

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING AGENDA**  
**For Wednesday, April 18<sup>th</sup>, 2018**

- I. Call to Order** (5:00 p.m. at the Port Field Office)
- II. Roll Call** (Don Etheridge, Tom Donek, David Lowell, Mark Ridgway, Bob Janes, David Seng, Robert Mosher, Weston Eiler, 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, February 14th, 2018 Operations/Planning Meetings Minutes**
- VI. Consent Agenda - None**
- VII. Unfinished Business - None**
- VIII. New Business**

- 1. Use Permit – Bill Heumann  
Presentation by the Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

**MOTION: TO RECOMMEND THE REGULAR BOARD APPROVE A NEW USE PERMIT FOR BILL HEUMANN TO OPERATE IN 2018.**

- IX. Items for Information/Discussion**
  - 1. Statter Breakwater Dive Inspection - Proposal  
Presentation by the Port Engineer  
  
Committee Discussion/Public Comment
  - 2. Strategic Planning Meeting: Materials/Dates  
Presentation by the Port Engineer

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING AGENDA**  
**For Wednesday, April 18<sup>th</sup>, 2018**

Committee Discussion/Public Comment

**X. Staff & Member Reports**

**XI. Committee Administrative Matters**

1. Next Operations/Planning Committee Meeting- **Wednesday, May 23<sup>rd</sup>, 2018.**

**XII. Adjournment**

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

- I. Call to Order** The meeting was called to order at 5:02 p.m. in City Hall Conference Room 224.
- II. Roll Call** The following members were present: Don Etheridge, Tom Donek, David Seng, Budd Simpson, Weston Eiler until 6:30pm, Bob Janes via phone until 5:30pm, and Mark Ridgway via phone until 6:30pm.

Absent: David Lowell and Robert Mosher

Also present: Carl Uchytel- Port Director, David Borg- Harbormaster, and Matt Creswell- Harbor Operations Manager.

**III. Approval of Agenda**

Mr. Uchytel requested the removal of Unfinished Business #2 (FY19 & FY20 Budget) from the agenda due to lack of necessary documents.

Mr. Uchytel also requested that New Business #2 (Don D. Statter Harbor – Breakwater Covering Project) be changed to an Information Item.

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

Motion passed with no objection.

**IV. Public Participation on Non-Agenda Items**

William Quayle, Juneau, AK

Mr. Quayle asked the Board to change the loading permit fee from \$400 back to \$300. It is really expensive to get started, especially if you have a pedicab. The change will also be affecting taxi cabs with fleets of less than three and making it difficult to do business. If the Board wants to make up the money, they should increase water rates by ½ percent. That way, local proprietors will not be paying the extra money. He has to pay \$1500 for the CBJ fee and pay for his insurance. If he could keep from paying the extra \$100 it would definitely help.

Mr. Simpson asked which fee Mr. Quayle is talking about?

Mr. Uchytel said this year the company fee for the Loading Zone Permits is \$350, plus \$8 per seat. Pedicabs have to get two permits: one to operate on the Docks & Harbors managed seawalk because it's a commercial operation, and also a \$1500 annual permit from JPD, like a cab.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

Mr. Simpson asked Mr. Uchytel to bring more information to the next Operations Committee Meeting for the Board's consideration.

**V. Approval of Thursday, January 18<sup>th</sup>, 2018 Operations/Planning Meetings Minutes**

**MOTION By MR. ETHERIDGE: TO APPROVE THE JANUARY 18<sup>th</sup>, 2018 MEETING MINUTES AS PRESENTED AND ASK UNANIMOUS CONSENT.**

Motion passed with no objection.

**VI. Consent Agenda - None**

**VII. Unfinished Business**

**1. Public Policy on Use of Docks & Harbors Managed Properties**

Mr. Uchytel said as a result of the Urban Design Plan, it was suggested that the Board create a policy on how we intend to manage public lands and the availability of those managed lands to private enterprise. He met with three members of the Docks & Harbors Board and came up with a draft policy statement that was entered into the record at the January Operations/Planning Committee Meeting. There was considerable public testimony at that meeting and he has received comments as recently as this afternoon. The options for the Board tonight are to discuss the comments so far, or to take testimony and collect information.

Mr. Simpson said this is a complicated issue and he doesn't want to rush into a conclusion that may or may not be appropriate. He would like to hear more testimony, then take it under advisement to come up with a new and improved policy.

Committee Discussion- None

Public Comment

**Tracy LaBarge, Juneau, AK**

Ms. LaBarge said she feels this issue has gotten really derailed. Docks & Harbors has been issuing leases for a very long time. Bill Heumann is her landlord. She went to him and they tried to come up with ideas to keep her in business. When she originally came to the Board she wanted to put a shack on the dock. She has learned a lot through this process and realizes that probably wasn't the best way to go. She took everybody's suggestions to heart and came up with the best scenario, which was the 60 square feet of space from Docks and Harbors for the tanks and her signature pots. That worked out. When we went into the long range waterfront plan, it was suggested to her to add seating along the decked over tidelands. That would make the corner look great, it would be a lively area, and there would be more seating for public and private use. Her intent was to

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

let anybody sit there and relax because there aren't a lot of places to sit on the dock. She built a commercial kitchen and did everything she needed to do to get her business up and running. She appreciates the support of the Board. In presenting this small amount of other seating, that's all she came in for and she feels like it's grown out of proportion. It's for the comfort of her customers. It's very simple, it adds to the waterfront, it doesn't take up a lot of space, and it wouldn't even be available unless that area was decked over. She appreciates the difficulty of the policy, but she hopes the Board takes its time and determines that this does have an impact on other people's lives and businesses as well as hers.

Daniel Glidmann, Douglas, AK

Mr. Glidmann said he is Tracy's landlord at Salt so he has a vested interest in her being successful. Sometimes they have to agree to disagree about specific issues. He doesn't necessarily disagree with this specific issue, it's the bigger picture he's concerned about. He wants to see a clear policy that won't continue to challenge the upstream businesses that try to stay open all year long. Businesses on the bubble that just pop in and skim the cream for the summertime really do put unreasonable pressure on year-round businesses. The rents up the street are half to one-third what waterfront rents are. Landlords can certainly adjust rates on the waterfront to make business easier for their tenants. He also understands the challenges of having property on the waterfront. He wants to make it clear he is talking about the big picture and any future asks that other businesses might ask all along the waterfront. He suggests the Board take the time to come up with a policy that's clear for everyone.

Mr. Ridgway asked Mr. Glidmann to repeat what he said about equalizing waterfront and uplands rents?

Mr. Glidmann said he is not talking about equalizing rents, it's just that rents up on Seward Street and away from the waterfront are between half and one-third what the rents are on the waterfront and that's obviously for a variety of reasons. There is much more traffic in the summertime so they command a higher rent. What we have been trying to do for the past 15 years is develop other parts of town so that we have year-round businesses. It seems to be working but it's going to take time for those year-round businesses to mature. This is not a mature market and additional businesses dotted along the seawalk would put an unreasonable amount of pressure on those year-round businesses.

Mr. Ridgway asked when Mr. Glidmann says "seawalk" is he referring to the draft plan?

Mr. Glidmann said the seawalk is comprised of a variety of different pieces. It has approaches, right of ways, and the specific 16' wide "seawalk" along the water. He's looking for a plan that addresses all parts individually and together.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

Mr. Eiler asked when Mr. Glidmann was talking about businesses on the bubble, what is he saying is too much? Is it something specifically as the policy is written or is it just a proliferation of additional seasonal businesses?

Mr. Glidmann said he doesn't see the policy as written at this point as being an effective policy. He thinks we are getting to a policy, but he is referring to a proliferation of businesses on the waterfront that don't commit to year-round business. He thinks it's great that people go out there and are willing, like Tracy started on the waterfront in a small facility and he thinks the entrepreneurial spirit is great, but this market is a very tender market. He has been in this business for 30 years or so and he has annual tenants that he continually deals with, specifically in the off-season, to manage rent payments and repairs because they can't really make it all year long without active landlord help. Other landlords can say if you can't pay the rent on time we're going to close your business, but a lot of that pressure comes from the traffic being stopped on the waterfront from coming up the street. He is talking specifically about the City leasing public lands, he has no objection to somebody building something on private property. He just wants to see a clear policy that people can plan for.

Mr. Simpson asked Mr. Glidmann if his objection would be to the Docks & Harbors Board as a public entity making cheap space available to seasonal businesses?

Mr. Glidmann said that's certainly part of it. Again, he would like to see Tracy be as successful as possible in order to support her other businesses. There may be areas on the waterfront where extensions are appropriate and areas that they are inappropriate.

Mr. Ridgway said he has heard Board members discuss a separate idea between hot dog stands and seasonal businesses built on the wharf itself versus an extension of an existing building or property. This sounds like it might hinge on seasonal versus non-seasonal year-round economy stuff. He asked what Mr. Glidmann means by "extensions"?

Mr. Glidmann said there are approaches to the seawalk. That's basically what the Crab Shack is asking for, and if the Board were to look at that particular ask in this snapshot of time, it's a reasonable request. He thinks it's the Harbor Board's responsibility to evaluate what is now and what could potentially be the future and somehow put some rules, guidelines, or restraints on what could happen. The City has tried this before with food carts in designated areas on Front Street and Main Street and the food carts have sometimes been a real problem for the businesses on the street. The extension issue and the specific seawalk issue both have to be looked at and there may be two different determinations made about them.

**Reecia Wilson, Juneau, AK**

Ms. Wilson said good policy is clear policy, and she read her letter from the packet. In her closing statements she writes that the addition of use of public lands would in fact change the potential value of any subject property thru the income approach method of valuation and potentially change the best and highest use values of waterfront real estate.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

Ms. Wilson said that's probably her biggest concern with public lands competing with private lands as it relates to this stage of our waterfront development, all these beautiful flat public lands created with tax payer dollars competing with those that have made investments. She knows Mr. Heumann has made obviously very significant investment in his building as well. She would encourage the Board to seek professional advice from a certified appraiser who specializes in commercial property on this topic. Her biggest concern is manipulating the paradigm of best and highest use values of waterfront property with the addition of public lands to add to the income approach of real estate. There are situations that the Docks & Harbors Board are challenged with in other areas of our community that don't necessarily have the prickly real estate best and highest use values and that's why she would encourage some advice from a certified appraiser who appraises buildings and how adding square footage to a specific piece of a subject property could actually increase the value of the building and provide potentially an unfair competitive advantage for some of us that have invested in private property and have these types of spaces available for rent. She sympathizes with Mr. Heumann and with Tracy and some of her challenges with the space that she has to operate. As someone testified at the last meeting this is not a space problem, it's a rent problem.

Mr. Uchytel asked what it would look like to seek advice from a certified building appraiser?

Ms. Wilson said the Board could probably get someone to do a fairly quick analysis on the valuation of additional outdoor public lands. She has the Hangar, the Flight Deck, and the Twisted Fish and she's very aware of what she pays on a year round basis and what that private space means to the business model that she operates. An appraiser may not even have to do an analysis. If they've done some work around the waterfront they would have that education and experience to likely let you know that this public policy allowing for cherry picking certain spaces on public land and allowing an adjacent property owner to have access to that land that's improved in a mature market would likely manipulate the paradigm of best and highest use values and possibly the value of the real estate.

**David Summers, Juneau, AK**

Mr. Summers is a previous Docks & Harbors Board member. While still on the Board, he made the motion to lease about 60 square feet to Bill Heumann for the purpose of Tracy's Crab Shack to have a utility, which was propane, and then also to repair a building to an appropriate space. He also attended a previous Operations Committee meeting as a member of the public and fully supported the idea, and what effectively happened was the renewal of that temporary permit for another year. He thinks that was an important consideration to make, especially because it was a utility. He was encouraged at the opening part of this meeting to hear from the Chair that the intent is to look at this again through some process as we move forward rather than drill down through it tonight. He thinks the Board will get a better product if they take their foot off the gas a little bit. He thinks this policy issue is being driven by an ask, and often when a policy has been driven by an ask, it tends to lead to a bad public policy. For example, he wants strongly for this body to consider the Archipelago Lot project, he hears there are funds available for that

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

project and there is interest on behalf of the landholder, so something like this could seriously affect that. The number one issue in his opinion is not how this enhances the benefactor. The issue is that it creates an unfair competitive advantage above and beyond other businesses. He would love a lease on the waterfront, he's ready to bid right now. He does not think pigeonholing it to existing land holders is fair. He would suggest that the moratorium be left in place and that the Operations Committee create a subcommittee, which he would volunteer to be a part of, that would take this through the landholders, the Downtown Business Association, and any other interested parties. They could come up with some sort of policy that may work. He doesn't think you can make those small leases in this mature market without creating an unfair advantage for somebody.

Greg Pilcher, Juneau, AK

Mr. Pilcher said he does not own a restaurant but he is trying to get clarification as it relates to #4 in the policy statement which reads "To this end, Docks & Harbors shall not permit future private-sector commercial activities." What will the policy mean for vendor booths that already exist on public land?

Mr. Simpson said the existing permitted tour sales booths have historically been present and the idea was to maintain status quo on those. We are used to them, we know how to manage them, and they provide a useful purpose for local businesses and visitors alike.

David McGivney, Juneau, AK

Mr. McGivney said he is the owner of McGivney's and Tracy is his partner in business and in life. He doesn't come to a lot of these meetings, but as a partner he's had enough of what's been going around against Tracy. He appreciates the Docks & Harbors vision of making downtown waterfront improvements for us and visitors alike. His understanding is the Docks & Harbors Board exists to promote the health of the City and Borough of Juneau through the planning, development, and management of it's marine-related property and facilities. He feels the Docks & Harbors Board has bigger projects that it should be working on than going back and forth on this issue that has been brought up and made headlines around town, whether to lease space on Bill Heumann's property for Tracy. It turned into everybody getting involved in the interest of doing something on the waterfront and complaining about who can and can't do business and people making comments about competition and at the end what is policy. He knows the Board is working hard on that. His questions is, would this have happened and everybody gotten involved if Mr. Heumann as a property owner would have come up and asked to lease a space in front without Tracy being involved? He feels this would not have been the case. Tracy has been targeted by the other restaurant group that obviously has three locations on the waterfront and makes relating to competition this matter of the back and forth in this restaurant war. We have one, they have three, who's the underdog in this and where is the competition coming from? Tracy has been doing a great job for the last 13 years. He hopes whatever the Board comes though with as a policy makes sense for everybody. He doesn't think it's Docks & Harbors' problem to figure out who is in competition with who. The Board just needs to do the best for the City, the businesses, and the waterfront.



**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

Committee Discussion/Action

Mr. Donek said one of the things he's hearing is a misunderstanding that this policy has been brought up by Bill Heumann's request. This policy goes back to the December 4<sup>th</sup> meeting with the Assembly, where we brought in the waterfront plan and the Archipelago Lot. At that time, the Assembly made it very clear that they want to see a lot of our space leased out to food carts. It was a coincidence that Mr. Heumann walked in with a request. At the December Operations Committee meeting we discussed how to move a policy forward to the Assembly, and Mr. Donek suggested coupling it with Mr. Heumann's request. This isn't just about Bill Heumann, it comes from the Assembly. They were very unhappy about the Archipelago property being developed and a lot of those little vendors being displaced, so they were looking for a space to put them on our property.

Mr. Simpson agreed that's one direction that pressure is coming from to deal with this issue and the space that's being created. There are also people like Mr. Glidmann saying that unfairly competes, so he doesn't know where that's going to shake out.

Mr. Ridgway agreed whole-heartedly that it's going to take some time to do this, and it should take as much time as it needs as long as it's not overtly negatively impacting any individual, group, or commerce itself. He really appreciates the breadth of public testimony thinks every one of them has a point. Mr. Heumann will likely not be the only person that approaches the Docks & Harbors Board to lease property and we can expect that someone else will have an ask in the future whether it is a cart on the wharf or a larger section of other improved property or raw land. One way of looking at it is just to make the rate fair. The Board does have the option to say unless a piece of land is critical for a view plane and/or transit, everything is fair game. If the square footage is at a market value, then Docks & Harbors should have a process for leasing property out to fund itself to continue to do it's mission. He is not ignoring what the Downtown Business Association and Mr. Glidmann have said, that more businesses essentially corking the businesses further in downtown has a long term effect on the economy. He is just saying there are a lot of options to think about.

Mr. Simpson said we are going to take all of this testimony and written commentary under advisement and combine that with our planning process which in itself was extensive and involved a good deal of professional input in terms of the economic aspects of what we're doing, what our development means for the community, how it impacts the neighboring businesses and so forth. We will set up a subcommittee meeting and try to hone the policy down to something more user friendly before the next Operations Committee meeting.

Mr. Ridgway said he'd like to volunteer for the subcommittee.

**MOTION: None.**

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

**VIII. New Business**

1. Tidelands Lease Rent Adjustment: Yankee Cove Development- ATS 1677

Mr. Uchytel said the appraisal done by Horan and Company on page 41 is for the Yankee Cove property leased to Marion Hobbs. The aerial on page 45 shows two tracts making up about 0.84 acres. The rates are going to increase from \$0.05 to \$0.12 per square foot. The property was last appraised in 2007. Mr. Hobbs has been paying \$1,839 per year and the new proposed rate is \$4,400 per year. The rate is going up for two reasons, one is that the property is being appraised at a higher level and the other is there is more property. Starting in 2001 the state allowed municipalities to ask for and receive tidelands. In 2013 a new survey was done and ATS 1677 was created, which expanded what Mr. Hobbs had before. If Mr. Hobbs was here he may say the increase is unfair.

Committee Questions

Mr. Simpson asked when the property was increased, did anyone ask for ATS 1677 to have that footprint versus the old one?

Mr. Uchytel said the state drives the survey instructions but yes, my understanding is the new footprint is what Mr. Hobbs asked for because he needed to dredge it.

Mr. Simpson said it's a big increase but we're somewhat constrained by the professional appraisal that's in front of us.

Mr. Uchytel said it has been customary to bring rate adjustments to the Board for consideration and the opportunity for the lessee to make their situation known.

Public Comment- None

Committee Discussion/Action

**MOTION By MR. ETHERIDGE: TO ADJUST THE ANNUAL MARKET RENT TO 12¢/SF FOR 36,786 SF AT YANKEE COVE TIDELANDS, RESULTING IN \$4,414.32/ YEAR LEASE AND ASK UNANIMOUS CONSENT.**

Motion passed with no objection.

~~2. Don D. Statter Harbor — Breakwater Covering Project~~ (*Moved to Information*)

3. Alaska State Trooper Vessel ENFORCER – Auke Bay Marine Station Moorage

Mr. Uchytel said the Troopers have approached the City because they would like to move the Enforcer to Auke Bay from Ketchikan, primarily due to the success of DIPAC and North Lynn Canal. They asked if we would consider any less than the Statter Harbor rate

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

which is \$7.15 per foot per month. Mr. Uchtyl indicated to the Troopers he would ask if the Board would consider the downtown moorage rate at \$4.25 per foot per month. We would intend to put them at the Auke Bay Marine Station float. The boat does come with 2 full time employees. He thinks it's a reasonable request.

**Committee Questions**

Mr. Simpson asked what is the size of the boat?

Mr. Uchtyl answered 87 feet.

Mr. Eiler asked if we have done similar exceptions in the past, and would this be a permanent rate or would Mr. Uchtyl recommend putting a ten year time frame on it?

Mr. Uchtyl suggested charging the downtown rate until the new breakwater is installed and the float is recapitalized. We already have a MOU with UAS to provide moorage for their two research vessels and he was concerned about those vessels plus the Enforcer at the same float. Now he is more optimistic than ever with the plan to move forward with the new anchored dock that we'll be able to accommodate the legacy user groups that need access to the Auke Bay Marine Station.

Mr. Seng asked if there are any other exceptions in Statter Harbor as far as rates?

Mr. Uchtyl when he became Port Director, the USCG Liberty wasn't paying moorage at all. They showed up around 1988 and were granted ten years if they made improvements like power, water, and sewage but at year ten they were supposed to start paying. We were not able to collect back pay but we do have a lease with them now.

Mr. Etheridge asked what kind of utilities do we have on that float?

Mr. Uchtyl said they need 100 amp power and we do have it down there. We'll get a meter for them so they can pay their own power. We have water down there as well. One benefit of inviting the Troopers to come and stay is we like the idea of having law enforcement presence at that facility. The \$7.15 per linear foot would be about \$7,500 and it's \$4,437 for the downtown rate. It's a difference of \$3,027 that we'd be giving up.

Mr. Donek said the Marine Station dock is showing its age and it's also outside the breakwater. It's not protected, so he could very easily justify how we could charge the downtown rate because they're not getting the same accommodations they'd be getting on the inside.

Mr. Uchtyl said he told Sergeant Tuckwood the vessel would be a little exposed here but because they have a full-time skipper assigned to it, on days there is a westerly kicking up, by all means come inside the breakwater. He gave them what he thought were the concerns and they still believe it's in their best interest to be in Juneau and not Sitka.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

Mr. Simpson asked if they could move inside the breakwater in the winter?

Mr. Uchtyl said yes, they just wouldn't have 100 amp service.

Mr. Donek said it's still not as convenient as having a nice place on the inside.

Public Comment- None

Committee Discussion/Action

**MOTION: TO PROVIDE MOORAGE TO THE ALASKA STATE TROOPER VESSEL ENFORCER AT A RATE CONSISTENT WITH THE DOUGLAS, HARRIS AND AURORA HARBORS AND ASK UNANIMOUS CONSENT.**

Motion passed with no objection.

**IX. Items for Information/Discussion**

**1. Potential Auke Bay Fish House Lease with UAS**

Mr. Uchtyl said there is a program called ANSEP (Alaska Native Science & Engineering Program). The southeast section is run by Dr. Keith Cox and they would like to lease the entire main floor of the Fish House. Mr. Uchtyl will begin the process and unless the Assembly says something else, we have to lease it at fair market value.

Mr. Simpson said fair market value of that place should include the notice of the condition that it's in, so it shouldn't be out of sight. It's actually set up pretty well for a classroom situation.

Committee Discussion/Public Comment

**2. Don D. Statter Harbor – Breakwater Covering Project (*Moved from New Business*)**

Mr. Uchtyl said we have completed the openings near the mainwalk and the fish cleaning station. Silverbow did a really good job. What he wants to do is give the Board an idea of how much money is in the program to deck over all of the openings.

Mr. Borg said each one of the cells is a different size, and if he understands correctly the construction cost is \$99.50 per square foot. Overall, we are about \$35,000 short of the original amount that we set aside, that we voted on each year.

Mr. Uchtyl said for two years we've been putting in \$333,000 into this project. We've only spent \$75,000. We did move \$200,000 from this project to the Harris bathrooms. He

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

will have more information next week, but we could probably go out with a single contract to deck over the rest of the dock.

Mr. Eiler asked if it's a grating you can walk on?

Mr. Uchytel said yes, it's flush to the breakwater and there are structural elements through the openings.

Mr. Borg said it's amazing, it's probably one of our best safety additions.

Mr. Simpson said given that we're thinking about putting a new breakwater outside this one, and that this one is about 30 years old now, is this going to be reusable or continue to be useable more or less indefinitely? It's a good project, but not if we're only going to get five more years of use out of it.

Mr. Uchytel said everything is predicated on the Corps building this new wave attenuator. We will have a 20% match for that, which could be something like \$8 million and is optimistically 3-4 years out. He doesn't think it's a bad investment because the increased moorage capacity at Statter Harbor is still going to be a few years after we get the big wave attenuator in.

Mr. Simpson said if we don't put the wave attenuator in, we're going to use the breakwater until it falls apart and if we do get the attenuator, it'll be useful as a new float. We've gone 30 years without those covers, he wants to be sure we're going to get 15-20 more years out of it if we're going to put a million dollars into it.

Mr. Uchytel said those are great Board Retreat questions. We wanted to see what it would cost to put these in and what it looks like.

Mr. Simpson said we like them and they weren't as expensive as we thought they'd be.

Mr. Uchytel said now the question is, does this merit our next dollar?

Mr. Simpson said the aerial photo really shows how many openings there are.

Mr. Uchytel said there are more and more yachts, small cruise ships and people wanting to use this. It's kind of scary. We treat it like moorage now, not just the breakwater.

Mr. Seng said he knows where Mr. Simpson is going with the question about the useable lifespan of the breakwater and he thinks when they were originally discussing this Mr. Gillette said it was about 20 years.

Mr. Uchytel said the Naval Academy came out and evaluated it in 2011.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

Mr. Simpson requested that Mr. Gillette update the Board on that, dig out whatever the Academy came up with and share his own opinion about it before we commit a million dollars to it.

**2. FY2019 Moorage Rates – No Anchorage CPI Adjustment**

Mr. Uchytel said the moorage rate is tied to the Anchorage CPI because there is not a Juneau CPI. There is no change to the moorage rates again this year.

**Committee Discussion/Public Comment**

Mr. Donek said the Board needs to look at this again after 5 years and if there haven't been any rate increases we need to think about changing it.

Mr. Uchytel suggested deleting the clause that says "round to the nearest nickel." The CPI is going up a little bit but not enough.

Mr. Simpson said there should be a cumulative piece to that, just because it doesn't go up enough to raise rates in a given year, if over 3 years it does, then the rates can go up.

Mr. Uchytel said it's not written that way.

Mr. Simpson said that's a mistake. He specifically remembers the Board discussing the incremental change because we knew the increase could be too small to change rates for 20 years in a row. We've had a long spell of very small inflation.

Mr. Uchytel said he would send the Board the actual language and they could tell him if we are misinterpreting it.

**3. Flag Pole Project with Taku Smokeries**

Mr. Uchytel said Hank Baumgart who owns Taku Smokeries and his wife Erin are very patriotic and they would like to put a big flag pole where the ice house is down by Taku Smokeries. There is still a dolphin there with a catwalk that leads out to it, and they would like to put up a big flag. He think it's a cool idea.

**Committee Discussion/Public Comment**

Mr. Simpson asked if they were going to pay for it?

Mr. Uchytel said yes.

Mr. Seng asked if it would be an American flag or a commercial advertisement flag?

Mr. Uchytel said it would be an American flag, not a Taku Smokeries flag.

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

Mr. Simpson said the sense of the Committee is we are not offended by the idea.

Mr. Seng asked to register strong support.

4. Alaska Clean Harbors Update

Mr. Uchtyl said we are now a Clean Harbor certified facility.

Committee Discussion/Public Comment

Mr. Simpson asked if we have confirmed that everyone has stopped pumping into the harbor?

Mr. Uchtyl said that wasn't a requirement, the requirement was to have rules, education, and tell people where they can go pump. We've met all the criteria to become an Alaska Clean Harbor. A representative from the Clean Harbor program will come to the next Board and Assembly meetings to present us with a flag. Mr. Uchtyl will also talk about it on Action Line.

Mr. Borg said this was Mr. Creswell's pilot project when he was hired a few years ago. He has done the lion's share of the work so the credit goes to him. He has done a lot of hands on stuff, paperwork, regulation changes, and reviews. It was quite a project and he's done an amazing job.

Mr. Seng said about a year ago we did some water quality testing in the harbor. Has there been any consideration of doing that periodically? It would be really nice if we had some data that could illustrate that by doing this, we have moved this far and set some goals for the future as we continue to implement the provisions of the policy so we could actually show some measurable improvements. It might be a good thing to consider doing on an annual or biannual basis just to keep track of where we're going.

Mr. Simpson said that is a good point, that was supposed to be a baseline. It showed that our harbors were pretty polluted and so if we can show that we've reduced it by half or something we could declare that it's working. If it doesn't show that, then it shows we have more work to do on the enforcement side.

5. Docks & Harbors Job Postings

Mr. Uchtyl said we have nine seasonal jobs open for Docks & Harbors. If you know mature people who are looking for seasonal jobs and want to work on the waterfront please encourage them to apply. They close on February 26<sup>th</sup> and are benefitted positions. We also have one full time position that will post tomorrow.

Committee Discussion/Public Comment

**CBJ DOCKS & HARBORS BOARD**  
**OPERATIONS/PLANNING COMMITTEE MEETING MINUTES**  
**For Wednesday, February 14<sup>th</sup>, 2018**

**X. Staff & Member Reports-** None

**XI. Committee Administrative Matters**

1. Next Operations/Planning Committee Meeting- **Wednesday, March 21<sup>st</sup>, 2018.**

**XII. Adjournment-** The meeting was adjourned at 6:49 p.m.



## 2018 Heumann Use Permit

1. **Parties.** This Use Permit is between the City and Borough of Juneau, Alaska, a municipal corporation in the State of Alaska (“CBJ”), and William C. Heumann (“Permittee”), of 6000 Thane Road, Juneau, Alaska, 99801.
2. **Permit Administration.** All communications about this Use Permit shall be directed as follows, and any reliance on a communication with a person other than that listed below is at the party’s own risk.

### CBJ:

City and Borough of Juneau  
Attn: Port Director  
155 S. Seward Street  
Juneau, AK 99801  
Phone: (907) 586-0294  
Fax: (907) 586-0295  
Email: Carl.Uchytel@juneau.org

### Permittee:

William C. Heumann  
6000 Thane Road  
Juneau, AK 99801  
Phone: (907)723-4540  
email :wheumann@msn.com

3. **Authority.** This Use Permit is authorized pursuant to CBJC 53.09.310 and 85.02.260. The Planning Commission approved CSP2017-0005: Seasonal Use of a Portion of People’s Wharf for Temporary Food Services at its meeting on April 25, 2017.
4. **Term.** This Use Permit is valid for the 2018 tourist season, commencing on the date it is fully executed and terminating November 1, 2018.
5. **Description of Property.** The property subject to this Use Permit is generally referred to as “the Premise.” The Premise is located at 470 South Franklin St (PIN 1-C10-0-K83-001-2), abuts William Heumann’s property known as People’s Wharf, and is more specifically described as follows:

A fraction of Lot 13C, Block 83, Tidelands Addition to the City of Juneau, within Alaska Tidelands Survey No. 3, Plat No. 340, Juneau Recording District, First Judicial District, State of Alaska.

The Premise, depicted in Exhibit 1, contains approximately 62 square feet.

### 6. Rental Payment and Bond

- a) Permittee agrees to post a \$5,000 cash bond for removal of the propane tanks, screening, and the small addition onto the People’s Wharf Building.
- b) The rental fee for this Use Permit shall be \$114.00 per month. Any partial month shall be prorated at \$3.80 per day.

- c) Permittee shall pay CBJ without demand, deduction or offset the monthly rental in advance or on the first (1<sup>st</sup>) day of each month during the Use Permit. Payments for any partial month at the beginning or end of the Use Permit term shall be prorated.
7. **Authorized Use of Premises.** Capital City Fire & Rescue has indicated that no propane tanks shall be located within three feet of any opening, such as windows or doors. Permittee requested the use of 62 square feet of CBJ property for a small addition and siting of propane tanks for Tracy's Crab Shack. Permittee is authorized to use the Premises solely for a small addition onto the People's Wharf Building and siting propane tanks as described in CSP2017-0005.
8. **Loading and Unloading.** Parking of any kind is prohibited on the mall area around the Visitors Information Center. The CT parking spots are for tour bus traffic only except during off-peak hours, as depicted in Exhibit 2. Deliveries, including propane, and trash removal shall be scheduled during off peak hours so as not to disrupt bus traffic into and out of the CT lot. The CT lot loading zone may only be used for active loading and unloading not to exceed 30 minutes.
9. **Repairs and Improvements.** Permittee agrees to return the Premises to its original pre-permitted condition. No other improvements or changes to improvements may be made on the permitted area unless first approved by the Port Director.
10. **Revocability.** This Use Permit is revocable at the sole discretion of the Port Director. The Permittee agrees that the CBJ shall not be liable to the Permittee or any other person for any costs, losses, or damages arising out of any revocation.
11. **Insurance.** Permittee shall provide a certification of proper insurance coverage to the CBJ, including amendatory endorsements as required. Permittee has secured and agrees to keep and maintain in full force and effect, at its own expense, the insurance approved by CBJ Risk Management as outlined below. At least 30 days prior to the cancellation, non-renewal or reduction in the amount of coverage, Permittee shall provide written notice to the CBJ's Risk Management. The Permittee's insurance shall be primary and any insurance maintained by the CBJ shall be non-contributory. Failure of CBJ to demand such certificate or other evidence of full compliance with these insurance requirements or failure of CBJ to identify a deficiency from evidence that is provided shall not be construed as a waiver of the obligation of the Contractor to maintain the insurance required by this contract. Any deductibles and self-insured retentions must be declared to and approved by the CBJ. The CBJ may require the Permittee to provide proof of ability to pay losses and related investigations, claim administration, and defend expenses within the retention.
- a) **Commercial General Liability Insurance.** Permittee shall maintain in full force and effect, at its own expense, at all times during this agreement, commercial general liability insurance in the amounts of \$1,000,000 per occurrence and \$2,000,000 general aggregate. If the Permittee maintains higher limits than shown below, the CBJ shall be entitled to

coverage for the higher limits maintained by the Permittee. **This insurance policy shall name CBJ as an “Additional Insured”**

- b) **Property Insurance.** Permittee acknowledges that CBJ carries no fire or other casualty insurance on the Premises or improvements located thereon belonging to Permittee, and that it is the Permittee’s obligation to obtain adequate insurance for protection of Permittee’s buildings, fixtures, or other improvements, or personal property located on the Premises, and adequate insurance to cover debris removal.

12. **Hold Harmless.** Permittee agrees to defend, indemnify, and save CBJ, its employees, volunteers, consultants, and insurers, with respect to any action, claim, or lawsuit arising out of or related to the use and occupancy of the Premises. This agreement to defend, indemnify, and hold harmless is without limitation as to the amount of fees, costs, expense, or damages resulting from settlement, judgment or verdict, and includes the award of any costs and attorney’s fees even if in excess of Alaska Civil Rules 79 or 82. This indemnification agreement applies to the fullest extent permitted by law and is in full force and effect whenever and wherever any action, claim, or lawsuit is initiated, filed, or otherwise brought against CBJ relating to this agreement. The obligations of Permittee arise immediately upon actual or constructive notice of any action, claim, or lawsuit. CBJ shall notify Permittee in a timely manner of the need for indemnification, but such notice is not a condition precedent to Permittee’s obligations and may be waived where the Permittee has actual notice.

**USE PERMIT EXECUTION.** CBJ and Permittee agree and sign below. This Use Permit is not effective until signed by the CBJ.

**Permittee:**

Date: \_\_\_\_\_

By: \_\_\_\_\_  
William C. Heumann

**PERMITEE ACKNOWLEDGMENT**

STATE OF ALASKA ) ss:  
FIRST JUDICIAL DISTRICT )

This is to certify that on the \_\_\_\_ day of \_\_\_\_\_, 2018, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared **William C. Heumann**, to me known to be the identical individual described in and who executed the foregoing instrument for and on behalf of himself, as Permittee, which executed the above and foregoing instrument; who on oath stated that s/he was duly authorized to execute said

instrument; who acknowledged to me that s/he signed the same freely and voluntarily for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in the certificate first above written.

\_\_\_\_\_  
Notary Public in and for the State of Alaska  
My Commission Expires: \_\_\_\_\_

**CBJ:**

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Carl Uchytel  
CBJ Port Director

## CBJ ACKNOWLEDGMENT

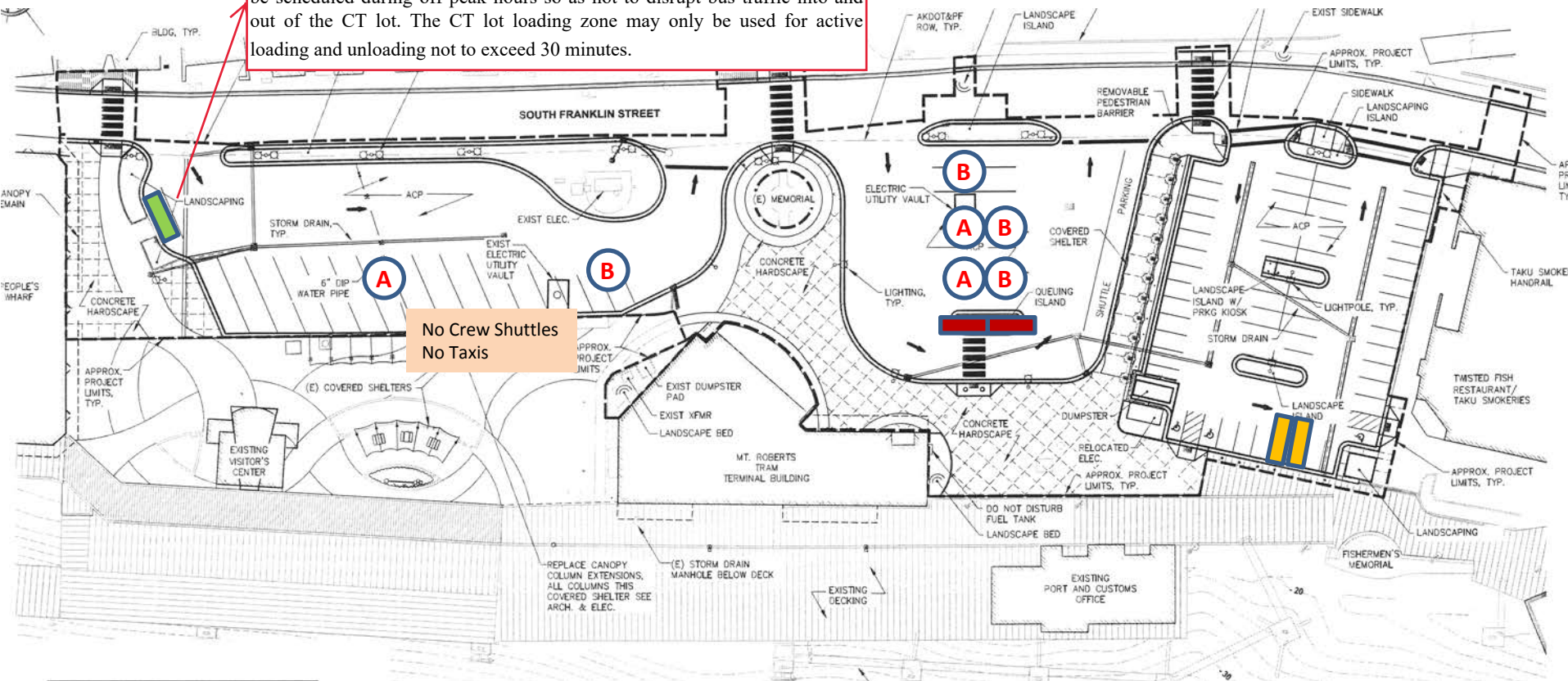
STATE OF ALASKA )  
 ) ss:  
FIRST JUDICIAL DISTRICT )

This is to certify that on the \_\_\_\_ day of \_\_\_\_\_, 2016, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared **Carl Uchtyl**, to me known to be the **Port Director of the City and Borough of Juneau**, Alaska, a municipal corporation which executed the above foregoing instrument, who on oath stated that he was duly authorized to execute said instrument on behalf of said corporation; who acknowledged to that that he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in the certificate first above written.

Notary Public in and for the State of Alaska  
My Commission Expires: \_\_\_\_\_

Parking of any kind is prohibited on the mall area around the Visitors Information Center. The CT parking spots are for tour bus traffic only except during off-peak hours. Deliveries, including propane, and trash removal shall be scheduled during off peak hours so as not to disrupt bus traffic into and out of the CT lot. The CT lot loading zone may only be used for active loading and unloading not to exceed 30 minutes.



- Legend:

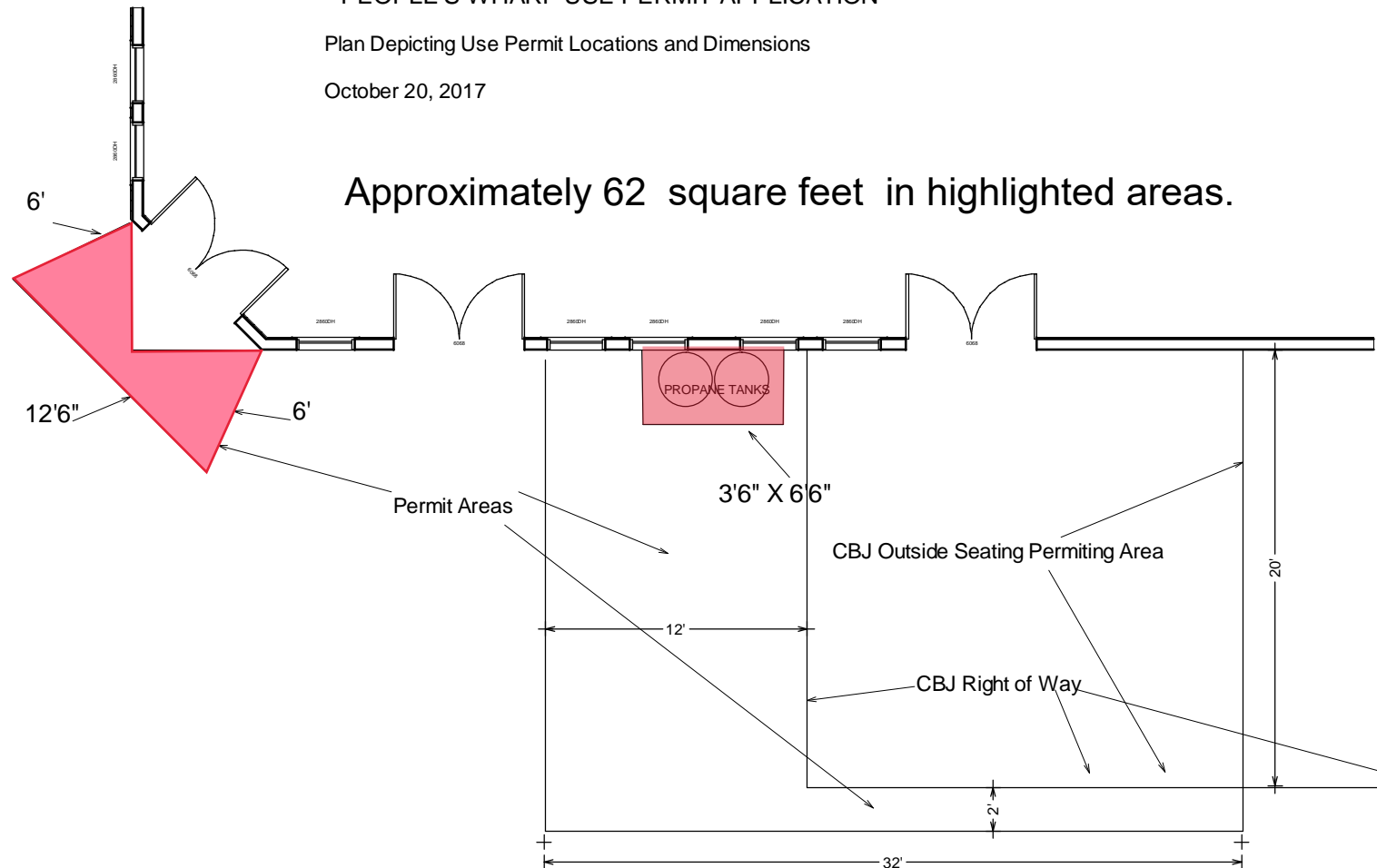
  - Taxi Stand
  - Taxi Load-Unload Only
  - Limited Loading Zone
  - A Loading Zone
  - B Loading Zone

## Exhibit 2 - Use Permit

# PEOPLE'S WHARF USE PERMIT APPLICATION

Plan Depicting Use Permit Locations and Dimensions

October 20, 2017



**Exhibit 1 to Use Permit**



April 13, 2018

PND 18J040

Carl Uchytel, P.E.  
Port Director  
155 S. Seward Street  
Juneau, Alaska 99801

Re: Statter Harbor Anchor Chain Inspection  
Engineering Services Fee Proposal

Dear Mr. Uchytel:

PND Engineers, Inc. (PND) appreciates the opportunity to provide this proposal for engineering services pertaining to an underwater inspection and condition assessment of selected anchor chains for the float system in Statter Harbor.

#### **Scope of Services**

The services to be provided for this proposal include the following:

1. Field Work – Coordinate and perform underwater dive inspection as detailed in the attached Echelon Engineering proposal.
2. Report – Documentation of inspection findings; narrative with representative photos.

#### **Fixed Fee Proposal**

Enclosed please find a breakdown of PND's fee proposal to complete the work described above. PND proposes a fixed fee of \$20,542 for these services.

We look forward to potentially working with you on this project. Please let us know if we have perceived your needs appropriately for this work or if you desire any changes to the scope of work. Feel free to contact us at your convenience should you have any questions.

Sincerely,  
PND Engineers, Inc. | Juneau Office

A handwritten signature in blue ink, appearing to read 'John DeMuth', is written over the printed name.

John DeMuth, P.E., S.E.  
Principal

Attachments



**D**

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**Z**

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**P**

D  
N  
P

April 12, 2018

PND Engineers, Inc.  
9360 Glacier Highway, Suite 100  
Juneau, AK 99801

ATTN: Mr. John DeMuth, P.E., S.E.  
Principal

**RE: PROPOSAL FOR – Underwater Sample Inspection of Anchor Chains & Floats  
Don Statter Harbor, Auke Bay, Alaska**

Dear Mr. DeMuth:

Further to your request, this letter is submitted as our proposal to carry out a sample underwater inspection of the anchor chains and floats located at Don Statter Harbor in Auke Bay, Alaska.

**Project Understanding**

We understand that a similar sample inspection was conducted in October of 2010. Conversations with Mr. Carl Uchytel, the Port Director indicate that the Port is looking for a similar inspection to obtain information on the current condition of the anchor chains and concrete pontoons within the harbor. The Harbor is constructed with a concrete float breakwater on the south and two docks identified as Dock C and Dock D. The anchor system for the docks is composed of a number of anchor chains which secure the concrete pontoon floats. The proposed inspection is to be carried out to provide information on the existing condition of the sample anchor chains and concrete pontoons inspected to allow for development of an opinion on the overall condition of the floats and anchor chains within the Harbor, as well as to provide information for projecting the remaining service life of the members.

**Scope of Work**

Field Investigation

The inspection will be conducted objectively and in a professional manner, with properly qualified personnel and in conformance with the usual standards of similar companies

performing similar services under similar circumstances. The inspection will be carried out to determine the existing condition of a sample of the anchor chains and the associated concrete pontoons that comprises the moorage floats within the Breakwater, Dock C and Dock D of the Harbor. Inspection of the members will be conducted as a Routine Inspection, as outlined in the *ASCE Manuals and Reports on Engineering Practice No. 130 (MOP 130)*; **Waterfront Facilities Inspection and Assessment**. For this project the inspected members will be subjected to Level I, II and III inspection techniques.

The proposed inspection will provide for a two (2) day onsite effort towards the investigation of approximately four (4) anchor chains and the submerged portions of the individual concrete pontoons to which they are attached. The number and location of the anchor chains to be inspected will be at the discretion of the inspection crew and will be based on site specific and tidal conditions. The anchor chains will be selected such that the dive inspector will not go below 90 fsw. Each chain will be examined from the float connection to the anchor block or point where the chain buries, or to a maximum of 90 fsw. The chains will be assessed for evidence of any mechanical wear and/or corrosive section loss. Cathodic protection anodes, if present, will also be assessed.

Specifically, Level I visual inspection of the accessible, above ground components (i.e. those portions not buried below the mudline) will be conducted. This will include visual inspection of the chain, the connection hardware, any clump weights, mudline anchors and any anodes that may be present. Specifically, the condition of any anodes will be expressed as a percentage of their original volume. Level II cleaning and detailed examination will be conducted at the hawse pipe near the float, at the mudline and at one location between the two. Suspect areas along the length of the chain may also be cleaned to assist with identification of locations with visible corrosive or abrasive section loss or other significant damage. Level III thickness readings will be taken with a caliper to quantify the chain thickness remaining at the Level II cleaned locations, as well as in areas identified that exhibit the greatest loss.

All accessible submerged portions (i.e. sides and bottom) of the associated concrete pontoons to which the inspected chains are attached will also be subject to Level I visual inspection. Level II cleaning and hammer sounding of suspect locations will be conducted to allow detailed examination and to confirm the soundness of the concrete. Level II sites will provide for an approximate 2'x2' cleaned area of the pontoon. No Level III testing of the concrete pontoons will be conducted.

### Report

The inspection findings will be presented in a report which will include a narrative of the methodologies utilized, the observed conditions, the inspection findings, a drawing or field sketch of the inspected chains and pontoon locations and the identification of the inspected

members, as well as representative photographs illustrating damage or typical conditions encountered. No provision for the preparation of a draft report has been included. The report will be submitted electronically as a pdf file.

### **Schedule**

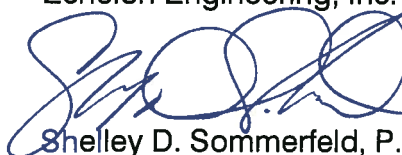
If optioned, the field work will be conducted concurrently with other on-going work that we are scheduled to conduct in Alaska. We anticipate the field work for this investigation will be conducted on May 5-6. Our report would be submitted within 4 weeks after completion of the field work.

### **Fee**

Our fee for the project is \$17,693.00 and is itemized on the accompanying spread sheet. This fee is based on conducting the project concurrently with our other project commitments in Alaska and having access to use a work skiff provided by the Port.

We look forward to the possibility of working with you and assisting you with this proposed project. Should you have any questions regarding this proposal, if you require any additional information, or if our proposed level of effort does not meet with your anticipated requirements, please do not hesitate to contact our office.

Yours Truly,  
Echelon Engineering, Inc.



Shelley D. Sommerfeld, P.E.  
President

SDS/ebv  
Enclosures



# ECHELON ENGINEERING, INC.

Civil / Marine Consulting Engineers  
Seattle, WA

## FEE PROPOSAL For

PND Engineers, Inc.

Underwater Sample Inspection of Anchor Chains & Floats

Don Statter Harbor, Auke Bay, Alaska

April 12, 2018

### Scope Of Services - (Boat to be provided by client)

Provide personnel and equipment to carry out a two (2) day on-site effort to conduct underwater inspection of a sample of anchor chains and associated concrete pontoons at Don Statter Harbor in Auke Bay, AK. The scope of the inspection will be as detailed in the associated letter. A written report along with representative photos, sketches and associated data for the structure will also be prepared and submitted.

### PROJECT FEE

#### 1. Labor: Field, Including Mob, De-Mob

P.E./Project Manager	26.5	hrs	@	\$156.35	=	\$4,143.38
Technician IV - Field Supervisor	26.5	hrs	@	\$114.33	=	\$3,029.75
Technician II - Inspector	26.5	hrs	@	\$77.25	=	<u>\$2,047.13</u>
Sub-Total Field Labor						\$9,220.25

#### 2. Reimbursable Expenses

Airfare - Coach Fare + Luggage-Change Fees	3	ea	@	\$137.50	=	\$412.50
Shipping - Equipment/Personnel	1	ea	@	\$331.10	=	\$331.10
Accommodations - Business Rate	2	dy	@	\$360.00	=	\$720.00
Per Diem	3	dy	@	\$288.00	=	\$864.00
<del>Dive Support Boat</del>	0	dy	@	<del>\$100.00</del>	=	\$0.00
<del>Launch / Moorage</del>	0	dy	@	<del>\$25.00</del>	=	\$0.00
Work Vehicle	3	dy	@	\$125.00	=	\$375.00
SCUBA Dive System	2	dy	@	\$60.00	=	\$120.00
Underwater Communication System	2	dy	@	\$90.00	=	\$180.00
Air, (Dive Tanks)	2	dy	@	\$90.00	=	\$180.00
<del>Pneumatic cleaning equipment</del>	0	dy	@	<del>\$100.00</del>	=	\$0.00
UW Ultrasonic Thickness Gauge	1	dy	@	\$100.00	=	\$100.00
Corrosion Potential Equipment	0	dy	@	\$100.00	=	\$0.00
Underwater Camera System	2	dy	@	\$60.00	=	\$120.00
Consumables & Supplies	2	dy	@	\$50.00	=	\$100.00
Photo Processing	1	LS			=	\$75.00
Report Reproduction	1	LS			=	<u>\$150.00</u>
Sub-Total Expenses						\$3,727.60

#### 3. Logistics, Administration & Reporting

Principal/Proj Manager PE	6	hrs	@	\$156.35	=	\$938.12
Technician IV	18	hrs	@	\$114.33	=	\$2,057.94
CAD Technician	6	hrs	@	\$64.89	=	\$389.34
Word Processor/Tech II	20	hrs	@	\$67.98	=	<u>\$1,359.60</u>
Sub-Total Reporting						\$4,745.00

### PROPOSED FEE

**\$17,693**

This fee is valid for a period of 3 months



# Port of Juneau

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

## MEMORANDUM

**To:** Docks & Harbors Board – OPS/Planning Committee  
**From:** Gary Gillette, Port Engineer  
**Date:** April 13, 2018  
**Re:** Strategic Planning - 2018

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### Background

Each year D&H strives to meet with the Board to discuss on-going and new projects to determine the priority of work and future work desired and needed to assure operations at our facilities are in keeping with safety, security, and other criteria.

### Discussion

Attached is a list of projects and priorities established in 2017. The Board is asked to review this list and to consider those projects on the list as well as new projects that may be desired. Some projects have been completed or begun and some may be on-going.

### Recommendations

D&H staff looks forward to hearing from the Board about the priorities that should be concentrating on over the next year to accomplish as much project completions as possible with funds available. Staff also wants to hear of projects to address future needs so that funding may sought for their completion.

### Meeting Dates

The Board is encourage to set aside a time that strategic planning may be discussed and questions may be asked about the various projects. A special meeting for this purpose would be most beneficial so attention may be directed to this topic. Please consider dates that will meet your schedules.

**CBJ Docks and Harbors Board**  
**Strategic Retreat Minutes**  
**Saturday May 13<sup>th</sup> 2017**

**I. Call to Order** – Mr. Donek called the meeting to order at 9:10am in the CBJ Assembly Chambers.

**II. Roll Call -**

The following members were present: John Bush, Weston Eiler, Bob Janes, David Lowell, David Seng, David Summers, Budd Simpson, and Tom Donek)

**Absent** – Robert Mosher

Also Present were the following: Carl Uchtyl – Port Director, Gary Gillette – Port Engineer, David Borg – Harbormaster, Teena Larson – Administrative Officer, and Mila Cosgrove – Deputy City Manager.

**III. Approval of Agenda**

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

Motion passed with no objection.

**IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time) - None

**V. Prioritization of Future Docks & Harbors Projects**

Mr. Uchtyl said the list in the packet is just a list and not prioritized.

Mr. Gillette talked about all the items on the list. Ms. Cosgrove helped the Board determine what projects are needed and what projects are wanted. The Board had much discussion on all the items on the list. The priority was decided as follows:

**Projects currently in process**

Archipelago/Waterfront/Design Planning  
Statter Harbor Breakwater Feasibility  
Statter Harbor Phase III  
Miscellaneous 16B Improvements  
Little Rock Dump Study

**Marine Passenger Funds project priority list**

1-Cathodic Protection Phase II  
2-Archipelago Lot Procurement  
3-Small Cruise Ship Berths  
4-Seawalk Guard Rails

## 5-Electrification Cruise Ship Berths

### **Short Term Project Needs**

- 1 – Statter Harbor Breakwater Deck Over (\$100K)
- 2 – Taku Harbor Pile Jacking (\$200K)
- 3 – Waterfront & Underwater Inspections (\$100K)
- 4 – Archipelago/waterfront planning (\$150K)

### **Future Projects priority Needs**

- 1 – Downtown Harbors Zinc Anodes (10 votes)
  - 2 – Aurora Phase III (8 votes)
  - 3 – Harbor Office Replacement (6)
  - 3 – ABMS Design (6)
  - 5 – Taku Harbor Stockade Point & Walkway (2)
- The Dredging Wayside float received 0 votes  
Beneficial Use Aurora/Harris Maintenance dredging received 1 vote

### **Short Term Project Wants**

- 1 – Harris/Aurora/Douglas Security (\$100K)
- 1 – Dredge Aurora Slip A6/A8 (\$400K)
- 3 – Lighting N. Douglas (\$60K)
- 4 – Harris Harbor Bathrooms (\$175K)
- 5 – Auke Bay Net Float (\$200K)

### **Future Projects priority wants**

- 1 – Douglas Harbor Paving/Landscaping (5 votes)
- 2 – Statter Harbor Phase IV (4 votes)
- 2 – Port Office Relocation (4 votes)
- 3 – Downtown Marine Services Expansion (3 votes)
- 3 – ABMS/Hagmeier Procurement (3 votes)
- 4 – Statter/ABMS Seawalk (2 votes)

### **Other Docks & Harbors Staff priority efforts**

Seawalk MOA  
Scheduling of ships @ City Docks  
Maximize Funds - Tideland leases  
Develop land use & marketing plan  
Subport/Mayflower Island  
Title 85 Review & Clean up  
Harbor Sanitation

The committee asked Mr. Gillette to bring a plan for N. Douglas to the next OPS meeting.

Mr. Eiler recommended to have a Committee of the Whole review title 85.



Mr. Simpson recommended splitting the Douglas paving/landscaping into two phases.

The Committee requested to bring the 1% sales tax recommendations to a future OPS/Planning meeting.

**VI. Board Members recruitment/appointment procedures to meet Docks & Harbors specific/unique needs.**

Mr. Uchytel said this is being brought forward from Assemblyman Loren Jones. This project will help the Assembly better identify the skills needed to meet each Boards specific/unique needs. The Board is asked to discuss this topic over the next few months and respond to Mr. Jones Enterprise Board appointment process document. The goal for this work would be to implement these new recruitment/appointment procedures sometime after the June/July 2017 enterprise board appointment process.

**VII. Adjournment** – The Strategic Retreat meeting adjourned at 2:45pm.