

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, July 28th, 2016

I. Call to Order.

Mr. Donek called the Regular Board Meeting to order at 5:02 p.m. in the CBJ Assembly Chambers.

II. Roll Call.

The following members were present: Weston Eiler, David Lowell, Robert Mosher, Bob Janes, David Seng, Budd Simpson, David Summers, and Tom Donek.

Absent: John Bush

Also present were the following: Carl Uchytel - Port Director, David Borg- Harbormaster, and Gary Gillette - Port Engineer

III. Board Administrative Matters

a. Elections of Docks & Harbors Board Chair and Vice Chair

Mr. Simpson nominated Mr. Donek for Chair and asked for unanimous consent. - No objections

Mr. Janes nominated Mr. Simpson for Vice-Chair and asked for unanimous consent - No objections

b. Assignment of Docks & Harbors Board Standing Committees

Mr. Donek said this year he wanted to do something a little different. For the last couple years everything on the Finance Agenda was already on the OPS/Planning Agenda and not having much to do with Finance. Finance should be dealing with Budgets, bonding for 16B, and financial matters. He would like to propose to have an OPS/Planning meeting and delay the Finance meeting until something is truly financial related. He recommended on a quarterly basis.

He asked the Board members if they all wanted to stay on the same committees they were on last year?

Mr. Lowell requests to move to OPS/Planning.

Mr. Donek said if no members wanted to leave OPS/Planning to go to Finance that is okay. Looking at the bylaws a member can be on two Committees if they wanted to. Traditionally the Board members have been split evenly to be on the two Committees but there is no reason for that. Mr. Donek said with moving Mr. Lowell to OPS/Planning, it leaves Weston Eiler, David Seng, Robert Moser, and Tom Donek on the Finance Committee. OPS/Planning will have Budd Simpson, Bob Janes, John Bush, David Summers, David Lowell, and Tom Donek. Weston Eiler will be the Finance Committee Chair and Mr. Simpson will be the OPS/Planning Committee Chair. Mr. Donek appointed Mr. Eiler to the Assembly Lands Committee Liaison position, and Mr. Janes stayed on the Auke Bay Steering Committee Liaison, and the Port Director's Evaluation Committee will remain the same with Mr. Donek, Mr. Janes and Mr. Simpson. The Port Director's evaluation will be completed in September.

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c. Assignment of Docks & Harbors Board Comprehensive Fee Review Committees

Mr. Donek asked if anyone wanted to change Committees that they currently serve on? All the members stayed the same and Mr. Seng was appointed to the Docks Fee Review.

Docks Fee Review

John Bush - Chair
David Summers
Weston Eiler
David Seng
Tom Donek

Harbors Fee Review

Budd Simpson - Chair
Bob Janes
David Lowell
Robert Mosher
Tom Donek

IV. Approval of Agenda.

Mr. Uchtyl requested to add #3 Norway Point to Bridge Park Master Plan Update under Items for Information/Discussion.

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

Motion passed with no objection

V. Approval of June 30th, 2016 Regular Board Meeting Minutes.

Hearing no objection, the June 30th, 2016 Regular Board Meeting Minutes were approved as presented.

VI. Public Participation on Non-Agenda Items - None

VII. Consent Agenda

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

1. FEMA Port Security Grant

RECOMMENDATION: TO APPROVE THE ACCEPTANCE OF DEPARTMENT OF HOMELAND SECURITY-FEMA PORT SECURITY GRANT FOR \$76,050 AND RECOMMEND THE ASSEMBLY ADOPT NECESSARY ORDINANCE.

2. Aurora Harbor Municipal Harbor Grant

RECOMMENDATION: TO RECOMMEND THE BOARD APPROVE THE ACCEPTANCE OF THE ADOT \$2M MUNICIPAL HARBOR FACILITY GRANT AND RECOMMEND THE ASSEMBLY ADOPT NECESSARY ORDINANCE.

3. Andrew's Marina Lease

RECOMMENDATION: TO APPROVE A NEW 35-YEAR LEASE WITH ANDREW'S MARINA (ATS 33) FOR \$5,549.50 ANNUALLY AND RECOMMEND THE ASSEMBLY ADOPT NECESSARY ORDINANCE.

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

Motion passed with no objection.

VIII. Unfinished Business

1. Statter Harbor Master Plan - Update

Mr. Gillette said a public meeting was held on July 21st. He wanted to bring this to the Board to get a direction to move forward with Docks & Harbors' consultant. To date we have completed Phase I and Phase II. He said staff took the previous master plan and updated it with four different concepts and now we are down to three. The overall purpose of this project is for overall safety and efficiency at Statter Harbor. We built new moorage which was completed in 2013, and expanded the boat launch parking capacity which is under construction currently and to be completed soon. Now we are on to Phase III, which is for commercial and charter operators. He showed a power point presentation and talked about the area and the different concepts. Phase III will provide a dedicated space for commercial and charter operations. The boat yard has been moved to Auke Bay Loading Facility which opened up options for that space that we are addressing. This phase will provide a separation between the different users and improve access from Glacier Highway. This entire project will enhance the quality of Statter Harbor for all users. It has been designed with the large coach vehicle in mind but staff has recently been told the large bus companies don't intend to use the large coaches at Statter Harbor. However, the Industry changes so much, we wanted to keep some bus parking for the future. The key features for this project is a dedicated place for commercial coaches and vans that drop off for the whale watching and fishing charters, a U-shaped float system to accommodate the tour vessels, a ramp up to a building that would have a gateway entry with one side having restrooms and the other side would be an open air shelter that could be used for picnics or an area to gather people before going out on a whale watch or fishing charter. For the Charter Fleet this plan offers a few more feet of lineal space for a greater capacity. In Phase IV there is room to put in another float with fingers that could serve as permanent moorage. One side could be transitional moorage, side ties, or loading and staging areas. From the public meetings, concept #3 was the preferred option and the one staff is asking to move forward with. The cost for the public moorage element is approximately \$2M, the dredging for the charter float area and uplands is approximately \$10M. This concept is a little more, but it does provide more flexible space and better usability. Depending on what funding mechanisms are available, this may be concept 3A and 3B. If this is approved by the Board, staff will move forward with pursuing design and permitting work for the design scenarios. Mr. Gillette said the project would be bid in 2017 and completed in May 2018.

Board Questions

Mr. Eiler asked about the difference in the number of stalls from concept #3 where there are 11/42' stalls and in the other two concepts there are 22/40' stalls? What process or thinking went into that with the planning?

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Mr. Gillette said concept #4 had the double loaded fingers which would double the amount of permanent moorage. With this concept it tightens the space for maneuverability between floats. Staff is investigating expanding the dredge basin landward to bring that back into the concept. The caveat to that is we are starting to see some bedrock closer to shore and that would get very expensive to try to dredge, also as we move landward we will also lose parking space.

Mr. Eiler asked about the cost differentials between the different concepts?

Mr. Gillette said that is still being investigated.

Mr. Janes asked if concept #3 leaves the northeast side of the dock without fingers?

Mr. Gillette said yes.

Mr. Janes asked if Allen Marine, who currently uses Statter Harbor for local events, would still be able to use the end of the float or would they be using the new float?

Mr. Gillette said if concept #3 was constructed, they could use the new area, but they could also use the end that they currently use. There is more flexibility when not putting fingers on both sides.

Mr. Janes asked Mr. Hagevig with Holland America Princess (HAP) to talk about the bus staging area design that Mr. Gillette talked about.

Public Comment

Paul Swanson, Juneau, AK

Mr. Swanson said it is important to have water and power on the new float and also an additional location or better location for the pump out for the commercial vessels.

Bill Hagevig, Douglas, AK

Mr. Janes asked Mr. Hagevig as the manager of HAP if he feels the bus configuration in concept #3 is adequate?

Mr. Hagevig said he thinks there will be enough space and liked the pull in parking versus the angle parking. This will make it a quicker transition.

Mr. Eiler asked Mr. Hagevig to speak to what Mr. Gillette eluded to changes or trends in the Industry.

Mr. Hagevig said from his company's perspective, they are only at Statter Harbor once or twice a day and only four days a week throughout the entire season. It's hard to speculate, but at this time there is not a lot of activity for his fleet.

Mr. Eiler confirmed that it was not a big trend either way in the fleet shrinking.

Mr. Hagevig said business has been fairly consistent, but this year his company has been at Statter Harbor 50% less than last summer. That could change.

Dennis Watson, Juneau, AK

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Mr. Watson said he would like to see utilities on the new docks. One of the problems with the charter boats currently is when they are at the fuel dock, they take on water and clean their boat and unintentionally tie up the fuel dock. He said the pump out station would be used more if it was more efficiently located. He said in the evenings, he sees a lot of commercial fishing vessels coming in and unloading freight and bringing groceries back to their boat. He noticed in this concept that there is going to be tight quarters to maneuver. He recommended to look at that closer because he has heard complaints about that. Mr. Watson said he never did understand why Allen Marine uses the public launch at Statter Harbor because they have their own dock with plenty of parking and he thinks Statter Harbor is a convenience to them but moving forward if push comes to shove this should be farther down the list of things to look at.

Mr. Uchytel said there has been discussion about another fueling station. Not sure if it is desired. Petro Marine would not be able to extend their lease to this location so we would need to go out with another RFP process. This new fueling station may just be for charter operators and maybe a self-serve situation.

Mr. Uchytel said regarding parking at Allen Marine that Mr. Watson commented on earlier, Allen Marine's position is that it is not sufficient parking for 100 locals to drive to the Allen Marine Dock and park. They run the tours through Statter Harbor because they don't want the Juneau public parking at their float. The reason we are pursuing this now is that staff believes this is a legitimate use of head tax to fund the commercial for hire floats. Staff is putting together a factual basis report that is being reviewed by CBJ Law. The report will help make the argument that the congestion impact to Statter Harbor is due to the charter operations and the use of head tax is appropriate in this case. There is no funding available currently for the additional float in Phase IV.

Mr. Janes asked if there was no money just for the additional float or the entire project.

Mr. Uchytel said concept #3 would be funded with the go ahead from CBJ Law for the use of head tax. The public expansion additional float in Phase IV will not be funded from the head tax money and currently there is no funding for this phase. Phase IV will be a future bonus when staff figures out funding. The monies left over from Statter Harbor Phases I & II will be funding the survey, the soil borings, and the geotechnical analysis for the dredging in Phase III.

Board Discussion/Action

MOTION By MR. JANES: TO ADOPT CONCEPT #3 AS THE PREFERRED OPTION FOR STATTER HARBOR PHASE III AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

IX. New Business

1. Juneau Cruise Ship Passenger Transportation Hub

Mr. Janes said he will recuse himself from this item. He and Mr. Voelkers will be representing this item.

Paul Voelkers, MRV Architect

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Mr. Voelkers said earlier in the year, he came and presented to the Board on planning for a proposed Juneau Ocean Center. At that time, the Board was interested and passed a general resolution of encouragement to continue working with CBJ and other parties to try and advance that forward. Tonight we are on a little different tact. Both Mr. Janes and I will go over some planning and operational points that are focused on the Subport piece of the property. This piece of property has been difficult for a number of different planning projects over years to try to figure out how to work it. That is the reason the Seawalk project planners decided to go around bridge park first and work back toward this area. He went over a memo in the packet on Juneau Cruise Ship passenger hub and Seawalk extension. This memo identified seven or eight bullet points he thinks are very relevant to this piece of property in question. He showed an overview aerial perspective which ties in the end of the Seawalk currently under construction which will come to this property and will stop. He said Mr. Janes and he have some ideas and think it would be in CBJ's interest to purchase this piece of property. They see a converging of several interests on this site. He showed a drawing on the Subport site and off to the side is the Juneau Ocean's Center which is relatively similar to how it was presented months ago. This will be a non-profit organization with a Board that is set up with an educational purpose and promoting ocean ecology. The lot next to the Juneau Ocean's Center location is what we are calling the Juneau Cruise Ship staging hub which will provide bus staging for 10 of the full 45' buses. There has been discussion to have less of the big buses and more of the mid-size buses. It would also provide parking for 38 to 40 surface parking which would support vendors, CBJ management, and access to the park. Another key element would be the potential for transient vessel moorage at the front corner of this Subport site. This would be in the location where Fish & Game has a little remnant dock. When 16B is completed, the corner at Marine Park may not be adequate to Juneau's needs anymore. This project may also add to the planning for an expanded electric water taxi option and break down and diversify how people get on and off the cruise ships in town. Acquiring this property will allow the seawalk to go across this property. Another potential would be for the circulator to stop at this location giving a link to the Tram down to the Franklin Dock. This brings a lot of focus together at this site. The final factor on this site is this property was appraised about a year ago and it came back at \$2.75M. When all this is put together, this could be in CBJ's strategic interest to acquire this property. There was a thought to have CBJ use 2/3 of the property and a private party use 1/3. Another key is the improved potential for a future marina. He said they worked with PND and this area has always been in the master plan to where the future marina would go. It was in the 2004 Long Range Waterfront plan. He showed a plan of a marina that showed the scale of a marina that would fit in the area. This marina would be a fairly sizeable area for transient moorage in the summer.

Mr. Janes said there is a need for more space for small cruise ships and yachts whether CBJ takes it on or private ownership, there is an option for that type of development. The access would be problematic from Egan, so the thought would be to access from Whittier Ave signal light which would provide an easy access to the new harbor development. He said being in the Industry, he is very aware of issues the new 16B docks are going to present to the operators. The bus companies are already dealing with the impacts of the larger cruise ships tendering to Marine Park. The other 16B dock isn't even open yet and we already have grid lock. There is going to be disembarkation of 100's more people when both 16B docks are operational. The idea for the additional bus staging started with the Juneau Ocean's Center. He said they could start the Juneau Ocean's Center and deal with much needed bus staging area and that is why it is called the Juneau Cruise Ship Passenger Hub. His plan is to stage 1,000 passengers per hour from this facility. This will be approximately 20% of all cruise ship disembarkations over a summer. This facility will mostly be handling passengers on presold tours that would have gotten on buses at Marine Park and left the downtown area anyway, or the people that are lightered into the marina they would be able to get

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on the circulator and be back downtown. The plan for the circulator is to circulate every 15 minutes. The plan is to move people through town efficiently so they aren't stuck anywhere. This area will also provide for downtown parking. The purchase of this property by CBJ is relatively inexpensive compared to the purchase of other potential properties in the area for staging buses. As an added bonus the purchase could help with the right of way Seawalk problem. The Juneau Ocean's Center non-profit project will be on leased City land. The Hub is unrelated to the Ocean Center but related in terms of helping to develop this area into a dynamic transportation hub and attraction along the Seawalk. He believes this could be achieved in the next few years. He also believes the passenger fees would be applicable to this project because it solves the problem with getting the cruise passengers out of town and on their tour. It is solving the downtown grid lock and a place for employees to park. Mr. Janes said they are asking for the Board's consideration in this project.

Board Questions

Mr. Eiler asked Mr. Voelkers if the Fish & Game dock he was referring to was the long empty pier next to the Mental Health Trust?

Mr. Voelkers said the long empty pier is the old Standard Oil Dock which is now owned by AVISTA. The assumption is that would be likely acquired by CBJ. This would need to be some sort of separation transaction because it impedes the ability to put the seawalk across that area and functionally obsolete at this point. The little dock is at the tip of the Mental Health Trust property that is also functionally obsolete.

Mr. Eiler asked Mr. Voelkers in the previous presentation to the Board, you mentioned there was an assessment or appraisal of the Mental Health Trust property. You said in your memo the property owners are not interested in sub dividing. What additional discussions have you had with the Mental Health Trust property owners in terms of if they concur with your assessment or if they are inclined to engage in this type of discussion on the sale?

Mr. Voelkers said the Juneau Ocean's Center was ready to go to the next step. In order to finish the grant application we needed to answer if there was secure access to the property. We have spent about a year in conversation with Mental Health Trust. In the original strategy, the amount of taking for right of way was equaled to the amount of fill they would get on the perimeter of their property. Last May they decided they were not interested in this type of land swap. They decided it would be in their best interest to sell the property. They are anxious to do a transaction, but they just don't want to piece up the property. The current strategy is CBJ buy the whole lot or CBJ buy 2/3 and at a concurrent transaction a private party purchase the other 1/3.

Mr. Eiler asked Mr. Janes if CBJ staff and other stakeholders concur with the passenger numbers he is projecting and do they see the congestion problem with the lightering?

Mr. Janes said we knew with the construction of 16B we would be facing this issue. Marine Park is the big issue area. The numbers have come from his own personal observations and calculations. As we move forward, these things are going to be scrutinized more and will be getting into more specifics as time goes on. He wants to make sure the downtown businesses are secure with this plan. It needs to be a holistic plan with the circulator to

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move people through town quickly and easily. Mr. Janes said he priced out an electric water taxi versus a gas one and it is only about \$80,000 less. Within a month as a private sector he could get an electric circulator with articulated trailers that could handle up to 80 people on Franklin Street for less than \$120,000. These are not numbers that will scare away private, contract investment, or CBJ involvement.

Mr. Eiler said the proposal tonight is to direct staff towards engaging in the CBJ planning effort for the feasibility of a Juneau Cruise Ship Passenger Transport Hub. Is CBJ currently in the process of studying the feasibility of a transportation hub, is this something Docks & Harbors would be initiating, or is it part of the long range waterfront master plan. He is not sure what the Board would be starting or taking part in process-wise.

Mr. Uchtyl said where the parking lot is to be located has no nexus to Docks & Harbors. Mr. Voelkers and Mr. Janes have been working with CBJ Engineering and CDD on this project. Juneau Ocean's Center is asking Docks & Harbors to engage in the process to get Engineering and CDD to execute. The link to Docks & Harbors is that we have the ownership of moving the cruise ship passengers out of the downtown area. We have five ship days currently, but next year it will be an awakening when it is a five ship day and they are all large ships. This will impact the downtown area. This is a reasonable request to be brought into this with all the other planning efforts.

Mr. Janes clarified that this is not an ask from the Juneau Oceans Center Board. This is a direction that Mr. Janes as a local tour operator and Mr. Voelkers as a designer and architect and many of the people he works with sees a need and a possible symbiotic relationship between CBJ, the Juneau Oceans Center, and possible a private developer group that would like to get involved. He would like CBJ to look at this in the big picture and make a decision on whether the entire piece of property should be purchased if possible for transportation, parking and a bigger scale hub. There are many that would argue this is a much needed thing in Juneau. The fact a private parcel would be pulled out of this would be because we started out with the premise that would make it more affordable for CBJ, but it doesn't mean we should try to get this whole area for a transportation hub. He is speaking for himself personally and as a tour operator for the need for improved bus staging and efficiency along our dock corridor.

Mr. Donek asked what level of effort from staff are you talking about, and do you have the staff to do that?

Mr. Uchtyl said Mr. Gillette and himself will just go to more meetings and ask questions to make sure Docks & Harbors issues are considered. At the last Board retreat in 2014, one of the top five priorities was to acquire the Archipelago lot for lay down. Whatever the answer is for the traffic pattern movement, someone is at the table speaking for Docks & Harbors.

Mr. Simpson left the meeting at 6:18pm

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Public Comment

Dennis Watson, Juneau, AK

Mr. Watson said this is a great plan and as futuristic as he has ever seen for our community for quite some time. He commented that CBJ was to develop a parking plan at least two years ago or maybe longer. This was never presented to the Planning Commission. He recommends to work with CBJ closer. He is working with a group currently, but it is not CBJ and not the downtown business association. He said he introduced Mr. Chaney, CBJ Lands Department Director, to the group. The group is working on downtown parking which is a major challenge. He did checking on the Mental Health property that is in discussion tonight, and if they were to lease that property for parking for five years, they will receive \$1.1M off the property. There is value in this property and \$2.5M for the entire property is not an unrealistic price. He commented that the JAH (Juneau Arts & Humanities Council) is planning to do an extension and when they do that, the Centennial Hall parking will go away. CBJ is looking at a real parking crunch. Right now, as a member of the public, you are unable to park in either of the public library parking areas until 6:00 pm Monday through Friday. If this project does go forward, he suggested to look at shared parking and also make parking available during non-tour season.

Board Discussion/Action

Mr. Summers said he supports this project. There is a very serious need for a downtown circulator for moving cruise ship passengers. The reason he is in favor of this motion is engaging staff to participate in this project which is one of the biggest waterfront developments to happen historically in Juneau as a whole.

MOTION By MR.SUMMERS: TO DIRECT DOCKS & HARBORS STAFF TO ENGAGE IN THE CBJ PLANNING EFFORTS FOR THE FEASIBILITY OF A JUNEAU CRUISE SHIP PASSENGER TRANSPORTATION HUB AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

2. Draft Juneau Community Energy Plan

Mr. Uchytel said at one point this was a more urgent matter. Juneau Commission on Sustainability through CDD has created a Juneau Community Energy Plan. They sent out a draft plan that requested comments be provided by August 2nd, but this has been extended. This is not an urgent matter anymore. He wanted to address some of the accommodations the draft study came out with. The study primarily is strategizing or requiring Docks & Harbors to move out quickly on the electrification of the new cruise ship docks. The draft document as presented is unrealistic with the real world. He has tried to make his comments state that.

Board Questions

Mr. Donek said because this is not an urgent matter anymore, he would like to see an overview of what is happening in this plan. This would give the Board members time to go home and review it and bring this back to the August Board meeting.

Mr. Uchytel said in the past he provided the executive summary but the full report which is 120 pages is available on line.

Mr. Donek said it is located on the CBJ website, under hot topics.

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Public Comment - None

Board Discussion/Action

This item will be brought back to August Board Meeting.

X. Items for Information/Discussion -

1. Auke Bay Marine Station Application Update

Mr. Gillette said GSA has offered this property up through the US Maritime Administration (MARAD) and concurrently being offered through the Federal Department of Education. The acquisition of the property will provide unique opportunities to expand the marine related services at Statter Harbor. This would be including improved moorage facilities for a number of different types of vessels. Downtown we are seeing more and more requests for moorage for pocket cruises to the point we don't have room for them anymore. The upland has some buildings that we could consolidate some of our Port and Harbor administrative offices. The old NOAA building has a large meeting room that could become the Docks & Harbor Board meeting room. Because Docks & Harbors is an enterprise fund, one of the challenges is to generate revenue. That means we don't receive general funds from the municipality in their budget we are charged with covering our own expenses. There are opportunities with the buildings to lease some of those spaces. Docks & Harbors could potentially make arrangements with UAS and the Coast Guard. The Coast Guard has used or is currently using this space. There is a piece of the parcel that is undeveloped, and this would provide for an opportunity to work with a private partner and develop a mixed use, which includes retail, marine services, and residential. In terms of the process, the first thing Docks & Harbors needed to do was to provide a letter of intent and that has been completed. MARAD has invited Docks & Harbors to submit a full application. UAS has also submitted a letter of intent and has been invited to submit a full application. For this particular property, only the two applications are going to be considered. Docks & Harbors basis of the application is a Port Facility redevelopment plan. The application is due August 29th. We have been into discussions with UAS, and at this time it doesn't look like Docks & Harbors and UAS missions will co-mingle. Having this property will lend itself to future expansion of Statter Harbor. Mr. Gillette showed the future expansion plan and went over the different features. This would be a unique opportunity to get this property and tie in and support the future uses at Statter Harbor.

Mr. Uchytel said this plan would double lineal feet of what we currently have in Statter Harbor. We would be able to accommodate growth in Auke Bay and the surge of fishing vessels. He sees this as a natural progression of what the community needs at Auke Bay.

Mr. Gillette there is a need currently for more spaces at Statter Harbor.

Mr. Uchytel said the waitlist for the 32' slips is 53 vessels and the 42' slips is 35 vessels. Another factor is who know what the status of Fisherman's Bend is going to be in the next five to ten years.

Mr. Gillette spoke about the different potential opportunities for the existing buildings on this property.

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Board Discussion/Public Comment -

Mr. Janes said UAS and Docks & Harbors are interested. Where did the talks with UAS break down to work together to obtain this property? Is there a reason we are not pursuing the joint application?

Mr. Gillette said there are two entities offering this property. One is MARAD and the other is The Department of Education. Docks & Harbors met with the University and looked over the applications and restrictions. The MARAD process and types of uses allowed is more flexible. Docks & Harbors could get this property and lease to UAS for some of the things they envision on this property. If this is a Department of Education application, the use of the facility has to be education. They wouldn't be able to lease to us for Port Offices. Just the process the Government has set up restricts what we can do. With the restrictions on the Department of Education application and UAS believing they could use the entire property, it didn't make sense for Docks & Harbors to continue with a joint application. We are competing for this property, but the community will be better served if this stays with a public entity.

Mr. Janes commented that it would be a win for everyone if there could be some kind of an agreement with UAS to share this property. He said he would like fisheries development added in the application.

Mr. Gillette said there is going to be additional moorage for the fishing fleet and we are planning on building an ice house.

Mr. Janes said he would like this added in the initial application so it's on record and when we move forward to develop this property we aren't going against our intentions with the federal government if we change course.

Mr. Gillette said one of the questions to MARAD was asking about subdividing this property which is a 4 acre parcel. MARAD said they do that but usually on a larger scale. The application still needs to go through the assembly and they may give us direction to still work with UAS.

Mr. Eiler said he would encourage staff to think broadly and put in a multi-faceted application that hits on education and fishing. If the facility is being offered from GSA and MARAD and Department of Education is setting the guidelines, how is the final decision made? A subdivide where we could have the tidelands and they could have the Lab. This would be a win-win situation.

Mr. Gillette said Docks & Harbors and UAS did have a discussion with GSA. From their perspective, they would like to see a joint application because that would make their job easy not having to choose. However, if they were asked to choose, they will need to determine the highest and best use for this property. If there is a way to work together would be beneficial but it could be difficult with the two different visions. He plans on bringing this back to the Board meeting on August 18th to finalize the application and to the Assembly on August 22nd.

Mr. Eiler wanted to encourage staff to talk to City Lobbyist and others that work on University and other issues. He said there could be some synergy pursued by talking to our local legislators or others.

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Keith Gerkin, Juneau, AK

Mr. Gerkin works at UAS and is the director of facility services. There is the competitive view of what is going to happen with these four acres. As members of the community we have been trying very hard to say that both agencies needs could be accommodated on the site. The process is a cumbersome one. UAS's plan would be to reoccupy that site and allow us to consolidate our fisheries and environmental science faculty and teaching and labs in a science complex. There are old buildings so it is not without its risks. They are all close to their life expectancy and will need capital investment. He estimates \$10M to \$20M dollars over the long term. The President will make the application and is well on the way to make that recommendation. The main office is their principle priority. He is unsure how to do a subdivision at this point. He agrees it would be a shame not to make the most use of this unique site.

Mr. Uchytal said staff has always maintained they would be willing to lease space to UAS for fair market value.

Mr. Janes said he hopes somehow this property can be utilized to benefit two different institutions but both institutions that are critical to this community with tourism, fishing industry, fishing management, fishing technology, construction, and research. This has great potential and he hopes this works out for everyone.

2. Board Retreat

Mr. Uchytal said the last retreat was in 2014. He said the Board needs to start thinking about where Docks & Harbors will be spending their next dollars. The recommendation is to get together as a board sometime in the winter to come up with the next big things we should be working on and how to leverage strategies to be successful, and all the things that need to be completed at Docks & Harbors.

Board Discussion/Public Comments- None

Mr. Donek suggested after the study on the bridge park to Norway point and after we know if we will get the GSA property. He asked when will the GSA property decision be made?

Mr. Uchytal said it should be decided in a few months.

Mr. Donek recommended to have the retreat in winter or early spring.

3. Norway Point Update

Mr. Gillette said in the hand-out, the program priorities came from the last Board meeting exercise that Meilani Schijvens facilitated on behalf of the planning team. The priorities listed are what we plan to move forward with unless we hear something different. Corvus Design, working with staff will now take this and develop some sketch level planning concept. The concept will be brought back to the Board toward the end of summer to make sure the direction was captured that you wanted to go with it. The planning team will also have a day for a work shop concept that anyone can come in and they can discuss the different plans. That would be late September at a time that

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the tour operators haven't all left town and fisherman aren't out fishing. Mr. Gillette said he will take all comments on this project.

Board Discussion/Public Comments

Mr. Seng asked if this project and priorities are primarily focused on uplands development?

Mr. Gillette said yes.

Mr. Seng said the thing that doesn't fit in regards to uplands development is limiting live-aboards to a single area. How are live-aboards related to uplands development?

Mr. Gillette said live-aboards do require uplands support for parking, restrooms, and pumpout stations. He said this was an idea that was suggested and with any idea there are pros and cons. He said this would be difficult to make fixed length slips because people live in different size boats so that configuration would need to be figured out. Right now Harris Harbor is fairly new so he is not sure if that should be reconfigured, but the north end of Aurora we do have the potential to change that in the future.

XI. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, July 20th

Mr. Janes said the items on the consent agenda tonight were heard at the OPS/Planning meeting. The other items were vessels moored on CBJ submerged tidelands, and a review of the derelict vessel situation. These items will be revisited at another OPS/Planning meeting.

2. Finance Committee Meeting- Thursday, July 21st - Cancelled

3. Member Reports - None

XII. Port Engineers Report- Mr. Gillette's report was in the packet

XIII. Harbormaster's Report

Mr. Borg reported there have been four separate fuel/hydraulic spill incidents in Harris Harbor. The Coast Guard and DEC have been very reactive to this, and we have also received public interest. Everything else has been business as usual.

XIV. Port Director's Report

Mr. Uchytel reported Statter Harbor phase II substantial completion date was July 18th. Miller Construction is on liquidated damages of \$3,000 per day. At this time we do not have a proposed substantial completion date from Miller Construction. Miller's is preparing to lay asphalt at the facility. Staff is cautiously optimistic that we will have a paved facility by derby weekend. The Engineer of Record will have to agree when substantial completion is met. Docks & Harbors requirement would be that it has to be paved and striped and the floats have to be secure. We don't want to open this without it being ready for the public. If this isn't ready for the public by derby weekend, we will run some kind of a shuttle between UAS and Statter Harbor to try to mitigate any disruption to the public. We also plan on charging for launching and parking from day

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one of the opening of the new facility. There will be a ribbon cutting ceremony when the facility is complete- unsure if it will be this fall or at a later time.

XV. Assembly Liaison Report - None

XVI. Board Administrative Matters

a. Ops/Planning Committee Meeting - Wednesday, August 17th 2016 at 5:00pm

b. Finance Committee Meeting -Thursday, August 18th, 2016 at 5:00pm - Cancelled

c. Board Meeting - Thursday, August 18th, 2016 at 5:00pm

XVII. Adjournment - The regular Board Meeting adjourned at 7:23 p.m.