy Regulatory Commission had issued a timeline. They planned on mobilizing as soon as they got the notice to proceed in Spring 2016 and late in 2017 or the first quarter of 2018 would be the latest projected power dates.

Mr. Dow said as long as they had ships equipped with shore power they would utilize those ships in locations where shore power was available. There was a tremendous churn of ships coming to Alaska and predicting which ships would be docking in 2017 based on 2015 would not provide an accurate outcome. All of Holland America's connections were starboard side, however, looking at the dock designs, all of the connections for any ship, port or starboard, would not be on the floating dock. The consultant was talking about putting a jib or a system for festooning on a dock, and that was not going to happen with these docks and they would all be out where the cat walks are, because all of these connections were aft of the mid-ship. These ships were all retrofitting because they weren't designed for shore power. The connections were not all the same on all the ships, and having the flexibility to address different ship configurations made it very complicated. You would want to have someplace to screw in the lightbulb before you show up with the lightbulb in hand, so you want to make sure the power is actually there to supply it if you go forward with it. There must be assurance that reliable shore power would be available.

Mr. McLeod said one of the reasons for the low rates was that some of the hydro projects were very old – Snettisham put out power at \$.04 / kw, but if built today that power would cost \$.20 / kw. Hydro was not always cheaper than diesel. Cruise ships bought their energy in bulk and the cruise ships could also create their own power.

Mr. Kiehl asked what the cost of power was when generating it on board. Mr. Dow said that fuel prices changed but currently it was \$.15 - .18 / kw when using cheaper fuel.

Mr. Mitchell said that when economies of scale were met, the incremental costs do not go up and when looking at the summer, the cruise ships were the perfect balance for using excess power rather than spilling power. It was clear that when renewable energy displaced diesel it had a downward effect on prices.

Ms. Becker thanked everyone for the thorough information.

#### c. Utility Advisory Board Annual Report

Scott Willis, the Chair of the Utility Advisory Board, advised the Assembly regarding the water and wastewater utilities. He presented the annual report. Five of the seven members had been with the board for the full ten years the board was in effect. Grant Ritter was also present at the meeting and was a board member. For the first part of the year virtually all of the board's attention was on the rate study. He thanked the Assembly for its support and assuring the utilities financial stability. Currently the board was looking at addressing biosolids. Shipping biosolids is precarious due to shipping and the receiving. They are meeting frequently to investigate

alternatives and hoped to provide a recommendation to the Assembly by the end of the year. The board has also had briefings on the rehabilitation of the Last Chance Basin Well Field, the Salmon Creek Filtration installation and the reorganization of the Water and Wastewater Divisions and the combining of Engineering and Public Works.

Ms. Troll asked about any future attempt to look at the utility rates based on usage. Mr. Willis said that would be discussed, it is referred to as the “cost of service,” but that was a future issue.

Mr. Kiehl asked about the headworks at the sewage treatment. Mr. Willis said they have not taken up that issue. Mr. Watt said there were two projects in the CIP for headworks at both the JD and Mendenhall plants. The Mendenhall project would proceed fairly straightforwardly, and there would be policy decisions at the JD plant revolving planning for cruise ship wastes (capacity). Industry would be consulted on its needs and the topic would return to the Assembly. There could potentially be a cost sharing project.

Mayor Sanford said he believed the conclusion in the report was untrue, which stated that due to the CBJ not raising utility rates, the infrastructure maintenance was deprioritized and CBJ fell behind in the ability to perform necessary repairs and upgrades. He said CBJ had provided CIP money, state loan dollars, state grant dollars to work with the utilities and keep them up to par. He could not think of a project to which the Assembly had said no. If sewer and water projects were not completed in that timeline it was because staff did not bring them forward because everything that was brought forward was funded and not only taken care of but also expanded within the service areas.

#### d. Parks and Recreation Department Update

Kirk Duncan gave a special thanks to Mr. Kiehl, Ms. Gladziszewski, and Mr. Nankervis for dunk tanking at the Rotary Day at Dimond Park Aquatic Center.

One of the goals of P&R was to increase participation in the facilities, to increase revenue and cost recovery. P&R planned to make residents more aware of services. P&R was buying a new point of sale program to capture user data for increasing participation. P&R would enhance youth programs and had been asked to take over the after school program. P&R would hold a fair for the summer programs for youth in May and from this could determine where there were holes in the offerings and fill those. P&R was considering filling the need for providing summer employment to youth through a trail maintenance program similar to one in Anchorage. SAGA no longer offered this program.

P&R was taking more of a business approach to programs. P&R would work on creating demand for programs vs just filling demand, and was also working on asset management.

P&R was working on getting user feedback and did an interim project with McDowell so people could go online and rate the facilities. P&R will keep monitoring that and as programs change, would note the response to those changes.

P&R staff would be working with PRAC, Aquatics Board, and Treadwell Advisory Board to establish rates and cost recovery goals. The Eagle Valley Center, formerly managed by SAGA, located near Amalga Harbor, was now under the auspices of Parks and Recreation Department and P&R would be looking at opportunities for that facility. He spoke about Health and Wellness guiding principals.

Mayor Sanford asked if there were ideas for use of the Eagle Valley Center. Mr. Duncan said there was a high demand for the “ropes” course and summer camps could be run out of that facility. He hoped to work with the school district for cross country skiing and snowshoeing.

Ms. Troll acknowledged the tremendous amount of change that the Parks and Recreation department was facing and she complimented Mr. Duncan and his staff.

Mr. Duncan said they just held the first Aquatics Board meeting and the shared goal was increased participation.

e. Effect of Waterfront Industrial to Industrial Rezone Request on Proposed Marina Development.

Beth McKibben and Teri Camery said they were available to answer questions. Ms. McKibben said that public works submitted an application to rezone property on the rock dump from waterfront industrial to industrial, which went to the Planning Commission. The PC denied the request and the decision was protested by Engineering and Public Works. It is the Assembly's decision whether to bring forward an ordinance to accomplish the rezone, and at the last meeting at which this was considered, the Assembly requested more information, and staff prepared a memo in the packet in an attempt to answer those questions.

Ms. Troll summarized the Assembly wanted to understand what effect the proposal would have on Mr. Lockwood's proposed development, staff responded that the rezone would have negligible effects on his proposal, and she asked when the matter could return to the Assembly.

Ms. McKibben said the Assembly could ignore the request or the Assembly could make findings that would create such an ordinance to support a rezone. The Department could reapply in 12 months for another similar zone change.

Mr. Steedle said that the original rezone request was for the entire strip of land along the waterfront and the portion of unused property on the JD Treatment Plant site and there was a suggestion in the memo from Ms. Camery to modify the request to rezone just the portion that fronts the treatment plant. Mr. Uchytel did not support the entire rezone because he felt that would limit Docks and Harbors ability to manage that area, but did support the modified zone request. Ms. McKibben said that as an extension of an existing code, the requirement that a rezoned property be 2 acres or more was not applicable. She said the Assembly had the authority to make findings for staff to include in an ordinance and direct that ordinance to be introduced and publicly heard.

There was discussion about the need for better communication between city departments on projects of mutual interest, like this one. Mayor Sanford wanted Engineering and Public Works, Docks and Harbors and CDD to be on the same page.

Mr. Watt said that discoordination stems from a less than perfect lease document. He reviewed packet materials to explain the lease area and the location of the sewage treatment plant. Mr. Watt said staff has asked for a survey of the leased area and we have not been provided with that information. A condition of the lease was to provide that document and it has not been surveyed since the 1960's.

Mr. Lockwood said the survey was on file and had been provided. Mr. Uchytel said that what is referenced is a memo from former Engineering and Public Works Director Joe Buck outlining that the sewage treatment plant encompassed a 150' perimeter around the plant and included the snow storage area. Mr. Uchytel said that he did not believe that was sufficient for description.

Mr. Lockwood said the survey was done in 1967 when the tidelands were given to the city. That was the lease area, with the exception of the area of the sewer plant as defined by Mr. Buck.

Ms. Troll said the question before the Assembly was whether to make a zone change for snow storage and other industrial uses. The proposal now was to consider a rezone for a portion of the property to become industrially zoned. She asked if there was alignment between the city departments.

Mr. Uchytel said Docks and Harbors felt it was in the best interest to not limit the ability to use tidelands areas for waterfront uses in the future. He thought the discussion was regarding the incinerator, not for parking equipment. He said he needed to think about this more.

*MOTION, by Mayor Sanford, to return this rezone request to the Planning Commission, with the intention that this request be reviewed with the Docks and Harbors Department and the Engineering and Public Works Department, and returned to the Assembly. Hearing no objection, it was so ordered.*

Mr. Kiehl said he would like to understand the disposition of the lease before the Assembly took action on this issue. Mayor Sanford said he would like to have the issues regarding Mr. Lockwood's project figured out before October when the lease ends. Ms. Kiefer said Mr. Uchytel has sent a letter to Mr. Lockwood outlining the need for a survey area specific to his project, not just the overall tidelands survey. Mayor Sanford urged for clarity in communications between all of the parties. Mr. Nankervis recommended that the Law Department and Docks and Harbors meet to determine whether or not the lease was valid. Mr. Uchytel said that had been done, and there was disagreement still by Mr. Lockwood that a survey was specifically required by the lease beyond the 1960's tideland survey.

#### **V. COMMITTEE MEMBER COMMENTS AND QUESTIONS**

Mr. Kiehl said he had been approached by a number of members in the community to request an ordinance in response to the concerns about equal rights in response to the Supreme Court decision on marriage. Equal rights in the community was more inclusive than just the reference in ordinance to CBJ employment, and there was an interest in protecting rights within the community from private employers and housing. He asked for permission to work with the Law Department to draft a revised ordinance on non-discrimination, similar to a bill worked on by Representative Cathy Munoz. Hearing no objections, Mayor Sanford asked Ms. Kiefer to determine the workload of the Law Department.

#### **VI. ADJOURNMENT** - 9:00 p.m.

Submitted by Laurie Sica, Municipal Clerk

# Juneau Cruise Ship Docks Electrical Systems

Conceptual Design

February 2011

## Shore Power:

*Existing Shore Power Facility, South Franklin Dock (Princess Cruises):* The existing shore power facility at the South Franklin Dock was placed in operation in 2001 for Princess Cruises. The facility is configured with a substation on the mountainside above the dock, adjacent to the two 69 KV transmission lines routed from the Thane Substation to distribution substations in downtown Juneau. A transformer at this substation provides either 11.2 KV or 6.6 KV power to the shore power stations dependent on the vessel requirements. The power is transmitted through underground cables to a switch at the dock where the cables become large, flexible mining type cables laid in cable trays up and onto the festooning system where the cables are suspended to the ship. The system is capable of supporting a 16.25 MVA<sup>1</sup> load.

The energy consumption for each ship visit has been recorded since the beginning of operations on 10 July 2001. The energy consumed varies from year-to-year dependent primarily on the amount of energy available from AEL&P. AEL&P provides this energy to Princess Cruises on a “non-firm” rate<sup>2</sup>. The energy consumed is graphically illustrated over the past ten year period – see Attachment A. The average consumption over the past nine years<sup>3</sup> was 4,107 MWh<sup>4</sup>, while last year (2010) 4,266 MWh was consumed.

Last year, AEL&P began recording the load demand at the South Franklin Dock. Six different vessels visited Juneau and demanded peak loads varying from 7.24 MW (Sea Princess) to 10.6 MW (Diamond Princess). Most of the loads were between 8 and 10 MW – see Attachment B.

The vessels’ connection to shore power requires cooperative coordination between the AEL&P staff and the vessel crew. This involves synchronizing the generators on the ships to the utility frequency and voltage before closing the switch allowing connection, and then removing operation of the vessel’s generators. Vessel departure involves a reverse procedure. The connection of the vessel is monitored with protective relays and interlocks which open the vessel’s connection with any problematic conditions.

---

<sup>1</sup> MVA = Mega Volt-Amperes, a measure of apparent power.

<sup>2</sup> AEL&P utilizes this rate structure allowing them to provide excess energy to specific customers when it is available. These customers utilize this energy in lieu of producing electricity with their own generators. With this rate structure, AEL&P is not required to maintain additional standby generators supporting “firm” capacity as stipulated by the regulatory commission.

<sup>3</sup> The first year (2001) was not a full year, thus the consumption for that year was not included in the average.

<sup>4</sup> MWh = Mega Watt hours, a measure of real energy.



**Figure 1 - South Franklin Dock Shore Power**

*Future Shore Power Facilities, Downtown Docks:* AEL&P officials state that they currently lack capacity to support additional “non-firm” shore power facilities. When the second phase of the Dorothy Lake facility is constructed, their capacity will be improved with likely allowance for additional shore power facilities.

When implemented, the shore power facilities should be constructed at both docks. As illustrated in the site drawings, the ships will be moored stern-to-stern. From recent meetings with the cruise ship agencies, it was learned that the vessels are configured with their shore tie connections near their sterns, on one side or the other, but not on both sides.

The new shore tie facilities will involve the construction of a new substation on the mountainside, south of Gastineau Avenue. Again, this substation will be close to the 69KV transmission lines, located on land owned by an AEL&P sister company. It is probable that it will utilize two transformers, allowing selection of either 6.6KV or 11.2KV power to the each dock. The feeders from the substation will be parallel to the shoreline where they will separate direction to the individual docks.

The feeders from the dock will traverse down the transfer bridges to the floating docks. The cables will pass within the docks to the ends to the most strategic location for connecting to the vessels. The cables will terminate on a festooning type of structure allowing the cables with connectors to be suspended and swung out to the vessel.

The feeders on shore will utilize single conductors with 15KV rated insulation. These conductors typically utilize large strands with little flexibility. Before crossing from the stationary dock to the floating docks, the conductors will probably have to change to a finely-stranded type with much greater flexibility. And these cables will probably be a mine type cable encompassing the conductors for all three phases. The transition from one conductor type to the other will occur at a control switch or a pedestal type junction. This detail will be better studied during design.



**Figure 2 - Shore Tie Connectors**

When energy becomes available, the first phase of the facility to be constructed may be adequate to just power one shore tie. In this case, the system will be configured with a single transformer at the substation and a single feeder<sup>5</sup> to a switch at the shore. The switch will be configured to select the dock to be powered as well as provide synchronizing control.



**Figure 3 - Shore tie Cable Festoon**

When it is determined that an adequate supply of energy is available to serve to shore ties simultaneously, the second transformer will be installed in the substation with a second feeder similar to the first installed to the switch at the shore. The switch bank will be reconfigured such that each switch individually controls synchronization to the associated dock. The cables from the switches to the festoons and connectors on the floating docks will remain the same.

With the understanding that excess energy is unavailable for the shore power facilities at this time, it is prudent to only install the required raceways, manholes, and vaults. The raceways constructed in duct banks will be installed from the hillside above South Franklin Street down to the shore line, first crossing beneath the street and then transitioning beneath the new

<sup>5</sup> Four sets of conduits with three conductors.

parking area to the new portion of dock where the old ferry transfer bridge was once located. One or two manholes will be located on the shore side of South Franklin Street to provide access to install new cables. The duct bank will terminate in a vault at the shore with ten ducts stubbed through the retaining wall at the shore. There will be ten, 6 inch diameter raceways in the duct bank for the entire route.

Installing the infrastructure at this time will minimize future disturbances to the new uplands area. Along with the installation of an infrastructure on shore, some raceways, or support structures for raceways will be installed on the transfer bridges and within the floating docks.

Attachment C illustrates the layout of the shore power system. It defines the portion to be installed initially, and the portion, or portions, to be installed in the future.

### **Facility Power:**

A power distribution system will be installed for both floating docks to support lighting, capstans, pumps, small vessel shore tie equipment, and miscellaneous equipment. The system will be powered at 480 volts, wye connected three phase.

The system will involve the installation of a feeder from shore to each floating dock. The feeders will terminate in distribution panels constructed for a marine environment with stainless steel enclosures and hardware. Step-down transformers will provide reduced voltage power (208Y/120 volt, three phase) to a second panel for small loads and maintenance receptacles.

The feeder to the dock will be a mining type cable (Type W). The circuits on the floating dock will be single conductors installed in Hot-Dipped Galvanized Steel Conduit. Connections to vibrating or shifting equipment will be flexible cable, either Type W or a type of SO.

All boxes will be cast metal suitable for a marine environment. Cabinets will be stainless steel with drip shields, gaskets, and stainless steel hardware. All support structures and materials will be stainless steel or Hot-Dipped Galvanized Steel.

The system will be metered a single point on shore with separate circuit protection for the feeder to each floating dock.

### **Grounding:**

A grounding system will be installed to support both the medium voltage shore power facilities and the low voltage distribution system. It will incorporate bare copper conductors installed in the duct banks, ground rod type electrodes in the manholes and vaults, and insulated conductors beneath the stationary docks.

Grounding conductors will be incorporated into the feeders from the shore meter/load center to the distribution panels on the floating docks. Ground bars will be incorporated into the distribution panels with bonding to the floating docks and equipment. Additionally, sea water ground rod electrodes will be installed and bonded to the same distribution panel ground buses.

The grounding system on the floating docks will be constructed to allow integration to the medium voltage ground grid component of the shore power facility in the future.

### **Lighting:**

Luminaires will be installed to illuminate the transfer bridges, gangways, catwalks, dolphins, and the floating docks. The luminaires will all utilize LED type lamps with night-time and motion sensing control. The lighting will only operate during night-time hours. The motion sensors will control the illumination levels from a partial output to full output when human activity is recognized within their sensing area. All luminaires will be manufactured with glare control features.

The luminaires on the transfer bridge will be small fixtures mounted beneath canopies where provided, to protect pedestrians. The illumination of the vehicle lane will be small fixtures mounted to the rails.

The luminaires on the floating dock will be area lights mounted to posts 15 to 20 feet in height, mounted along the shore side of the dock.

The luminaires on the catwalks and dolphins will be small fixtures mounted to the rails, not obstructing movement or line handling.

Navigational lighting will be installed as required.



### **Surveillance Cameras:**

Surveillance cameras will be installed to observe problematic activities on the floating docks, catwalks and dolphins, and on the transfer bridges. The cameras will utilize Ethernet technology with wireless communications to a central DVR<sup>6</sup> and monitor.

The cameras will be small and relatively inconspicuous with fixed lenses. Some cameras will also have infrared capability for night time observations. The cameras will be mounted to poles supporting area luminaires.

The DVR may be installed in the Downtown Library with connection to the CBJ network. The DVR may be programmed to collect images at designated intervals from specific cameras, or in video streams during specific times as initiated by camera motion sensing. The DVR will include storage capacity for a minimum of 30 days of images and video. It will have the capability of automatically erasing images and video stored for more than 30 days.

---

<sup>6</sup> DVR = Digital Video Recorder

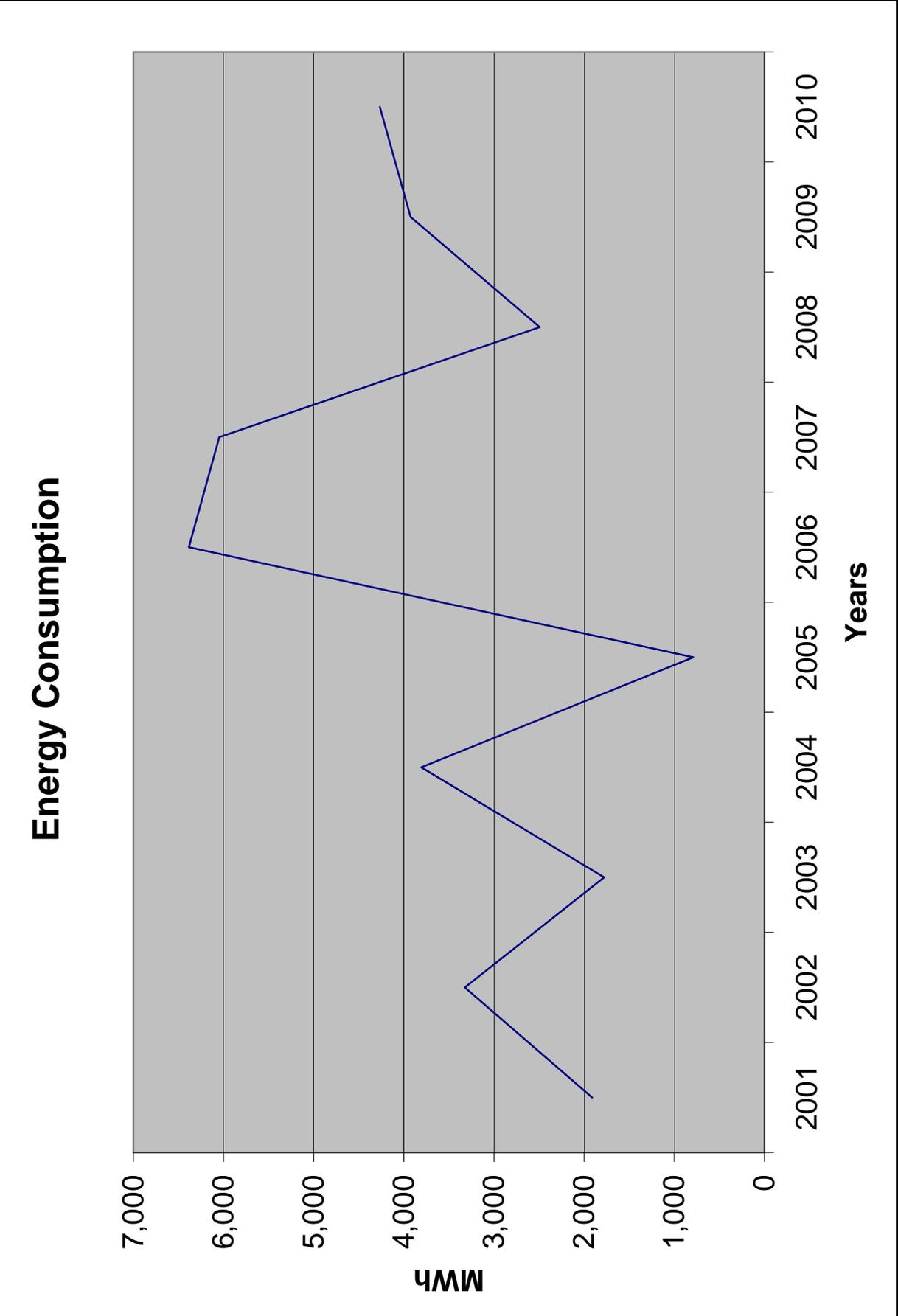
**Applicable Codes:**

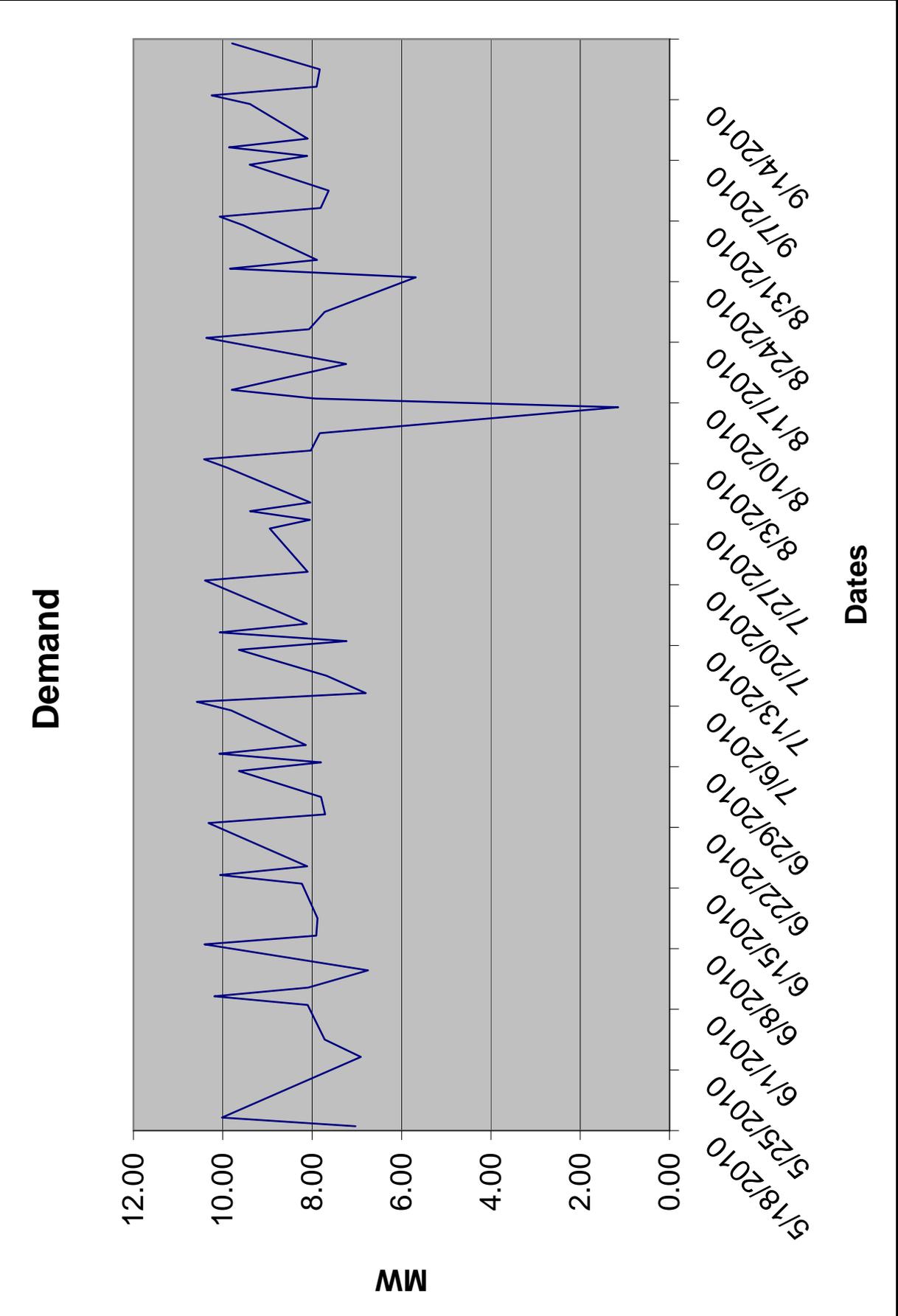
Shore Power Facilities – National Electrical Safety Code and National Electrical Code

Low Voltage Distribution Facilities – National Electrical Code

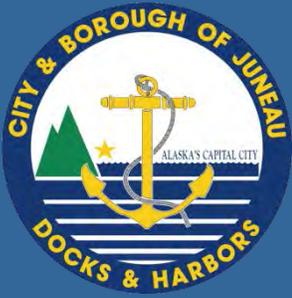
Lighting – Illuminating Engineers Society of North America











PREPARED BY:



## PORT OF JUNEAU CRUISE SHIP BERTHS

### SHORE TIE POWER STUDY FEASIBILITY STUDY REPORT

OCTOBER, 2016

PND No: 152054.01

## Introduction

In 2004, a cruise ship electrical shore power facility was installed on the Franklin Dock. This provides power to cruise ships (primarily those operated by Princess Cruises) when they are in port, reducing the emissions of engine fumes into the downtown area. This also reduces the carbon footprint in Juneau by substituting hydro turbine generated electricity in lieu of diesel fired generation.

The new Port of Juneau Cruise Ship Berths are currently under construction. The South Berth was completed in May 2016. The North Berth will be completed in May 2017. This facility is designed with an allowance for future installation of components as required for cruise ship shore power. This report narrates the characteristics of the system and its components.

The team that is reviewing and providing the report for this installation includes:

- Carl Uchytel, P.E., CBJ Port Director
- Gary Gillette, AIA, CBJ Port Engineer
- Dick Somerville, P.E., PND, Principal Civil Engineer
- Brandon Ivanowicz, PND, Staff Engineer
- Ben Haight, P.E., Haight & Associates, Inc., Electrical Engineer

This report characterizes a concept design illustrating a probable system configuration and component features. With the initiation of a formal design, the concept will be used as a basis of design upon which detailed analyses, component definition, and final system configuration will be based. The report includes narration of the design along with a site map and marine facility schematics illustrating the probable layout. The report also includes an estimated budget for construction, design and project administration.

## Electrical System

The electrical system will be powered from one of the existing 69KV transmission lines between the Thane Substation and the downtown substations. The system is constructed to feed power from this transmission line to the water side facility and will include several components. These are defined in sequence leading from the transmission line to the power connectors for the ships.

*AEL&P Substation:* A new substation will be located on the hillside southeast of the end of Gastineau Avenue. This site is located adjacent to the two existing 69KV transmission lines. The substation will consist of 69KV switchgear and protective relays, transformer(s), and secondary switches and protective relays. The substation will be adequately sized to power two cruise ships. The transformer(s) will be rated for ships, 15,000 KVA each, producing output voltages of 11.6KV and 6.2KV. All of this substation equipment is located on the ground with security fencing around the perimeter.

*15KV feeder to South Franklin Street:* The hillside from the substation to South Franklin Street is steep with areas of loose rock and overburden. It is a difficult area to trench. For each ship electrification facility, this portion of the system will include six 6-inch diameter conduits (12 total) installed above ground on structural stands, or potentially installed below ground if found possible. The conduits will include 15KV rated cables for power and fiberoptic cables for instrumentation and control. The conduits will terminate into a new vault at South Franklin Street on the uphill side.

*15KV Feeder from South Franklin Street to Shore:* Twelve 6-inch conduits are presently installed below grade from the location of the proposed new vault on the uphill side of South Franklin Street to an existing manhole near the shore adjacent to the Mt Roberts Tram. Twelve more conduits extend from this manhole beneath the shore to open under water at approximately -5 feet MLLW. This system of conduits and manholes provide allowance to install cables to power two ships. The existing conduits will be extended into

the new vault as required. The 15KV cables identified earlier will extend to the existing manhole at the shore where they will be terminated to a junction inside the manhole. The fiber optic cable(s) will extend to this same manhole and onto the ship power float.

*15KV Submarine Cable to the Power Floats:* Cables specifically designed for underwater conditions will be routed from the manhole on shore to the power float. They will be connected to the shore cables on 15KV terminals inside the manhole. The cables will be coiled on the sea bottom below the power float allowing it to move with tidal changes. These cables will be suspended to the float and supported on a structure specifically designed to support their weight. The cables will terminate in a 15KV switch located on the float.

*Switchgear:* The switchgear on the floats will be enclosed in a cabinet mounted to the float. The cabinet and enclosed equipment will be suitable for the corrosive marine environment. The switch will be used to synchronize and connect the cruise ship to the onshore power grid. The switch will be collaboratively controlled by the ship crew and AEL&P operators. An additional cabinet will enclose protective relays, control equipment, and data communications equipment. The switchgear will be approximately 20ft wide x 8ft deep x 7ft tall.

*15KV Feeder to the Ship:* Cables typically used in mines will be routed from the switchgear to the ship. The cables are quite flexible and include connectors on the ship's end. The cables will be installed in covered cable trays from the switchgear to a cable positioning device. The cable positioning device will support and move the cables to and from the ship as required to connect and disconnect shore power. This type of system as opposed to a festooning type of system as described below eases cable hand-off and reduces the need for cable attendance typical with tidal changes.

## **Marine Structures**

The shore power system will be supported by a 36'x66' floating dock structure that will be accessed from a 50-ft long aluminum gangway mounted on the south approach dock. The floating dock would be of concrete pontoons or steel pipe construction and will be anchored in place with steel pipe piles and pile frames. The floating dock will offer cruise vessels a consistent level relative to the ships portal providing for improved handoff and retrieval of the shore power cables. The cable positioning device will have an extendable boom capable of providing a 30-ft range of reach and ability to accommodate vessels with varying portal configurations.

Low voltage power will be provided from the switchboard at the shore end of the new approach dock for the cable positioning device and power float lighting. This will involve a separate 480 volt feeder routed along the approach dock and down the gangway to the power float. Power will be distributed from a panel at the end of this feeder.

## **Options Considered**

The system configuration and layout described above is one of several possible. Based on engineering experience and characteristics of the dock, this seems the most appropriate, however; with implementation of design, other options and sub-options should be considered. Options that were discussed while developing this configuration include the following:

- *Feeder route from shore to the floating dock:* As noted above the feeder is described to be routed directly to the sea bottom and then up to the power float. A route following the approach dock and down the transfer bridge to the main floating dock, and then following a structure to the power float is possible. With this route, the cables used will be the flexible mine type described above to allow for movement at both ends of the transfer bridge and on the transfer structure to the power float. This

route is not favored at the South Berth due to the need to allow a portion of the approach trestle to be removable. This configuration will be an option for the North Berth.

- *Feeder Voltage:* AEL&P has presented thoughts using higher voltage service to the shore. With this option, the transformers reducing the voltage to that usable for the cruise ships will be located at the shore. This reduces the substation requirements on the hillside near Gastineau Avenue, and it reduces cable size and subsequent losses between the switchyard on the hillside and the shore. The conduits and manholes presently installed beneath South Franklin Street and the cruise ship uplands will allow for the higher voltage cables. Criteria that have to be addressed with this option will include the type of transformer used and its associated location. Per code and regulation, commonly used oil cooled transformers are not allowed over water. Thus, either the transformers used will have to be air cooled if over water, or space will have to be identified on shore. The air cooled transformers are quite large and will cause visual concerns.
- *Shore-tie Cable Deployment System:* The cable deployment system described above involves a crane style cable positioning device. This has become a preferred method of deployment at most ports along the west coast. Optionally, a festooning type system similar to the one installed at the Franklin Dock is possible. This involves additional stationary marine structures at the dolphins with the festooning system constructed above. It will also involve an extension of the approach dock to the dolphins as required to support the feeder cables. The required switchgear will be mounted to an extension of the approach dock. With this option, a power float is not required. This type of structure is anticipated to be more expensive and the cables require continual attendance while connected to the ship due to tide changes.

### **Cost of Construction**

A budgetary estimate is attached with this report illustrating a probable cost of construction of \$12.9 million based on the configuration illustrated above to facilitate shore power at the South Berth only. Installation costs of a similar configuration at the North Berth would also be similar. This estimate includes direct costs expected for the AEL&P substation, feeders, switchgear and devices all required for this installation. It does not include cost that might be borne by AEL&P to upgrade their infrastructure permitting this additional load to their plant.

### **Analyses**

As stated above, the electrical and marine structure system narrated above defines a probable configuration and layout. Opportunities to enhance this configuration should be explored with the implementation of the design phase. Considerations to be included toward funding, design for cruise ship electrification, and impact to the community should include the following factors:

- *Docking:* Ships typically position their shore connection portals on their port side. Ships fitted to be connected from either side are unknown at this time. The cost to provide this type of configuration is expensive to the ship and captures valuable space. Most of the ships connecting to shore power will dock with their portside to shore, however based on past practice, the ships will dock stern to stern at the North and South Berths. The ship docked to the North Berth will be starboard side to the dock. Thus the scheme described above best facilitates the South Berth where the ship will dock portside to the dock.
- *Connection:* As part of connecting the cruise ships to shore power, they are required to synchronize to the AEL&P grid. This involves careful collaboration between the ship's crew and AEL&P's operators. Each ship has technical and operational characteristics that are specific to the ship.

AEL&P is required to adapt to each ship. Technically, this involves differing power plant characteristics and operating parameters. Operationally, it can involve language or dialect differences. With short duration connections, and more ship connections, AEL&P operators become more involved. This increases costs to AEL&P and challenges the sustainability of system operations to the community.

- *Opportunity to Deliver:* AEL&P currently connects and furnishes energy to approximately 60% of the vessel stops with shore power capability. Shore power is only available from the Franklin Dock. The remaining 40% of the shore power capable ships in port cannot receive energy from shore. The ships not receiving power are either docked at the other berths, or are anchored offshore in the harbor, or their longevity in port is brief, or they do not have an agreement to use the Franklin Dock. The Franklin Dock primarily serves Princess Cruise ships and the other cruise ship lines occupy the other berths. Of the remaining ships, some will dock at the South Berth, some at the North Berth, and some at the AJ Dock. All of the present shore power capable ships are fitted for connections on the port side. Thus, the North Berth does not facilitate shore power connection. Considering these factors, the opportunity to connect shore power capable ships is limited to something less than the remaining 40%. It appears that optimally, half of that number (20%) can be connected. Admittedly, this addresses connection opportunities only; it does not address the quantity of energy transferred to the ships.
- *Opportunity to Connect:* The time to connect and disconnect the ship to shore power is typically 1 to 1.5 hours each way. For a ship in port for 8 hours, approximately 5 hours are fully connected to shore power. Many of the ships are in port for less time. It is often not feasible to connect and disconnect with the limited time available.
- *Hydro Capacity:* AEL&P reports that they occasionally have adequate capacity to deliver energy to more cruise ships. Their capacity for such is dependent on weather and water storage in the hydroplant dam impoundment. With a typical winter, snow melt supports good water storage in the summer when the energy is required. With the recent El Nino effects, the atmospheric temperatures are greater resulting in increased rainfall in the winter and summer. This supports water storage year-round. AEL&P also reports that they have the ability to construct additional generation facilities at Dorothy Lake and Sheep Creek which will ensure adequate capacity. Juneau Hydro Power also plans to develop Sweetheart Lake for additional capacity.
- *Transmission Line Capacity:* AEL&P operates and maintains a high voltage transmission line from Snettisham Hydroplant to Thane and two lower voltage lines from Thane into downtown Juneau. The loads on these lines are typically light during the summer, thus they have capacity for the additional load to deliver energy to the cruise ships.
- *Ranking of Customers Receiving “Interruptible” Energy:* AEL&P delivers “interruptible” energy to select customers based on its availability from their hydro generation sources. “Interruptible” energy is available to customers who have other sources of energy available to complete their energy requirements. In that the cruise ships typically generate their electricity using onboard generators, AEL&P is not obligated to provide additional fuel based standby generation at their Lemon Creek site. Thus, AEL&P offers energy to these customers at a reduced rate. AEL&P offers this rate to customers in a hierarchical fashion to those who obtained this rate first. Currently, customers with “dual fuel” heating systems have highest priority for interruptible energy. Those subsequently gaining similar agreements include Greens Creek Mine and the shore power facility at the Franklin Dock. New customers obtaining this service have a lower priority, and they receive this energy only

if excess energy is available after the other customers are receiving theirs. When water resources are low, the new shore power facility is not likely to receive energy.

## Conclusion

A configuration of the electrical system and the corresponding marine structural facility are described above. This described configuration is a probable one to meet the requirements for cruise ship electrification. It is intended only to illustrate features of a possible configuration that will meet the objectives. As additionally identified, there are other options available which may be considered. The design process should more carefully evaluate the presented configuration along with the options presented and any other options yet to be determined.

The facility described includes connection to the AEL&P transmission lines on Gastineau Avenue, a substation with feeder protection and voltage transformers, switchgear, and feeders to the ship portal. The configuration of the facility is based on application of submarine cables to a floating dock supporting a cable deployment system.

\$12.9 million should be budgeted for the construction, engineering, and administration to install a facility for the South Berth. An additional \$12.9 million should be budgeted to complete the same for the North Berth. These costs are itemized in the separately included estimate. Maintenance costs are not identified with this report, but they will primarily include the cable positioning device, the submarine cables, and the switchgear. Maintenance of the floating dock, gangway, and other ancillary features will be typical to all of the floating docks in Juneau. The operational costs are primarily those required to connect and disconnect the shore-tie cables and for the energy delivered.

There is no other known floating cable deployment system on the west coast. All of the known systems are located at stationary elevations on shore. Installing such a system on a floating dock reduces the constant manipulation of cables as required by the greater tidal changes that are experienced in Southeast Alaska. Development of this system will require additional engineering to address the associated risk.

At this time, the amount of energy that can be delivered from a facility at the South Berth is not specifically known. It is anticipated that it will provide some deliveries, but it might not be as much as half of the remaining possible connection opportunities. The economic advantage of the sales of this much energy versus the cost of installation are not evaluated with this report.

With this report, it is determined that a system can be constructed within the framework of the new marine structures serving the cruise ships. The structures and equipment can be constructed without major alterations to the newly constructed facilities.

AEL&P has not committed to providing energy to another dock. They presently maintain commitments to other non-firm loads with those customers having a higher priority to receive energy first. In the past, they have experienced seasons with inadequate water storage to generate energy for all of their non-firm loads, including the cruise ships. In order to ensure adequate capacity, the construction of additional hydro power generation facilities is required. To gain a reasonable return on investment, they need to see a requirement to support other new customers or customers with increased loads. They currently do not have an adequate demand to support such an investment.

The revenue from the sale of energy to cruise ships goes to AEL&P. The City & Borough of Juneau only receives the sales tax benefit of these sales. This revenue is small compared to the cost of construction of additional cruise ship electrification facilities. The rate of return on investment is therefore not considered reasonable for a public agency.

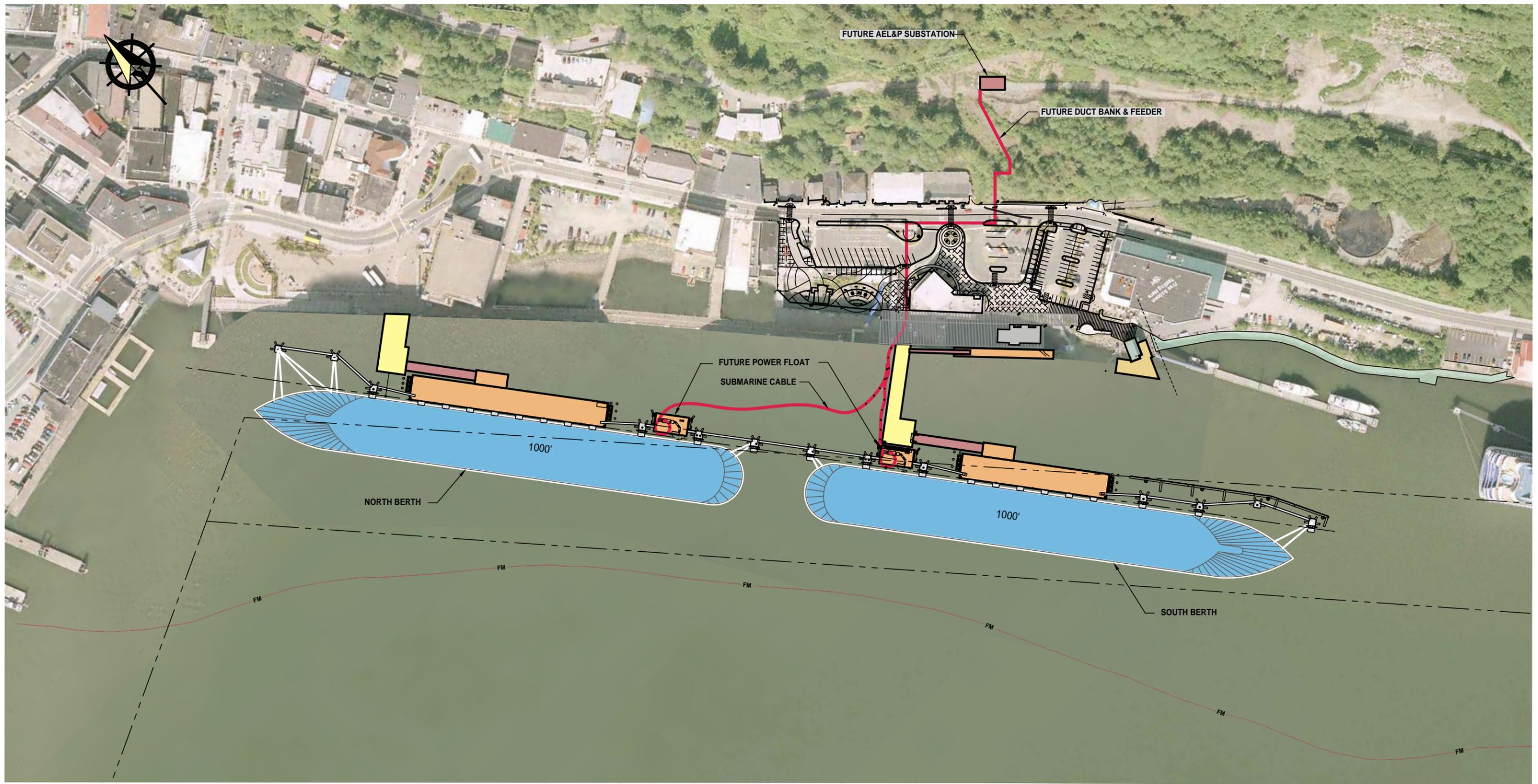
**Attachments:** *Budget Level Engineer's Estimate, POJ Cruise Ship Berths Shore Tie Power Study Concept Plans*



**PORT OF JUNEAU CRUISE SHIP BERTHS  
SHORE TIE POWER STUDY  
BUDGET LEVEL ESTIMATE - SOUTH BERTH  
Prepared by: PND ENGINEERS, INC.  
October 17, 2016**

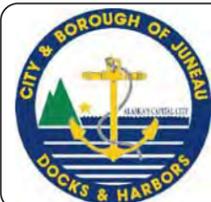
<b>Item</b>	<b>Item Description</b>	<b>Units</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Amount</b>
1505.1	Mobilization	LS	All Req'd	10%	\$824,660
2702.1	Construction Surveying	LS	All Req'd	\$75,000	\$75,000
2894.1	50-ft Aluminum Gangway	LS	All Req'd	\$60,000	\$60,000
2895.1	Floating Dock, 36'x66'	SF	2,376	\$350	\$831,600
2896.1	Furnish 36-Inch dia. Steel Pipe Pile	LF	1,200	\$250	\$300,000
2896.2	Install 36 -Inch dia. Steel Pipe Vertical Pile	EA	4	\$15,000	\$60,000
2896.3	Install 36 -Inch dia. Steel Pipe Batter Pile	EA	2	\$20,000	\$40,000
2896.4	Furnish and Install Pile Frames	LS	All Req'd	\$200,000	\$200,000
2897.1	Cantilevered Approach Dock Extension	LS	All Req'd	\$100,000	\$100,000
2899.1	Supply and Install Pile Anodes	LS	All Req'd	\$40,000	\$40,000
5120.1	Electrical Support Assemblies	LS	All Req'd	\$40,000	\$40,000
11000.1	Cable Positioning Device w/ Extendable Boom	LS	All Req'd	\$250,000	\$250,000
16000.1	Electrical Substation	LS	All Req'd	\$825,000	\$825,000
16000.2	Feeder to Shore	LS	All Req'd	\$3,500,000	\$3,500,000
16000.3	Submarine Cable & Support Structure	LS	All Req'd	\$1,550,000	\$1,550,000
16000.4	Power on Float	LS	All Req'd	\$375,000	\$375,000
<b>ESTIMATED CONSTRUCTION COST</b>					<b>\$9,071,260</b>
<b>CONTINGENCY (20%)</b>					<b>\$1,814,252</b>
<b>PERMIT APPLICATIONS</b>					<b>\$20,000</b>
<b>FINAL DESIGN &amp; CONTRACT DOCUMENTS (10%)</b>					<b>\$1,088,551</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (8%)</b>					<b>\$870,841</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>					<b>\$12,864,904</b>

Note: This estimate provides costs for South Berth shore power only. North Berth shore power costs anticipated to be similar.



**OVERALL SITE PLAN**

CONCEPT



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

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

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

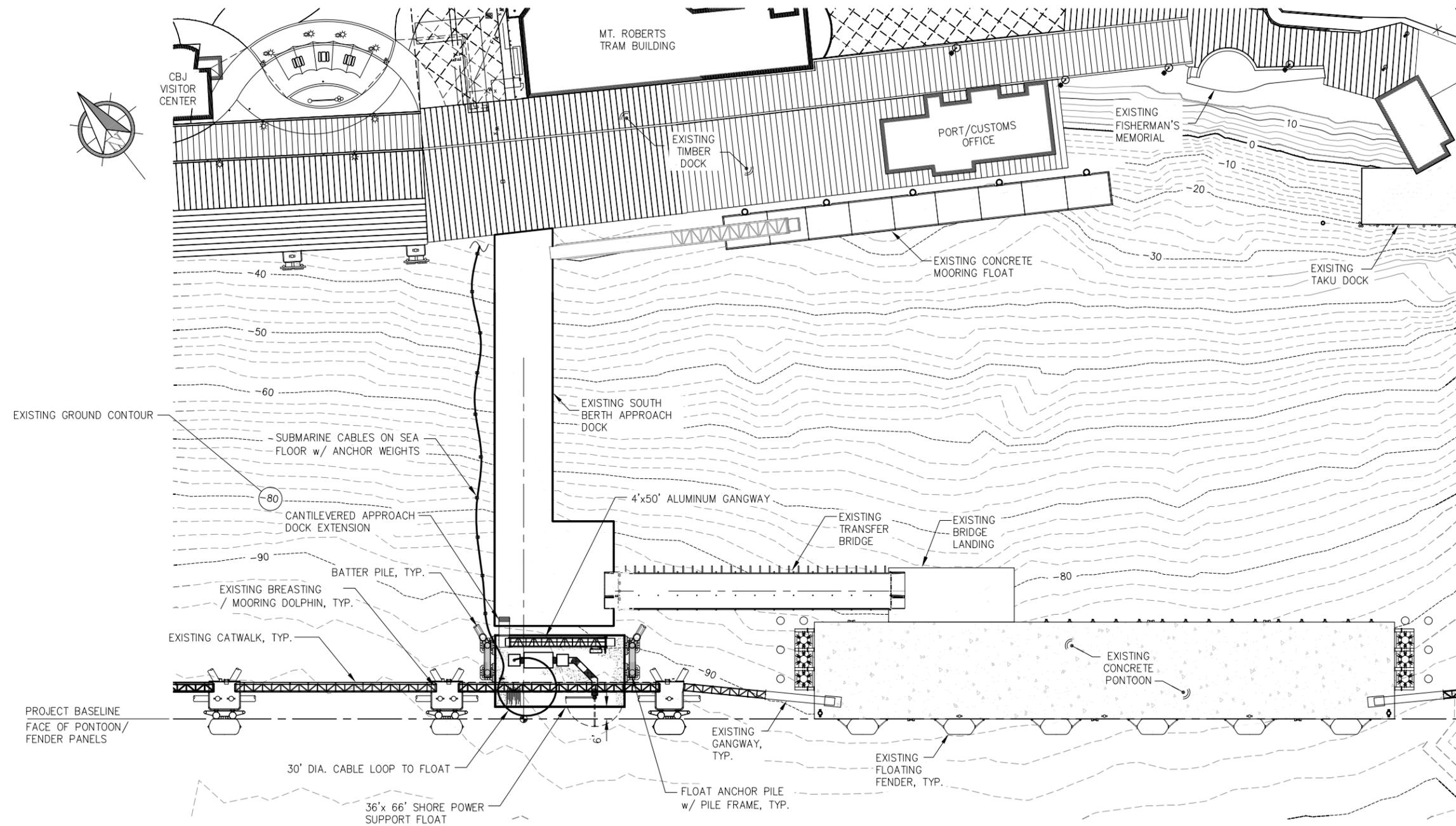
SCALE: SCALE IN FEET  
 0    100    200 FT.

DATE: 10/19/16

**PORT OF JUNEAU CRUISE SHIP BERTHS  
 SHORE TIE POWER STUDY  
 CONTRACT NO. XX-XXXX**

SHEET TITLE:  
**OVERALL SITE PLAN**

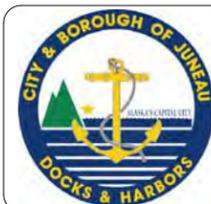
PND PROJECT NO.: 152054



**OVERALL SITE PLAN**

NOTE: NORTH BERTH INSTALLATION SIMILAR.

CONCEPT



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

**PND**  
ENGINEERS, INC.

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

DESIGN: BMI    CHECKED: JLD  
DRAWN: WRB    APPROVED: CRS

SCALE: SCALE IN FEET  
0    30    60 FT.

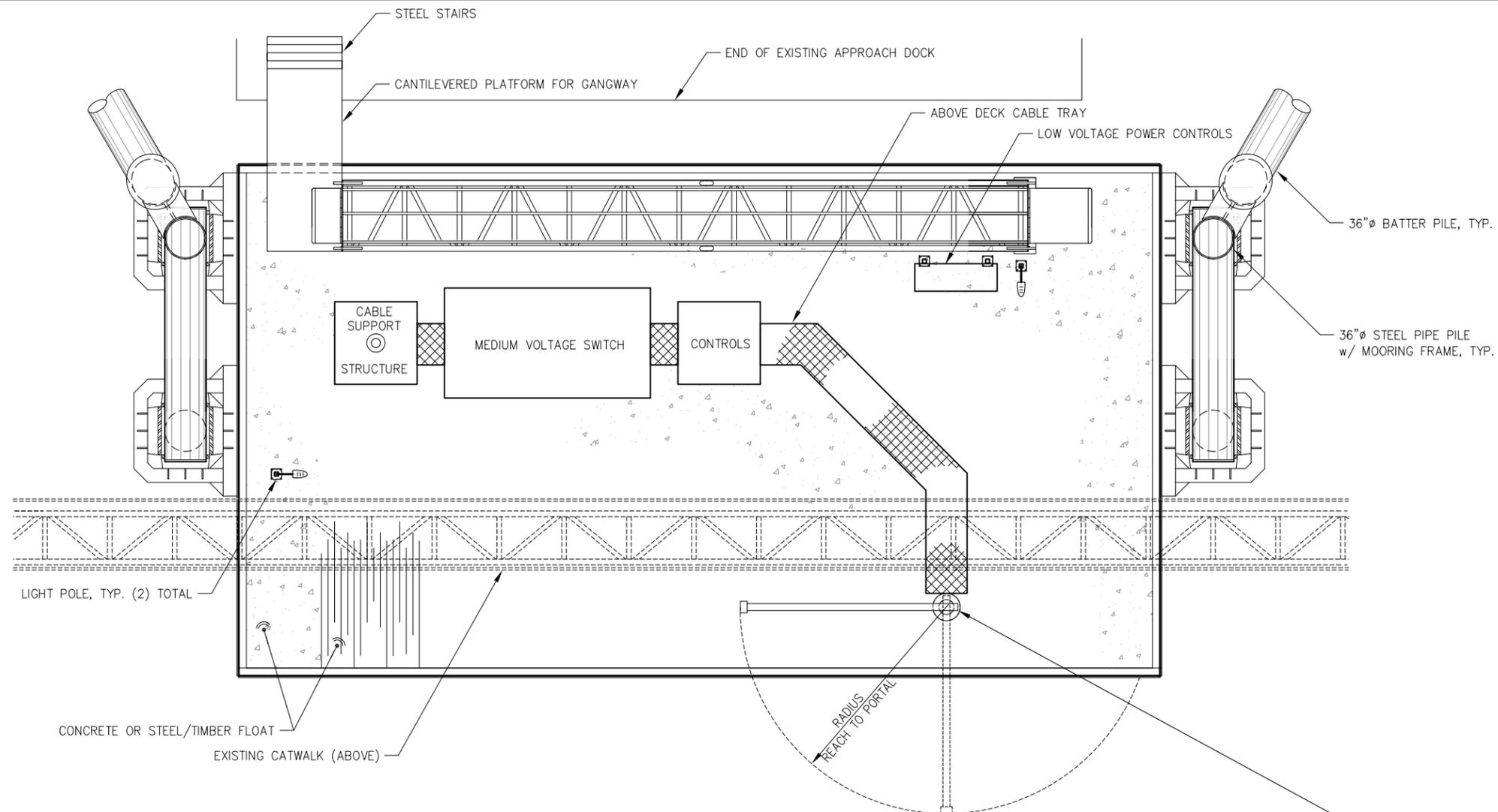
DATE: 10/19/16

**PORT OF JUNEAU CRUISE SHIP BERTHS  
SHORE TIE POWER STUDY  
CONTRACT NO. XX-XXXX**

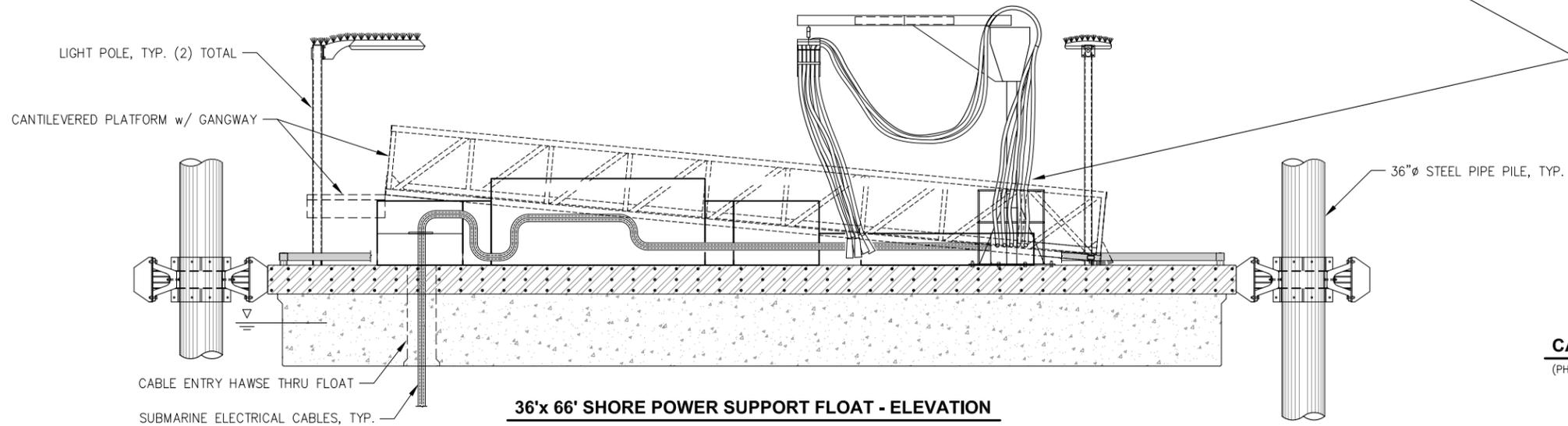
SHEET TITLE:  
**OVERALL SITE PLAN - SOUTH BERTH**

PND PROJECT NO.: 152054

2



**36'x 66' SHORE POWER SUPPORT FLOAT - PLAN**

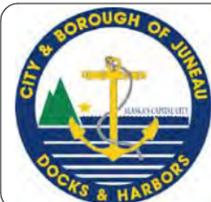


**36'x 66' SHORE POWER SUPPORT FLOAT - ELEVATION**



**CABLE POSITIONING DEVICE w/ 15' EXTENDABLE BOOM**  
(PHOTO USED WITH PERMISSION FROM COCHRAN MARINE.)

CONCEPT



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

**P | N | D**  
ENGINEERS, INC.

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

DESIGN: BMI    CHECKED: JLD    SCALE:  
DRAWN: WRB    APPROVED: CRS

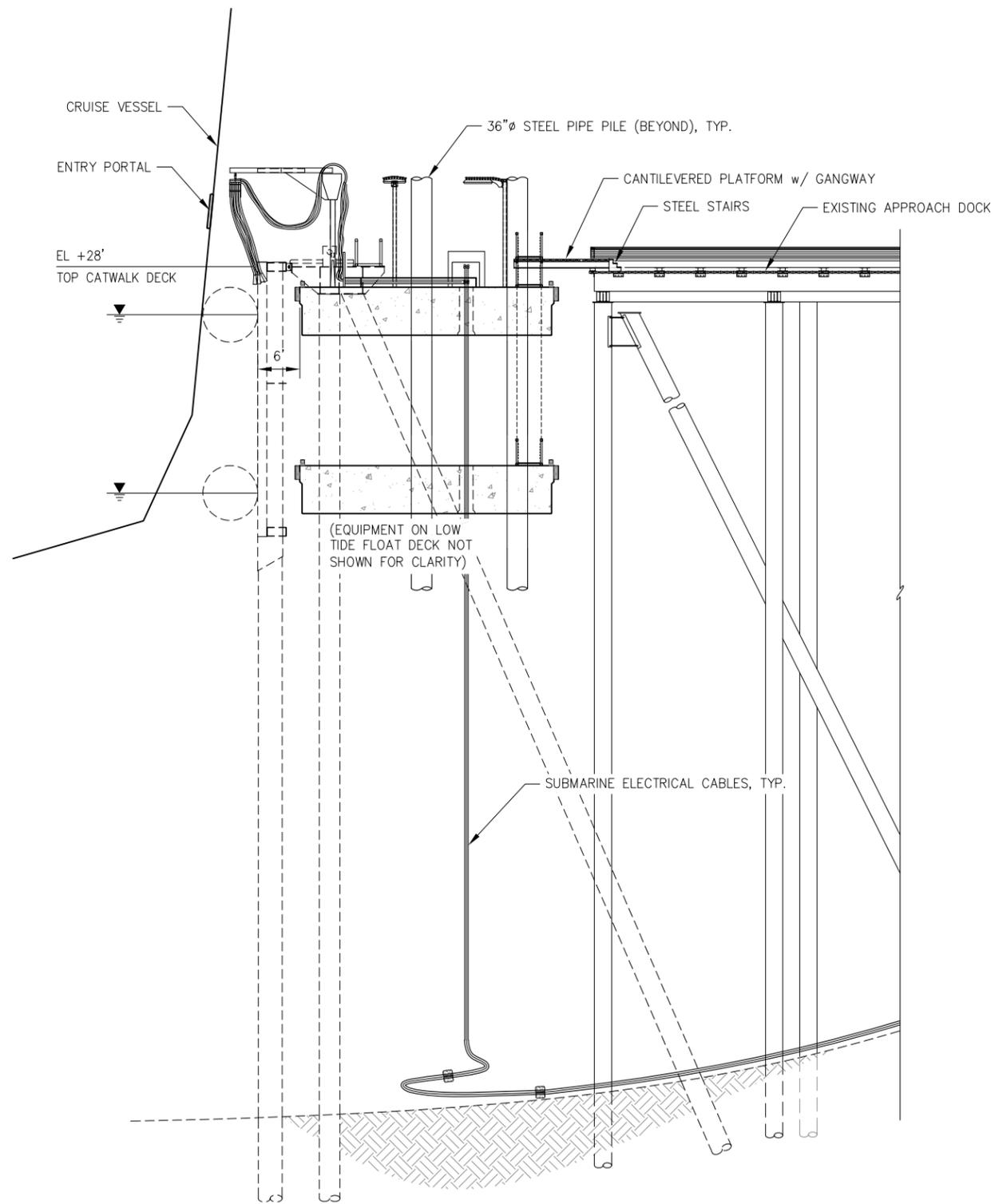
DATE: 10/19/16

**PORT OF JUNEAU CRUISE SHIP BERTHS  
SHORE TIE POWER STUDY  
CONTRACT NO. XX-XXXX**

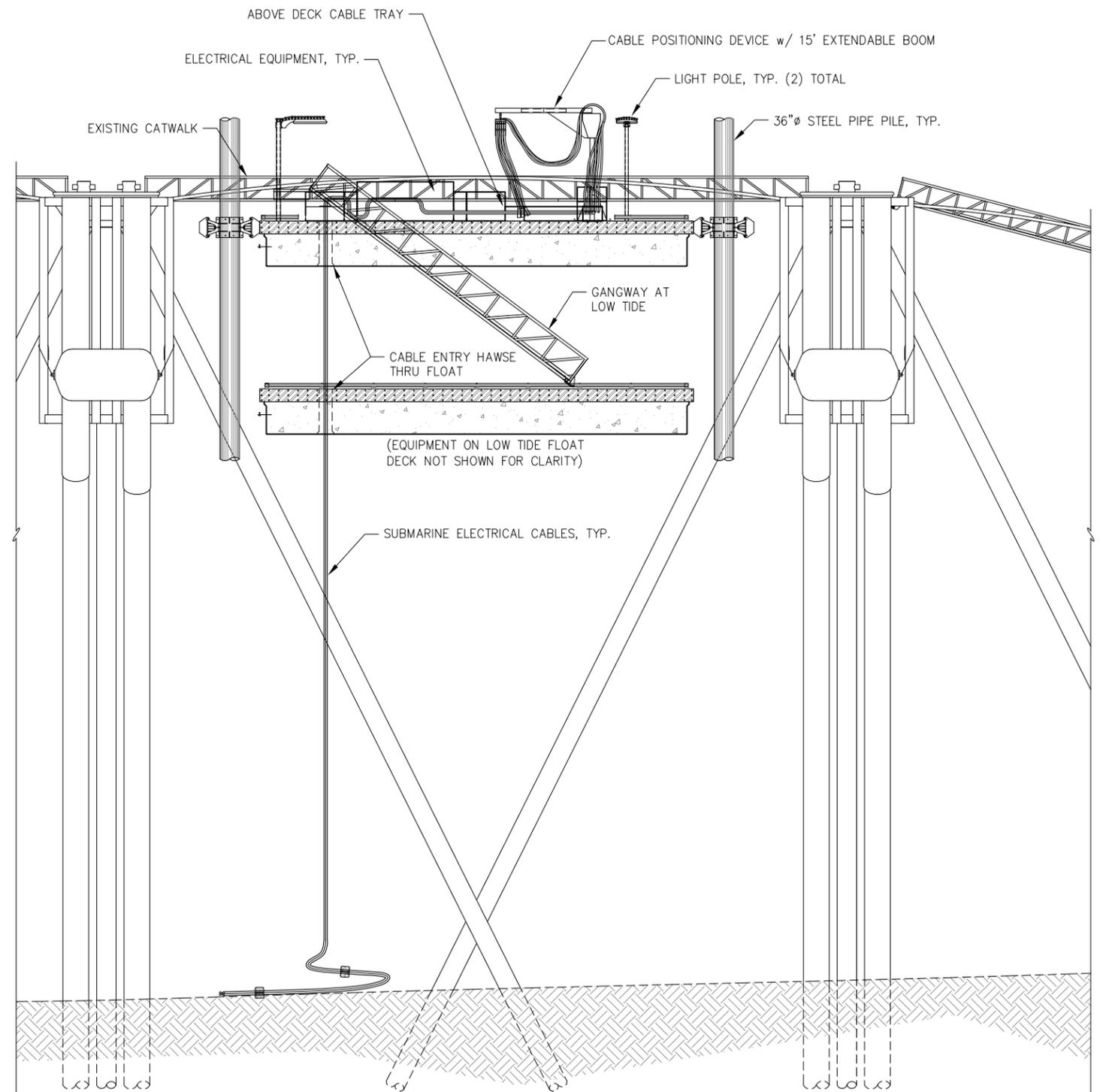
SHEET TITLE:  
**SHORE POWER SUPPORT FLOAT  
PLAN AND ELEVATION**

PND PROJECT NO.: 152054

**3**

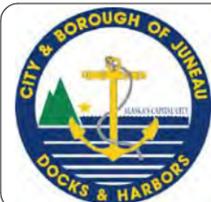


1 TYPICAL SECTION



ELEVATION

CONCEPT



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

**P | N | D**  
ENGINEERS, INC.

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

DESIGN: BMI    CHECKED: JLD    SCALE:  
DRAWN: WRB    APPROVED: CRS

DATE: 10/19/16

**PORT OF JUNEAU CRUISE SHIP BERTHS  
SHORE TIE POWER STUDY  
CONTRACT NO. XX-XXXX**

SHEET TITLE:  
**SITE ELEVATIONS**

PND PROJECT NO.: 152054

4



NOTE:  
 PROPERTY BOUNDARIES SHOWN ARE APPROXIMATE FROM THE FOLLOWING -  
 AKDOT/PF RIGHT-OF-WAY; ALASKA TIDELANDS SURVEY No. 1624; R&M ENGINEERING,  
 INC. LAND STATUS PLAT FOR A FRACTION OF LOT3, BLOCK 51 ALASKA TIDELANDS  
 SURVEY No.3, 2004; UNIVERSITY OF ALASKA LAND MANAGEMENT, 2009

 Fill Opportunities



# Land Use & Strategic Planning Downtown Harbors

## Potential Fill Opportunities

REV: 10/19/2016





NOTE:  
PROPERTY BOUNDARIES SHOWN ARE APPROXIMATE FROM THE FOLLOWING -  
AKDOT/PF RIGHT-OF-WAY; ALASKA TIDELANDS SURVEY No. 1624; R&M ENGINEERING,  
INC. LAND STATUS PLAT FOR A FRACTION OF LOT3, BLOCK 51 ALASKA TIDELANDS  
SURVEY No.3, 2004; UNIVERSITY OF ALASKA LAND MANAGEMENT, 2009

**Working**

**Voc-Ed & Harbor Core**

**Commercial/Retail**

**Community Park**

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



# Land Use & Strategic Planning Downtown Harbors

Conceptual Master Plan #1

REV: 10/19/2016





- Housing
- Yacht Club

- Harbor Master
- Marine Service
- Fisherman's Support
- Haul Out
- Float
- Commercial/Retail - Marine
- \*UAS No Longer on Site

- Fish Sales
- Retail

- Whale Park

NOTE:  
PROPERTY BOUNDARIES SHOWN ARE APPROXIMATE FROM THE FOLLOWING -  
AKDOT/PF RIGHT-OF-WAY; ALASKA TIDELANDS SURVEY No. 1624; R&M ENGINEERING,  
INC. LAND STATUS PLAT FOR A FRACTION OF LOT3, BLOCK 51 ALASKA TIDELANDS  
SURVEY No.3, 2004; UNIVERSITY OF ALASKA LAND MANAGEMENT, 2009

Housing

Marine & Harbor Services

Commercial/ Retail

Community Park

- Seawalk
- Road
- Gateway
- Driveway Entry
- Parking



# Land Use & Strategic Planning Downtown Harbors

Conceptual Master Plan #2

REV: 10/19/2016





- Marine Service Yard (2 acres)
- Grid
- Haul Out
- Float

- Harbor Master
- UAS
- Fisherman's Support
- Net Shed
- Float
- Fish Sales
- Yacht Club

- Float Plane Dock

• Whale Park

NOTE:  
PROPERTY BOUNDARIES SHOWN ARE APPROXIMATE FROM THE FOLLOWING -  
AKDOT/PF RIGHT-OF-WAY; ALASKA TIDELANDS SURVEY No. 1624; R&M ENGINEERING,  
INC. LAND STATUS PLAT FOR A FRACTION OF LOT3, BLOCK 51 ALASKA TIDELANDS  
SURVEY No.3, 2004; UNIVERSITY OF ALASKA LAND MANAGEMENT, 2009

Working



Harbor  
Fisherman's  
Core

Commercial/  
Retail

Community  
Park

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



# Land Use & Strategic Planning Downtown Harbors

Conceptual Master Plan #3

REV: 10/19/2016

