DOCKS AND HARBORS OPERATIONS/PLANNING MEETING AGENDA

June 21, 2023 at 5:00 PM

City Hall Conf. Room 224/Zoom Webinar

https://juneau.zoom.us/j/86720710231 or 1-253-215-8782 Meeting ID: 867 2071 0231 Passcode: 057883

A. CALL TO ORDER (5:00pm in CBJ Room 224 & Via Zoom)

B. ROLL CALL (James Becker, Don Etheridge, Paul Grant, Debbie Hart, David Larkin, Matthew Leither, Annette Smith, and Mark Ridgway)

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

MOTION: TO APPROVE THE AGNEDN AS PRESENTED OR AMENDED.

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (not to exceed five minutes per person, or twenty minutes total time)

E. APPROVAL OF MINUTES

1. May 17th, 2023 Minutes

F. ITEMS FOR INFORMATION/DISCUSSION

2. Harbor Rate Study – Next Steps

Presentation by Port Director

Committee Discussion/Public Comment

3. Site Characterization Investigation – 4400 Thane Rd

Presentation by Port Director

Committee Discussion/Public Comment

4. Agency Comments for Huna-Totem Conditional Use Permit (CUP)

Presentation by Port Director

Committee Discussion/Public Comment

5. Potential Launch Ramp Survey - Derby Weekend

Presentation by Port Director

Committee Discussion/Public Comment

G. STAFF & MEMBER REPORTS

H. COMMITTEE ADMINISTRATIVE MATTERS

Next Operations Committee Meeting - Wednesday July 19th, 2023

I. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, May 17th, 2023
5:00pm in CBJ Room 224 & Zoom meeting

A. **Call to Order**: Mr. Ridgway called the meeting to order at 5:00pm in CBJ Room 224 and via Zoom.

B. **Roll Call** : The following members were in attendance in CBJ Room 224 or via zoom - James Becker, Don Etheridge, Paul Grant, Debbie Hart, David Larkin, Matthew Leither, and Mark Ridgway.

Also in Attendance: Mr. Uchytil – Port Director, Matthew Sill – Port Engineer, Matthew Creswell – Harbormaster, and Teena Larson – Administrative Officer.

Absent: Annette Smith

C. **Port Director requests for Agenda changes**

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

Motion approved with no objection.

D. **Public Participation on Non-Agenda Items** - None

E. **Approval of Minutes**
1. Hearing no objection, the April 19th, 2023 minutes were approved with no objection.

F. **Unfinished Business**
2. Harbor Rate Increase – Next Steps
Mr. Uchytil said on page 11 in the packet is the schedule to advance the rate study. The whole idea for this schedule is to notify the public. The expectation for this meeting and next week's Board meeting is to communicate with the public what the Board wants to do in regards to the 9% proposed rate increase. Nothing will happen over the summer. Staff will bring this back to the Board in August with an action item to go forth with advertisement, a public hearing, and move the proposed rate to the Assembly for final approval. Also in the packet is the HDR report and the presentation from the two public outreach meetings. On page 39 and 40 shows rates with a 3%, 4.5% and 9% increases, and the Board can decide how much of an increase to implement. It can be smaller amounts for a few years or the whole 9%.

Committee Questions-
Mr. Grant asked to hear from staff what the implications for the budget would be to do the smaller increase over a few years.
Mr Uchytil said we have had about 15 years of getting by with unchanged rates. This is a policy decision and staff will work with what the Board decides.

Mr. Ridgway commented that one part of the rate study is how much to keep in our fund balance. Given the last bid opening, should the Board lean toward a more significant fund balance?

Mr. Uchytil said we have made it through a pandemic. He does not see the fund balance staying at a set amount. We rub nickles together to try to save up enough money to move forward with a project. We would like to have a healthier fund balance but we don't have deep pockets. He said the Administrative staff has received comments from Harbor patrons about the rate increases and they have been told to send their comments to the Board or the Port Director and he has heard nothing.

Mr. Grant said he sat through both public hearings and he did not hear concern from patrons about the increase but he heard other concerns. He does not see the timing as a big of issue as originally thought. The public participation at those meeting was just a few patrons, and he is unsure if the public is aware of the process.

Mr. Becker commented that he heard from one individual that he was on a fixed income and raising fees would be a hardship. Are there programs to help people on a fixed income?

Mr. Uchytil said he does not know of any.

Mr. Etheridge said that individual was complaining about the storage fees.

Mr. Ridgway asked if staff could look to see if there are any programs to help people on a fixed income?

Mr. Ridgway commented that we have several safety projects, safety rails, safety ladders (currently being installed), and also a security gate at the harbors. Does the Harbors have enough money to install gates in all our Harbors?

Mr. Uchytil said it would be a prioritization of our resources if that is what the Board wanted to do.

Mr. Ridgway commented that it also has to do with our fund balance.

Mr. Uchytil said we do have approximately $300K in our budget under repairs and materials and commodities. That is the amount we can spend, and if we do not exceed that, it will move to the next fiscal year. Using those funds would be a way to fund projects.

Mr. Larkin asked Mr. Grant what were the other items talked about at the public outreach meetings?

Mr. Grant said it was primarily the security issues in Douglas. The patrons commented that there is a lot of drug use and theft. With the immediate need for security in Douglas, he suggested putting the test gates in Douglas first. Staff said it would be more expensive because there are two gates needed and not just one like in Harris. The other items

requested for Douglas was lighting and paving. Nothing was really related to the rate increase.

Mr. Uchytil said Mr. Sill will talk about the lighting and security a little later in the meeting.

Public Comment - None

Committee Discussion/Action
Mr. Ridgway said he does not like raising rates but he would be in favor of increasing all the rates the whole 9% and move to the full Board.

Mr. Larkin commented that the 9% increase will be one and done.

Mr. Ridgway asked what if there is any idea what the CPI will be for this year?

Mr. Etheridge said he has heard 4%.

Mr. Leither said there was a commercial fisherman at the first meeting that was upset about the 9% increase. There was discussion about a lesser amount and she seemed to be more in favor of a smaller amount so there are people upset about the 9% increase. At both presentations, the discussion was tempered because we kept saying we were unsure of the increase amount. If we did decide to go with 9% that might be harder to say we hear what the public is saying but we are still going to increase the fees by 9%. He said he would prefer to do 3% increase, 3 years in a row. The most he heard at the meeting also was about the need for security. His concern is that we initially presented this as a possible 3%, 3-years and when this goes to the Assembly they will come back and ask if we listened to the public.

Mr. Larkin said the Board needs to decide on an increase amount and stick to that amount. Everyone says we need to do these safety projects, we should commit this increase to the safety projects.

Mr. Ridgway said he does not believe this will not be well received from the Assembly because it is backed by a rate study and it will get our rates where they need to be. He also suggested with the advertisement to raise rates to point out the projects that are going to be prioritized with this rate increase. He would like to just do an onetime 9%.
Ms. Hart said the one meeting she attended, she heard the suggestion to push out the fee increase. She asked, with the process, whatever being proposed will be pushed out to the public and then will come back to the Board?

Mr. Uchytil said yes.

Ms. Hart asked when additional feedback is received, is the Board allowed to adjust at that point?

Mr. Etheridge said yes. He said he agreed with Mr. Larkin's suggestion to add with the increase the priority list from the patrons.
Mr. Ridgway commented that he agrees with that approach as well.

Mr. Etheridge said the motion needed tonight needs to provide a specific percentage increase. Moving forward after that, the Board can decide on a project priority list.

Mr. Larkin suggested to forward the 9% increase to the full Board.

Mr. Leither said he worries about tying the priority list to the increase because it may give the public perception that is what they are buying for the increase.

Mr. Grant commented the question before the Board is what percentage to increase rates. He does not believe in tying the projects to the increase.

Mr. Ridgway commented that there is a connection but they do not need to be tied together.

Mr. Larkin suggested not to tie them together but to point out, to do what the public wants, we need to raise money.

Mr. Leither agreed, and he likes that the security topics are being discussed and moved forward.

Mr. Etheridge said the only person he heard from was a commercial fisherman from Douglas that said raising the rates will kill off the commercial fishermen.

Mr. Ridgway said he has had two people tell him they do not like the increase. However, he does not like the prices going up either.

Mr. Becker commented that he talked to the patrons at Douglas after the last meeting. He asked if we could hire another night watchman?

Mr. Ridgway said this Board decides the priority of what to do. The point of the fund balance and the financials is to make us healthy again. The purpose of this is to make sure we have a healthy fund balance so the Board can prioritize projects.

Mr. Uchytil said if the Board wants another full-time security person, we can do that with the direction from the Board. He commented that linking the rate to the priority list we may be able to get the lighting in Douglas sooner than the August timeline. The comment he heard from a Douglas patron was not to spend any money on new projects until the safety and security problem is figured out. He said harbor rates are the only increase that a harbor patron can have some input on. All other fees are just increasing by market forcing, such as fuel, insurance, bait, with no ability to provide input. Before the rate study, we did not advance the liveaboard fees to the Assembly because the Board did not recommend it. This was a time when the Board was trying to increase the cruise ship and high-end yacht rates.

Mr. Leither commented that when the fees were shot down from the Assembly, the patrons that did provide public input were testifying for harbor rates and he believes there was confusion from the patrons and the Assembly.

Mr. Ridgway commented that we have a study to back up the fee increase and this increase will get us to where we need to be.

MOTION By MR. LARKIN: MOVE TO FORWARD TO THE FULL BOARD THE RECOMMENDATION TO USE 9% EFFECTIVE JANUARY 1, 2024 AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

G. New Business

4. Aurora Phase IV – Funding Strategy

Mr. Uchytil said on page 41 in the packet is a letter to the ADOT Harbor Grant Program. We just awarded Aurora Phase III and we will have a signed contract within a day or two. One thing about this grant is that you need to have the previous grant closed out before applying for another grant. The people he spoke to at ADOT are sympathetic to Docks & Harbors but staff is unsure this will be accepted. The ADOT Harbor Grant application is due in August. By August we need to know how much we will put forward for the match with that application. In the 1% sales tax initiative, we received $5M and he thought that was a healthy amount but now he knows with this last bid opening we are not able to do all the projects staff wanted to do. This can be postponed a month if needed. The $5M is the maximum amount to ask for and would hopefully fund Aurora phase IV and Aurora phase V. The two options in the additional handout are basically the same but there needs to be a decision on where the side ties are going to be.

Mr. Sill said the last bid opening got us 90% of H Float, next will be I and J float so it is not unreasonable to predict that each one will be $5M each.

Committee Questions

Mr. Larkin asked with applying for the next grant, does the current grant money need to be expended or obligated?

Mr. Uchytil said the rules ADOT is under with their internal policy is you cannot apply for another DOT harbor grant for the same harbor until the last one is closed out.

Mr. Ridgway commented that we definitely pushed this forward to try to get it closed out. He said we did provide to the City a list of projects for the 1% tax initiative. Is there any obligation on Docks & Harbors part for the four things on the Assembly priority list?

Mr. Uchytil said with the estimates, supply chains, and cost all included as a good faith effort, we are now not able to complete them with these astronomical increases. All these things were included but this was essentially the first float project awarded post pandemic and are now the realities of new marine construction.

Mr. Etheridge said in talking with the Assembly, their priority is Aurora Harbor.

Mr. Larkin asked Mr. Sill that the difference in the Aurora Harbor Phase III option would be to put fingers on floats I or J? He asked if they are removable and can be moved if needed?

Mr. Uchytil said no, not with the electrical cable runs.

Public Comment - None

Committee Discussion/Action
Mr. Larkin said looking at the two plans, he would go with Option A specifically for a little more protection from the weather behind the breakwater on floats J and it could be a little easier to tow boats into the Harbor with this option.

Mr. Ridgway asked how fast the slips will be filled to start seeing the income?

Mr. Uchytil said substantial completion is May 15th 2024 and final completion is on Memorial Day.

Mr. Ridgway asked if we had a waiting list and if it would fill up fast?

Mr. Uchytil said we do have a 60' vessel waiting for a slip. That is why we are building this layout is from the waitlist.

MOTION By MR. ETHERIDGE: MOVE TO FORWARD THE $5M FOR THE MATCHING ADOT GRANT FOR AURORA HARBOR AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

H. Items for Information/Discussion

6. Harris Harbor Gate - Update
Mr. Sill provided a presentation. He showed an illustration of a gate at the top of the ramp at Harris Harbor. He received different gate options and ideas for installation of a gate from Topper Industries and Mantle Industries. He commented that with the different tides making for steep ramps, he does not believe installing a gate in the middle of the ramp will be a good idea. He has been looking at putting a gateway on the wharf portion to secure that area. This will be the first gated harbor in Southeast Alaska. He recommends installing a visually attractive gateway. The Harris Harbor will require a U-shape enclosure so someone cannot climb around it. Access would probably be from a key fob and keypad access and have lights and cameras. He would like to come up with a list of goals for performance specification for an engineer to provide a concept for our needs and provide a cost estimate. He showed one idea for a gateway without doors that had a U-shape enclosure, lights, and place for a harbor name. He thought this idea was the best way to go with a door. The estimated price for an option manufactured and installed with light, cameras, and key fob accessible will be between $43K and $65K. He said his next step is to solicit comments from tonight and provide to the different companies so they can provide a more specific quote and then bring this back to this Committee to get guidance for moving forward.

Committee Discussion –
Mr. Leither asked how someone could get around the gate?

Mr. Sill said anyone would be able to get around the gate if it is a flat gate. He said there also needs to be room from the ramp to the door so someone can have their cart on flat ground while maneuvering the door.

Mr. Larkin said all the Harbors down south have bars and that is for ease of maintenance. They all have a set back and the bars make it look like a secure area. He suggested having the sides of the enclosure go down the outside of the ramp about ten feet. He has used a lot of the gates and they are easy to use. From the inside, it is just a lever to get out. Someone will need to use a key fob to get in. The gates are open in the day and automatically lock at night.

Mr. Grant commented he does not like glass for a door and prefers bars. He said the expanded metal if cheaper would be a fine option.

Mr. Etheridge said he also does not like the glass option.

Mr. Ridgway suggested seeing if there are any fabricators in Juneau that he could work with. Another idea would be to install the gate at the bottom of the ramp. He also does not want glass.

Public Comment – None

Douglas Lighting status update –
Mr. Sill said he has been working with SECON to provide conduit for lighting in exchange for using the Douglas parking lot for equipment while working on the Douglas road. Staff worked with our Term Contractor to provide a design for lighting. We met with them today and they will be installing a light pole at the top of the launch ramp in the next few weeks. His understanding is that this will be less expensive because it was left over from the road project from back loop. It is a street light and it will be tall and bright.
Regarding the more general lighting in Douglas Harbor - staff reached out to our electrical engineer term contractor and we requested a lighting study to get a cost estimate to add lighting in both parking lots.
For a quick lighting option - staff requested to put together a package to get three or four lights at the top of the gangways in the parking lots in the location of where the harbor residence park their vehicles.

Mr. Uchytil said these are not going to be attractive lights but this is our option to get lights at this time.

Mr. Becker asked if the lights are going to shine in people's windows?

Mr. Uchytil said we will probably get complaints, but Morris Engineering recommended using this and it should not bother St. Ann's street residents.

Mr. Grant asked if we would be looking at different gates for Douglas because it is not paved and does not have an approach dock as in other Harbors?

Mr. Sill said it will be a little more expensive and will be trickier than Harris.

Mr. Ridgway commented that some people like lights and some do not and please be mindful to try not to cause more issues.

Mr. Larkin commented that the gates can be installed at the bottom of the ramp also.

Mr. Grant recommended not install a gate in the middle of the ramp due to the tides and steep ramps. The bottom would work better.

Mr. Etheridge said a concrete pad at the top would be cheap and easy.

Public Comment - None

7. UAS Property/Boatyard Status – Update
Mr. Uchytil said in the packet on page 45 is the amended lease agreement with UAS and CBJ. The Board approved this, and it is at the City Manager at this point. When he presented the budget, the Mayor and others balked on the $100K and the Mayor made a comment that she would not support this if it came to a vote. The City manager wants to bring this back to the Assembly. This will go before the Committee of the Whole next Monday May 22nd. However, today he heard that meeting may be cancelled. He is unsure how this will end up. We currently have a one-month extension. Page 46 in the lease agreement is the free passes from Eaglecrest for the UAS students. Eaglecrest is asking for more money from the Assembly and now they are thinking Eaglecrest can not afford to give these passes away for free. They are an enterprise but subsidized by City 25%. It is now in the Managers office for execution.

Committee Discussion -
Mr. Etheridge asked if there is a problem with the Eaglecrest part, could we subsidize what that would be equivalent to?

Mr. Uchytil said we are weathering a 256% increase in our insurance. He is unsure what the cost equivalent will be for the free passes. He does not know how many students would even take advantage of this. The thought might be to do a cap so it is a known amount. There could be some equity issues with doing a cap.

Mr. Leither asked how many students are at UAS?

Mr. Uchytil said that could be a challenging question because what defines a student. Is it full time, or eight credit hours?

Mr. Larkin asked if we gave 100 passes to UAS would they figure out how to distribute them?

Mr. Uchytil said that would be one option, or we could say Docks & Harbors would subsidize Eaglecrest for $25K.

Mr. Leither said he sees this as UAS can offer this to every student.

Mr. Uchytil said there was no dollar value added to the UAS agreement for the educational benefits because there is a lot of uncertainty and he does not know if it is equivalent to the $130K.

Mr. Ridgway asked if this lease agreement is for the cranes, UAS Dock, Maritime Hydraulic space, and the boatyard. Has anyone ever expressed the desire to operate this space?

Mr. Uchytil said no.

Mr. Leither asked if the Assembly is more upset with the $100K or the free ski passes?

Mr. Uchytil said the Assembly is upset that UAS would not work with the City for the purchase.

Mr. Leither commented that with the Eaglecrest being subsidized 25% from the City, they do not get the option to say this cannot be offered.

Mr. Becker commented that UAS was waiting for the new Chancellor to come on board. Is there any indication now if they are willing to sell a portion or the whole thing?

Mr. Ridgway commented that we do not need this lease area, but we need the cranes and the boat yard to be available to our customers. How ever we get this is irrelevant. We only get $30K from the boat yard. An idea would be to subsidize someone to take care of this area, and let them try to operate these services.

Ms. Hart asked if the Assembly has challenges with the new lease, would UAS be willing to allow us to still have our current lease agreement while UAS exercises their right to go out with an RFP process. Another thought is to offer to Eaglecrest 100 transferrable passes managed by UAS. She commented there were 3400 UAS students in 2010. That would be challenging for Eaglecrest to give away that much revenue.

Mr. Grant said he originally did not want to do this new lease and he will not be upset if the Assembly walks away from this agreement.

Mr. Ridgway said the reason the Board voted for this is because the services are critical to the Juneau boaters.

Mr. Becker commented that we have a very active boatyard and there is nothing that could happen in a hurry. He would like to make this work.

Mr. Ridgway asked how it would work to try to amend this to a definitive number of Eaglecrest passes?

Mr. Uchytil said an annual ski pass is $600 per year, but Eaglecrest already offers discounts to UAS Students. If we offer 100 passes, that is equivalent to about $60K. The COW is still scheduled for Monday May 22nd. There are other financial offerings with our paid internships. He is unsure what the Assembly will decide to do.

Mr. Larkin asked when the latest extension expires?

Mr. Uchytil said June 5th.

Mr. Larkin commented that if we walk away, they will not care to lose $12K annually.

Ms. Hart said she thinks there is a public relations problem. This space is providing a lot of services and this is a difficult time.

Mr. Leither commented that with the additional $60K for the ski passes, we are almost at the $230K already. He does not want to walk away because of the boatyard, but he is unsure what to do.

Mr. Larkin suggested putting something in the Juneau Empire for the public to decide what to do.

Mr. Leither said Juneau Empire already wrote an article that Docks & Harbor will provide ski passes to UAS students to keep the boatyard open. The ski passes were not offered up by Docks & Harbors but by the City Manager.

Mr. Ridgway commented all the additional educational benefits added in this lease agreement are probably close to adding up to $130,000.

Mr. Larkin suggested to take out the Eaglecrest ski passes and pay an additional $50,000 so it would be $150,000 instead of $100,000.

Mr. Grant recommended having a specific number for the Eaglecrest ski passes.

Mr. Leither commented that it is unknown what is agreed to when there are not numbers with the educational benefits portion of the lease.

Public Comment - None

Boatyard Sub-Lease discussion –
Mr. Uchytil said he had a discussion with Jeff Duvernay, the owner of the boatyard, and he indicated he wanted to extend his lease for four more years. He currently pays $30K and we can renegotiate that rate. The sub-lease area is worth about $125K based on the fair market value. If we discount at the same rate UAS discounted to CBJ, he would be paying around $53K. He said Mr. Duvernay is planning to come to the next Board meeting and talk about his operations and willingness to pay more.

Mr. Becker said the boatyard is well staffed with a lot of good expertise and they are making good money.

Ms. Hart asked if the decision from the Assembly is to cancel the lease, will there be time with an extension for the boat yard to still operate and get through the busy season?

Mr. Uchytil commented that there is a holdover clause.

Mr. Ridgway said the Assembly gave us $2M toward the purchase of the area we currently lease from UAS. Given that UAS is looking at two numbers, the fixed purchase price and the lease price, is there any chance the City could offer more money than asked so UAS will sell it to us?

Mr. Uchytil said City code is that you cannot pay any more than fair market value for property, but the Assembly can override that.

Mr. Ridgway asked why the boatyard has not been paying fair market value at $125,300?

Mr. Uchytil said the boatyard sub-lease written in 1988 set the rent based on assessed value determined by the Assessor.

Ms. Hart asked if a Board member should be present at the Assembly COW where this will be discussed.

Mr. Etheridge commented the Assembly does not take testimony during their COW. He recommended contacting the Assembly members and talk to them on this topic.

Ms. Hart asked if there was another location to move the boatyard to.

Mr. Uchytil said there is not a lot of flat useable, water accessible land. He said Mr. Grant suggested a location on channel drive that we do not have title for, but it is an idea. The Assembly was also upset with providing UAS ski passes when they were not able to give free ski passes to CBJ employees in the MEBA negotiations. He asked if he should talk to the City Manager and suggest the Board is willing to subsidize Eaglecrest for the ski passes.

Mr. Ridgway suggested to talk to UAS to see if raising the amount of money paid by $22K and taking out the Eaglecrest ski passes would still work for them. Also, communicate with the Assembly what the Board is suggesting doing.

Mr. Leither commented to not give away bargaining chips until we have to. He would prefer the Assembly decide.

Public Comment – None

8. Board Recruitment Efforts
Mr. Uchytil said in the past the Board has been asked what qualities they would prefer in a Board Member. In the packet on page 51 is the updated Board appointment process from 2021. There will be two vacancies for the Board.

Committee Discussion -
Mr. Etheridge commented that he thought what is in the packet it good as is.

Public Comment - None

I. Staff, Committee & Member Reports

Mr. Larkin said when he came on the Board, his priority was and always will be safety.

His main two big things he wanted to see was rescue ladders in the harbors, which are installed now, and safety rails on the pier downtown. For the safety rails he suggested simple welded/painted pipe safety rail bolted to the deck. Docks & Harbors could employ a welder as a staff member that could do this project and possibly the security gates.

Mr. Uchytil said every year we put in for Marine Passenger fees for this project. This has not been funded and he is unsure why. He said he has been working with the Port Engineer to spend money for the safety rails. Staff sees the need for this and the safety rail will be similar to the rail just installed with the deckover.

Mr. Sill said the safety rail still needed is over 800', but this could be completed in sections. We could have the components fabricated from the supplier and sent to Juneau, and then staff could start assembling them.

Mr. Larkin asked if we can move forward with the safety rail or does this need Assembly approval?

Mr. Uchytil said there has been conflict with his colleges about who is responsible for the Seawalk. People have fallen off the Seawalk and perished. He is unsure why the Assembly does not see this as a safety issue. Since 2017, he has asked for $1M of Marine Passenger Fees for the safety rail and every year it does not make the cut.

Staff Reports –
Mr. Uchytil said staff had a ribbon cutting event on Monday and an ASCE event at noon today in the Assembly Chambers. There was going to be a ribbon cutting event on Friday at Statter Harbor but that has moved to June 16th due to the restrooms not being completed.

Mr. Sill said Dawson Construction just put in a request for an additional 21 days to make up for the freezing temperatures this spring to finish the restrooms at Statter Harbor. The freezing temperatures did not allow them to get the pipes in the ground and the concrete poured. Dawson is working long days and moving along quickly now.

Mr. Leither asked with the roof like it is, where does the snow go?

Mr Sill commented that the roof bird-wing design will hold the snow.

Mr. Leither asked Mr. Creswell how the enforcement for the ten-day move rule is going?

Mr. Creswell said Mr. Norbryhn is working hard on this. He anticipates at the beginning of next week he will start assessing the fees to the vessels that have not moved or requested an exemption. There are not many boats. We had some boats move this weekend and we authorized a few extensions to the end of May but not after May.

Member Report –
Mr. Grant said he had an idea for a boatyard between Shorty Tonsgards building and the end of the fill to the South. There are four lots there and we own two of them that have a current lease. With a little fill, it would solve the boatyard location problem.

Mr. Etheridge said he suggested this location about 12 years ago. There was a study that determined that location would not work, but he is unsure why.

Ms. Hart asked if when these ideas come up, we could add them to unfinished business on our agenda to keep them on our radar?

Mr. Ridgway asked to put this on the next Operations meeting. He would like to be on a Sub-committee looking into future boatyard locations.

Mr. Leither commented that if the City was willing to provide $2M for the UAS lease property, maybe they would provide more for a new boatyard.

J. Committee Administrative Matters
Next Operations/Planning Committee Meeting-**Wednesday, June 21st, 2023**

Mr. Ridgway said he may not be able to attend this meeting and may need someone else to chair this meeting**.**

K. Adjournment – The meeting adjourned at 7:39pm.

Harbor Rate Adjustment
Execution Planning Schedule
PROPOSED

- ✓ January 13th, 2022 – Docks & Harbors awarded contract to HDR-Alaska, Inc for Harbor & Port Rate Study
- ✓ September 1st, 2022 – Docks & Harbors received final HDR report "Port of Juneau – Docks & Harbors Rate Setting Project"
- ✓ November 17th, 2022 – Docks & Harbors received final briefing from HDR
- ✓ December 7th & 8th, 2022 – Board Retreat offered consensus to increase fees 9% across both the Docks Enterprise and Harbors Enterprise
- ✓ January 18th, 2023 – Operations & Planning Committee discussed next steps to raise rates 9% as an informational item
- ✓ January 26th, 2023 – Regular Board meeting discussed next steps to raise rates 9% as an informational item
- ✓ February 15th, 2023 – Operations & Planning Committee reviewed White Paper – Propose Docks & Harbors Rate Increase. Committee was notified that the 2022 Urban Alaska CPI was 8.1%
- ✓ February 23rd, 2023 – Regular Board asked to affirm by motion: "To accept the findings of the HDR Report and direct Staff to begin a process, with Board engagement to raise fees 9% across the Docks Enterprise and Harbor Enterprise".
- ✓ March 22nd, 2023 – Staff provides proposed ppt and informational material to Ops Committee
- ✓ April 4th, 2023 – Hold open house at Mendenhall Library to engage public on proposed rate increase
- ✓ April 18th, 2023 – Hold open house at Yacht Club to engage public on proposed rate increase
- ✓ May 17th, 2023 - Operations & Planning Committee considers public input and makes recommendation to increase rates on time certain schedule
- ✓ May 25th, 2023 – Docks & Harbor Board finalizes execution plan – *Motion to increase rates 9% in January 2024*
- August 31th, 2023 – Commence 21-day public notice process to make regulations fee changes
- September 28th, 2023 – Public hearing on regulations to fee changes
- October 23rd, 2023 – Assembly adopts Board recommendations on regulations to fee changes
- January 2024 – First (or only) fee changes goes into effect

Fiscal Challenges

Though the Docks & Harbors enterprises maintains nearly $250M in assets, the FY24 fund balances are only $1.5M and $1.25M, respectively. The HDR report recommended the annual amount required to maintain D&H facilities in a state of good repair is to increase the fund balance by $1.9M per year.

Costs Drivers

- Insurance - Our cooperative CBJ Insurance share amount increased from $138K in FY22 to $426K in FY23.
- UAS Lease - Rent to the University increased from $12K per year to >$100K in June 2023.
- Personnel Cost - 2022 USCG unfunded security mandates resulted in an additional $300K in staffing per season.
- Cruise Ship fees have not changed since 2005.
- Broadly speaking, Harbor Enterprise fees are unchanged since 2008.

2023 Board Action & Plans

February - Accepted HDR Report
April - Hosted community outreach
May - Proposed 9% Increase
August - Plan to direct staff to commence 21 day public notice period
September - Plan to hold Public Hearing
October - Assembly Action

Rate Study Key Findings

- Based on the replacement reserve analysis conducted through this study, current D&H funding is insufficient to maintain assets in a state of good repair.
- To ensure alignment with the established rate setting principles, D&H's rates should be increased to ensure D&H assets are maintained in a state of good repair. Existing reserve balances are inadequate to maintain these assets.
- The use of the consumer price index for rate indexing should be reassessed. Wage rates, which represent about one half of D&H expenditures, have greatly outpaced CPI over the last decade. The current indexation may be inadequate to keep up with cost pressures.
- Overall Rates are a small fraction of users' overall costs which suggests a 9 percent rate increase could be obtained without any deleterious impacts.

For more information and to provide comments please visit:

www.juneau.org/harbors

HarborBoard@juneau.org

Docks & Harbors Enterprise Funds

Docks & Harbors operates as a CBJ enterprise to the general public and is financed primarily through user fees. No local sales tax or property tax is appropriated on an annual basis in support of harbor or cruise ship dock operations.

Proposed Rate Increase of 9%

Docks & Harbors under the governance of a nine member board of directors is proposing a 9% increase across all fees effective January 2024.

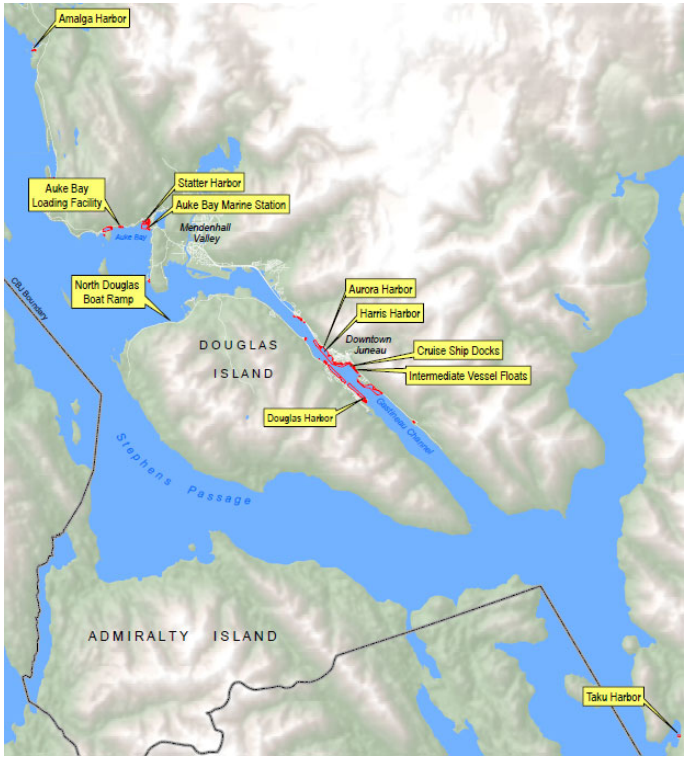
Docks & Harbors fees are set in regulation and changes require Assembly adoption. Broadly speaking fees have not increased in 17 years. Within the Docks Enterprise, 83% of all revenues collected are from cruise ships (> 200 feet) though dockage and port maintenance charges, which haven't been adjusted since 2005. In the Harbors Enterprise approximately half of all revenues are from small boat moorage. Though small boat moorage fees have been subject to an annual CPI adjustment since 2008, the regulation up until 2022 required a rounding up to the nearest nickel. In the ten years prior to 2022 (2012-21), the annual Urban Alaska CPI was only 1.65% which resulted in many years of no inflation adjustment because the $0.05 threshold was not met. Challenges imposed by the pandemic, subsequent inflation and declining fund balances, led Docks & Harbors to hire a consultant to evaluate our financial health. January 2022, a contract was awarded to HDR-Alaska for a comprehensive rate study, to include the fees associated with cruise ships. That study validated our observations that our rates have not kept pace with the economic influences and that the harbor patrons served are not generally willing to accept less facilities or reduction in services. The Board has considered the results and concurs to take the necessary actions to raise fees 9% in both the Docks Enterprise and Harbor Enterprise operations. If enacted, the proposed rates would be effective in January 2024.

Managing Infrastructure.

Docks & Harbors oversees nearly $250M in facilities and in the past dozen years has completed $200M in capital projects. The inventory includes:

- **Small Board Harbors**
  - Mike Pusich Douglas Harbor
  - Harris Harbor
  - Aurora Harbor
  - Don D. Statter Harbor
- **Launch Ramp Facilites**
  - Douglas Harbor
  - North Douglas
  - Harris Harbor
  - Statter Harbor Launch Ramp
  - Amalga Harbor
  - Echo Cove
- **Cruise Ship Docks**
  - Alaska Steamship (AS Dock)
  - Cruise Ship Terminal (CT Dock)
  - Inside Cruise Ship Terminal (ICT)
  - Port Field Office Float (PFO)
- **Other Floats**
  - Taku Harbor
  - Intermediate Vessel Float (IVF)
  - National Guard Dock
  - Seadrome Dock (reservations only)
  - Taku Dock (licensed to Taku Smokeries)
  - Wayside Park Fishing Float
- **Other Facilities**
  - Auke Bay Marine Station
  - Auke Bay Loading Facility
  - Juneau Fisheries Terminal (leased)

The geographic diversity of our facilities (from Echo Cove to Taku Harbor) result in high annual operating costs, perhaps highest in the state. In serving patrons throughout Juneau, Docks & Harbors maintains four offices: Port Office, Port Field Office, Aurora Harbor Office & Statter Harbor Office.



The Docks & Harbors Board (HarborBoard@juneau.org) will continue to solicit comments from the public throughout the 2023 summer. A public hearing is anticipated in September. The hearing date, time and modes of participation will be posted in a requisite notice.

SITE CHARACTERIZATION INVESTIGATION
CULTURAL IMMERSION PARK
4400/4402 THANE ROAD, JUNEAU, ALASKA

FILE #1513.38.125

HAZARD ID 27727

MAY 22, 2023

Prepared for:

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1.0 EXECUTIVE SUMMARY

The City and Borough of Juneau (CBJ) Docks and Harbors (CBJ-DH) owns the properties located at 4400 and 4402 Thane Rd, in Juneau Alaska (herein Site). Potential petroleum soil contamination was identified at the Site in 2019 within a test pit excavation completed as part of a septic drain field geotechnical investigation. ***NORTECH*** confirmed groundwater contamination by diesel range organics (DRO) above applicable cleanup levels in 2020.

The Alaska Department of Environmental Conservation (ADEC) requested that CBJ-DH complete a Site Characterization Investigation of the Site with intent to delineate the extents of soil and groundwater contamination at the Site. CBJ contracted ***NORTECH*** to develop and implement the Site Characterization Investigation. In April, 2023, ***NORTECH*** oversaw the installation and sampling of soil borings and groundwater monitoring wells at the Site in accordance w/ an ADEC approved Site Characterization Workplan.

This investigation included the installation of 12 soil borings and five groundwater monitoring wells at the Site. Field screening was conducted of soils throughout the length of each soil boring and one laboratory soil sample was collected from each soil boring at the location of the highest field screening result. Groundwater monitoring wells were also installed in five of the twelve boring locations and sampled as part of the investigation. ***NORTECH*** also completed a wellhead elevation survey of the monitoring wells. All soil and groundwater samples were analyzed for diesel range organics (DRO), gasoline range organics (GRO) and volatile organic compounds (VOC). Selected soil and groundwater samples were additionally analyzed for polycyclic aromatic hydrocarbon (PAH) contaminants.

DRO was detected in five soil borings (SB1 through SB5), with concentrations in samples SB1 through SB4 exceeding the ADEC Migration to Groundwater Cleanup Level (MTG-CL). GRO was detected in two boring samples below MTG-CL. A total of five PAH analytes (1-methylnaphthalene, acenaphthene, fluorene, phenanthrene and pyrene) were detected in one or more soil samples, all in concentrations below MTG-CLs. No VOC analytes were detected in any soil samples. Field screening and laboratory analysis show that soil contamination extends below the current water table depth indicating that a smear zone is present beneath the Site.

DRO was detected in one well (MW1 and duplicate MW11) in concentrations below the ADEC Groundwater Cleanup Level (GW-CL). DRO was not detected in any of the other wells. GRO was not detected in any of the water samples. Similarly, no VOC or PAH contaminants were detected in any water samples.

An estimated volume of between 250 and 470 cubic yards soil contamination remains in place at the Site. No definitive source for the contamination has been noted. Laboratory results indicate soil contamination has not impacted Site groundwater in concentrations above Table C Cleanup Levels. The Conceptual Site Model indicates that open exposure pathways are unlikely to impact human health or the environment. ***NORTECH*** recommends that CBJ Docks and Harbors consider either full site remediation, or negotiating institutional control measures with ADEC.

2.0 BACKGROUND

2.1 Site Location and Description

The Site is located at 58°15'44.44" north latitude and 134°19'47.77" west longitude, in Thane, Alaska, approximately three miles southeast of Juneau, Alaska. The Site is comprised of three land parcels which are legally described as Alaska Tidelands Survey (ATS) 1328 TR B1, ATS 1328 Tract B2, and ATS 1570 Tract B3B. Two addresses, 4400 and 4402 Thane Road are associated with these land parcels (Figure 2). The City and Borough of Juneau, Docks and Harbors (CBJ-D&H) is the owner of these properties. Collectively, the three land parcels total 2.05 acres in area.

Parcels 1328 TR B1 and 1328 TR B2 have been leased by CCTHITA. They plan to develop the properties as a Cultural Immersion Park (herein Immersion Park). These parcels are associated with the former Thane Ore House building with a physical address of 4400 Thane Road. The former Ore House building was demolished via controlled burning in 2017 and only the concrete building foundation remains.

Parcel 1570 TR B3B is associated with the former Echo Bay Mining Company warehouse (herein warehouse property) and has a physical address 4402 Thane Road. This property is leased to Alaska Juneau Treadwell Mining Properties (AJT) and subleased by AJT to CCTHITA. The warehouse property is developed with one primary building (the warehouse) and two smaller storage shed structures. The warehouse building was constructed in 1982 by Echo Bay Mining Company who operated a mine assay laboratory at the Site and used the building for the storage of mining core samples and equipment.

2.1.1 Site Climate

Juneau has a maritime climate marked by relatively long and cold winters and mild summers. Juneau has an average yearly low temperature of 36 degrees (°) Fahrenheit (F), with an average low of 24° F in January. The yearly average high temperature is 48.1° F, with an average high of 63° F in August. Juneau has an average yearly temperature of 42° F and receives an average equivalent rainfall of 62 inches of precipitation a year.

2.1.2 Site Geology

The City and Borough of Juneau is located within the Coast Range Physiographic Province which includes numerous mountainous islands of the Alexander Archipelago and the mainland coastal mountains. Bedrock in Juneau area is primarily comprised of Cretaceous to Permian aged, steeply dipping metamorphic marine and volcanic marine accretionary sediments (slate, phyllite and greenschist) with granitic intrusive rocks exposed in the higher mountain peaks. Quaternary aged glacial sedimentary deposits are present throughout the region. In general, these deposits are shallow on the slopes, but much deeper in the valley bottoms and along the coastal margins.

The Site is located within the Juneau gold belt, an extensive gold-laden area that was mined from 1869-1944. The Site is located on a low-lying terraced bench at the base of Mount Roberts along the shore of Gastineau Channel. The “Soils of the Juneau Area” soil survey shows the Site is situated on the mapped soil unit ML, (Made Land). Previous investigations at the Site show the terraced bench is comprised of fine grained mine tailings, primarily sand, originating from the surrounding gold mining operations from the early 20th century. A thin organic soil

horizon overlies the mine tailings. Marine very fine sandy silt sediments containing abundant shell fragments lie directly beneath the tailings.

2.1.3 Site Groundwater and Surface Water

Groundwater beneath the Site exists within an unconfined aquifer within the tailing deposits. The groundwater elevation is directly influenced by precipitation, surface infiltration, and runoff from the mountain slopes to the northeast. During periods of high precipitation and/or seasonal snow melt, significant recharge to the aquifer occurs and the water table rises to less than five feet below the ground surface. Groundwater beneath the Site flows in a south direction at a hydraulic gradient of 0.02875 feet per foot.

The nearest surface water body to the Site is the Gastineau Channel. Gastineau Channel is a deepwater marine channel located south of the Site. Two narrow tidal embayments of Gastineau Channel exist to the west of the Site. Gastineau Channel is tidally influenced and as such, the distance between the Site and this water body varies between less than 100 to more than 600 feet depending on the tidal stage. Sheep Creek is the nearest non-marine surface water course and is located approximately 1000 feet south-east of the Site. Numerous ephemeral creeks and springs exist north of the Site emanating from the slopes of Mount Roberts. Surface water drainage from Thane Road travels down-hill and through the Site in the direction of the Gastineau Channel. However, due to the very porous nature of the sandy tailings on which the Site is situated, most incoming precipitation is expected to infiltrate directly into the ground.

2.2 Site History

Between 1912 and 1920, the Site and the surrounding area was used as a tailings disposal site that received milling residuals. As a result, the adjacent property at 4404 Thane Road was listed on the ADEC Contaminated Sites Program (CSP) Database under name – “Alaska Gastineau Mine Tailings”; ADEC File Number 1513.38.013. After site investigations completed by ***NORTECH*** (described in Section 3.2), the contaminated site “Alaska Gastineau Mine Tailings” was given a “Cleanup Complete” status.

The Immersion Park property was formerly leased from CBJ D&H to George Jefferson who operated a restaurant and event center at the former Ore House building which was constructed in 1982. The building continued operating in the same capacity until approximately 2010 or 2011. The Ore House building was demolished via controlled burn in 2017. At present, only the concrete foundation of the former building remains at the Site. This property is currently leased to CCHITA.

The warehouse property is developed with one primary building (the warehouse) and two smaller storage shed structures. The warehouse building was constructed in 1982 by Echo Bay Mining Company who operated a mine assay laboratory at the Site and used the building for the storage of mining core samples and equipment. In 1998, AJT Mining Company purchased the Warehouse building. Between 2002 and 2010, the warehouse building was sub-leased to R&S Pumping who operated a septic pumping service and portable toilet rental and servicing company at the Site. Between 2010 and 2016, the warehouse building was sub-leased to G3 Design. The upstairs portion of the building was used as an apartment and the downstairs portion of the building was used as offices. The garage portion of the structure was used for metal fabrication and classic automotive restoration.

2.3 Prior Site Activities

2.3.1 2013

In 2013, ***NORTECH*** completed an environmental site assessment at the "Alaska Gastineau Mine Tailings" Site which includes the subject property. The investigations included sampling of the mine tailing soils and portions of the adjacent properties as well as the collection of marine biota samples (worms, clams, and mussels) for metals analysis. The findings of the investigations concluded that metals were present within the tailings, but that concentrations were below the ADEC Method II Cleanup Levels. Although no site-specific sediment cleanup criteria were established for the site, the biotic sampling did not indicate a conclusive trend or elevated levels of metals documented in marine ecological receptors.

2.3.2 2017

NORTECH completed a Phase I Environmental Site Assessment (ESA-I) for at the Site in 2017. ***NORTECH*** identified at the time of the assessment a fenced area containing two above ground storage tanks (ASTs) north of the former restaurant building (Figure 2). One AST was a 55-gallon drum which showed evidence of fuel release to the ground surface. ***NORTECH*** noted visible staining of the soils throughout the area and a slight fuel odor. The staining and odor were most likely the result of a past release from the AST and/or the drum in the same area. ***NORTECH*** recommended further characterization of the type and extent of the possible petroleum release in this area at the Site.

2.3.3 2018

NORTECH completed a Phase II ESA at the Site in 2018 to assess the potential release of fuel in from the ASTs. A total of 15 shallow soil borings were installed in the vicinity of the former ASTs. ***NORTECH*** collected soil field screening samples from each boring at depths ranging from 2.0 feet to 3.5 feet below ground surface (bgs). Water was encountered in some borings as shallow as 2 feet bgs.

Field screening results ranged from 3.5 to 3597 parts per million (ppm). A primary and duplicate sample were collected at the location of the highest field screening sample and submitted for DRO and BTEX laboratory analysis. The analysis results showed DRO concentrations ranged from 453 mg/kg to 506 mg/kg for the most impacted area. The BTEX analysis showed no detectable concentrations of any analytes in both primary and duplicate samples.

NORTECH estimated 110 square feet of soils in the area of the former AST had been impacted. ADEC provided Case Closure/No Further Action required for the Site on June 4, 2018.

2.3.4 2019

In July 2019, Garness Engineering Group, Ltd. (GEG) was conducting a Site investigation for potential sewage leach field locations at the Site of the future Immersion Park. Ten test pits were excavated as part of this investigation. During the excavation of test pit TP10, evidence of petroleum impacted soils was discovered at a depth of 7.0 feet below ground surface. According to Mr. Corey Wall with Jensen-Yorba-Wall, none of the other test pits exhibited any indications of petroleum contamination. Figure 3 shows the location of the GEG test pits.

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) retained ***NORTECH*** to conduct environmental sampling at the Site in accordance with Alaska Department of Environmental Conservation (ADEC) regulations.

NORTECH conducted a Site visit on July 26, 2019 with Wayne Jensen of Jensen Yorba Wall, Inc., CCTHITA's contracted Architect, to evaluate the Site and determine potential future environmental work at the Site. A total of ten test pits had been advanced to various depths throughout property in order to determine soil types for potential locations of future septic and water systems. GEG had installed groundwater sampling ports in four of the test pits including TP-10. A potential source of the impacted soil could not be identified and on behalf of the CCTHITA, ***NORTECH*** notified ADEC of the potential spill that day.

In October 2019, ***NORTECH*** completed groundwater sampling event which included sampling ports TH#2, TH#3 and TH#4. The wellhead elevation were surveyed and water level measurements collected at this time showed the groundwater generally flowed to the south towards Gastineau Channel. Groundwater samples from each sampling port were submitted to a laboratory and analyzed for diesel range organics (DRO), gasoline range organics (GRO), and for benzene, toluene, ethylbenzene and total xylene (BETX) contaminants. The sample from sampling port TH#3 was also analyzed for volatile organic compounds (VOC) and polycyclic aromatic hydrocarbon (PAH) contaminants.

The laboratory results showed DRO contaminants present in the TH-3 and a duplicate sample collected from this location in concentrations exceeding the ADEC groundwater cleanup level. All other analytes tested were below the laboratory limits of quantification (LOQ).

2.4 Known Nearby Related Concerns

A search of the ADEC CSP Database identified one Contaminated Sites within one-quarter of a mile from the subject Site, the Alaska Gastineau Mine Tailings. This Site lies contiguous to the subject Site to the south and east and incorporates a portion of the Site. The current status of this contaminated site is listed as Cleanup Complete in the database.

3.0 SCOPE OF WORK

In a letter dated July 13, 2022, ADEC CS program requested additional soil and groundwater sampling to be conducted at the Site in order to delineate the vertical and horizontal extents of soil and groundwater contamination at the Site. In discussions with CBJ D&H, and ADEC, ***NORTECH*** developed the workplan to complete this site characterization effort. The following three tasks were identified to complete this investigation as outlined below and discussed in further detail in Section 5.0 below:

1. Soil Delineation

- Install four soil borings via direct push drilling methods surrounding the known area of contamination at the Site
    - Field screen soils from boring
    - Laboratory analysis of selected samples
        - DRO
        - GRO
        - VOC
        - PAH (20% of project total, highest field screening results)

- Step-out and install additional soil boring(s) as necessary if soil field screening results from previous boring(s) indicate contamination is present
    - Continue until field screening results indicate clean limits have been reached in each direction.

2. Groundwater Delineation

- Install groundwater monitoring well immediately adjacent to existing monitoring port TH3
- Install at least one up-gradient sentinel well
    - At location of the nearest clean up-gradient soil boring as determined via field screening results
- Install at least two down-gradient wells
    - At locations of the nearest down-gradient clean soil boring as determined via field screening results, or
    - Farthest down-gradient locations of contamination above the beach and the high
- Well monitoring and Sampling
    - Sample wells
        - Monitor water depth and well volume
        - Purge well with submersible pump
        - Collect samples
    - Laboratory analysis of samples
        - DRO
        - GRO
        - VOC
        - PAH (20% of project total, highest field screening results)
    - Wellhead elevation Survey

3. Documentation and Reporting

- Document field activities via
    - Field notes
    - Photographic documentation
- Investigation Report

3.2 Lines of Authority

CBJ Docks and Harbors (CBJ D&H) is the property owner and the responsible party (RP) for this Site. The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) currently leases the properties.

CBJ D&H hired ***NORTECH*** to complete the Site Characterization investigation. ***NORTECH*** contracted Clear View Drilling, Wrangell, Alaska to install the soil borings and groundwater monitoring wells for this investigation. SGS North America was contracted by ***NORTECH*** to provide laboratory analytical testing of the soil and groundwater samples collected during the investigation.

Alena Voigt is the ADEC-CS case manager for this Site.

4.0 METHODOLOGY

Using direct push methods, Clear View Drilling LLC. (Clear View) advanced soils borings throughout the Site. ***NORTECH*** field screened using Photoionization detector (PID) and the head space method to determine total volatile organic compounds (tVOCs) within screened soils. If field screening indicated contamination may be present, soil borings were advanced in a

step out method as described in the ADEC approved workplan. Groundwater monitoring wells were installed in select borings and both soil and groundwater were submitted to SGS Laboratory in Anchorage, Alaska for analysis of selected analytes. Laboratory results were compared to 18 AAC 75 Migration to Groundwater Cleanup Levels.

4.1 Contaminants of Potential Concern and Pertinent Cleanup Levels

DRO is the primary contaminant of concern (COC) based on the analysis results of samples previously collected at the Site. As per Appendix F of the ADEC *Field Sampling Guidance for Contaminated Sites and Leaking Underground Storage Tank Sites* (FSG), January 2022, the following analytes are potential contaminants of concern for #2 diesel fuel:

- Diesel Range Organics (DRO)
- Gasoline Range Organics (GRO)
- Volatile Organic Compounds (VOC) (includes Benzene, Toluene, Ethylbenzene, and Xylenes (BTEX))
- Polycyclic Aromatic Hydrocarbons (PAH)

Soil Cleanup Levels for the Site will be according to 18 AAC 75, Table B1, Method Two, Migration to Groundwater (MTG) Soil Cleanup Levels (herein MTG soil cleanup levels). Groundwater cleanup levels for this Site will be according to 18 AAC 75, Table C Groundwater Human Health Cleanup Levels (herein groundwater cleanup levels). Table 1 below provides a listing of the COCs, the analysis methodologies that will be used to test for these analytes and their respective cleanup levels for soil and groundwater.

Table 1
Pertinent ADEC Cleanup Levels

Analyte	**Analysis Method**	MTG Soil Cleanup Level (mg/Kg)	Groundwater Cleanup Level (ug/L)
GRO	AK101	260	2200
DRO	AK102	230	1500
Benzene	EPA 8260	0.022	4.6
Ethylbenzene	EPA 8260	0.13	15
Toluene	EPA 8260	6.7	1100
Xylenes (total)	EPA 8260	1.5	190
VOCs	EPA 8260	Refer to Table B1	Refer to Table C
PAHs	EPA 8270	Refer to Table B1	Refer to Table C

MTG – Migration to Groundwater

4.2 Investigation-derived Waste Management

Investigation derived waste (IDW) consisted of used disposable sampling materials (i.e. used gloves, plastic spoons, paper towels, field-screening sample bags and plastic soil cores), used personal protective equipment, and monitoring well purge water. IDW was evaluated for waste category in accordance with the Resource Conservation and Recovery Act (RCRA). Solid wastes that were not hazardous wastes were disposed of off-site with municipal waste. No hazardous wastes were generated during the investigation.

Purge water and decontamination water were collected into five gallon buckets with lids and kept in a secure location until laboratory results were obtained. As water was below Table C Cleanup Levels, IDW water generated during field efforts was run through a granular activated carbon (GAC) filter prior to being discharged to the ground surface at the Site.

5.0 FIELD ACTIVITIES

On April 24, 2023, Ron Pratt and Heather Gulley of ***NORTECH*** mobilized to the Site to oversee the implementation of the ADEC approved Site Characterization Workplan. Cufff Blakely and Megan Blakely of Clear View Drilling were on Site to conduct drilling associated with soil borings and installation of groundwater monitoring wells.

Soil borings SB-1 through SB-05 were installed, field screened and soil sampled on April 24. Monitoring Well MW1 was also constructed and installed at the location of SB-01 on April 24. Borings SB-05 through SB12 were installed, field screened and soil sampled on April 25. Monitoring Wells MW2, MW3, MW4 and MW5 were also constructed and installed on April 25. Well MW2 was installed at the location of SB-12, MW3 at the location of SB-09, MW4 at SB-10 and MW5 at SB-11 (Figure 3 Appendix 1).

NORTECH collected a total of 95 discrete soil field screening samples from 12 soil borings. In general at least two screening samples were collected from each five foot soil core advanced. Field screening results were generally below 3.0 ppm with 13 total samples exceeding 5.0 ppm and seven samples exceeding the project fsal of 20ppm. The seven samples exceeding the project fsal were collected from three soil borings, SB-01, SB-02 and SB-04 (Figure 3, Appendix 1). All other soil borings field screened below the fsal. Table 2 in Appendix 2 summarizes field screening readings.

On April 26, Ms. Gulley and Mr. Pratt returned to the Site to complete field mapping of the Site, to conduct a wellhead elevation survey, and to develop the new monitoring wells. Site mapping and surveying were completed using a variety of field mapping techniques and equipment. In general, horizontal mapping was conducted using 300-foot measuring tapes, a right-angle mirror and a compass employing swing-tie surveying techniques. Vertical elevation surveying was completed using Spectra Precision HV101 Laser. The laser was set up at a location that provided direct line-of-site access to each of the wells. Two temporary reference points were also established and surveyed at the Site.

Well development was completed using a surge block and a submersible pump. Procedurally, one well volume of water was purged from the well with a submersible pump. A surge block was then lowered into the well and gently pulsed up and down through the screened interval to develop the well and help remove fine sediments from the well screen. A second well volume was then removed from the bottom of the well followed by a second round of surging. A minimum of three additional well volumes of water were then purged from each well to remove any remaining sediments.

On April 27, Mr. Pratt returned to the Site to complete sampling of the groundwater monitoring wells. Each well was opened, measured with the interface probe, the well volume was calculated, and then the well was purged of three well volumes prior to sample collection. The submersible pump and any other reusable monitoring/sampling equipment was decontaminated prior to moving to the next well. Dedicated tubing was installed and left in each well for use during future monitoring events. Decontamination of equipment included washing with an

Alconox soap solution, rinsing with clean tap water and a final rinse with distilled water. Both purge water and decontamination water were collected into lidded five gallon buckets and securely stored until laboratory results were available.

All water samples were collected directly into clean sample jars provided by the laboratory. Samples were collected in order of volatility, assigned a unique sample name, and placed in a cooler with gel-ice until they could be transported to SGS Anchorage under laboratory chain-of-custody to the laboratory for analysis.

6.0 SAMPLE RESULTS

6.1 Soil Sample Results

A total of 14 laboratory soil samples (12 primary samples and two duplicates) were collected during the investigation. One sample was collected from each soil boring advanced. The soil samples were collected at the interval of the highest field screening result from each boring. Each sample was analyzed for GRO, DRO and VOCs. Four samples (SB-01, SB-02, SB-04, and SB-41) were additionally analyzed for PAHs.

DRO was detected in a total of five borings (SB-01 through SB-05) with concentrations that ranged between 29.5 mg/kg and 2150 mg/kg. Four samples (SB-01 through SB-04) and the sample duplicate (SB-41) had DRO concentrations exceeding the migration to groundwater (MTG) cleanup level (CL) of 230 mg/kg (Table 3, Appendix 2). GRO was detected in a total of two samples with concentrations of 3.18 mg/kg and 5.66 mg/kg, both well below the MTG-CL of 260 mg/kg.

A total of five PAH analytes (1-methylnaphthalene, acenaphthene, fluorene, phenanthrene and pyrene) were detected in one or more soil samples, all in concentrations which were below Cleanup Levels. No VOC analytes were detected in submitted soil samples. Table 3 in Appendix 2 summarizes soil laboratory results.

6.2 Groundwater sample results

A total of 6 laboratory groundwater samples (five primary samples and one duplicate) were collected during the investigation. One sample was collected from each monitoring well installed at the Site. Each sample was analyzed for GRO, DRO and VOCs. Two samples (MW-2 and MW-5) were additionally analyzed for PAHs.

DRO was detected in a one primary sample and the sample duplicate (MW1 and MW11). DRO concentrations ranged from 0.574 mg/L and 0.688 mg/L, both below the CL of 1.5 mg/L. DRO was not detected in any of the remaining water samples in concentrations above the laboratory limits of quantification (LOQ). No GRO, VOC of PAH analytes were detected in submitted water samples in concentrations above the laboratory limits of quantification (LOQ). Table 4 in Appendix 2 summarize the results groundwater samples that were collected. The complete laboratory report is included as Appendix 4.

6.3 Quality Control Summary

The goal of the project was to produce data of adequate quality for comparison to 18 AAC 75 cleanup levels in order to determine the limits of potential soil and water contamination on Site. The primary tool used to assess the quality of the data was the ADEC laboratory data review

checklist (LDRC). The laboratory report Case Narrative was reviewed against the ADEC LDRC for potential quality control issues and is included in Appendix 4.

The project laboratory implements on-going quality assurance/quality control procedures to evaluate conformance to ADEC data quality objective (DQOs). Internal laboratory controls to assess data quality for this project include surrogates, method blanks, matrix spike/matrix spike duplicates, method blank/method blank duplicate, and laboratory control sample/laboratory control sample duplicates to assess precision, accuracy, and matrix bias. If a DQO was not met, the laboratory provided a brief description within the Case Narrative of the analysis report concerning the problem.

Although several discrepancies, errors, and/or QC failures were identified in the review of the Case Narrative, none of the identified QC discrepancies adversely affect the data quality or usability. Discrepancies, errors, and QC issues are discussed in the LDRC. ***NORTECH*** considers the data collected during the field efforts described in this report to be of sufficient quality to be used for their intended purposes, and all analytical results are deemed valid for the purposes of this investigation.

NORTECH also completed a review of all the laboratory analysis results where the listed limits of quantification (LOQ) for non-detected analytes exceeded the ADEC Cleanup Level (CL) for that analyte. In these instances, the limits of detection (LDD), or 1/2 the LOQ, were compared to the CL. In most instances, the LDD was below the CL with the following exceptions.

Three soil analytes (1,2,3-trichloropropane, 1,2-dibromoethane and dibromochloromethane) and one water analyte (1,2,3-Trichloropropane) had LODs that exceeded their respective CLs. None of the aforementioned analytes are common constituents of refined petroleum products, nor are they contaminants of concern at the Site or reasonably expected to be present at the Site at any concentration.

NORTECH collected a total of two soil duplicate pairs during the investigation and one groundwater duplicate pair. Table 5 (Appendix 2) provides a quality control summary of the duplicate pair analysis results including a calculated relative percent difference (RPD) for each analyte detected in either the primary or duplicate samples. All RPDs were within ADEC recommended limits (less than 50% for soil and less than 30% for water).

7.0 ANALYSIS AND DISCUSSION

7.1 Soil

The soil analysis results confirm that soils between approximately five feet to 10 feet bgs within the grass island surrounded by the asphalt paved driveway loop west of the warehouse building has been impacted by petroleum contamination (Figure 5, Appendix 1). DRO was detected in each of the five borings advanced within this area (SB01 through SB04) in concentrations above the MTG-CL. Samples from soil borings outside this area were below MTG-CL for all tested analytes (Table 3, Appendix 2).

The highest DRO concentration (2150 mg/kg) was found in SB02. SB02 was also the only soil boring to yield a field screening reading above the project fsal in the upper five feet of the soil surface (see Boring Log for SB02 in Appendix 4). The impacted area is shown in Figure 5, Appendix 1. Clean soil limits, or the extent of the impacted area, are defined by samples SB06

(north), SB05 (east), SB10 (south), and SB09 (west). Based on laboratory sample results, ***NORTECH*** estimates between 270 and 450 cubic yards (CY) of impacted soil remain on Site.

Field screening results from soil borings SB01, SB02 and SB04 in the five to ten foot soil cores showed elevated results indicating contamination was present in soils collected beneath the current water table depth.

7.2 Groundwater

The groundwater analysis results confirm that petroleum contamination has not impacted shallow groundwater beneath the Site in concentrations exceeding Table C Cleanup Levels. DRO was detected in MW1 (and the duplicate sample MW11) in concentrations of 0.688 mg/L and 0.574 mg/L, respectively. MW-1 is located downgradient of the highest soil contamination observed on Site (2150 mg/Kg) and within a boring shown to be impacted by DRO (594 mg/Kg). This indicates that while soil is impacted by DRO in concentrations above MTG-CL, the soil is not impacting the groundwater in concentrations above Table C Cleanup Levels. No other contaminants were detected in either MW1 or MW11, and the remaining wells were non-detect for all tested analytes.

7.3 Groundwater Gradient

The wellhead survey elevations were used in conjunction with the static water level measurements collected during this investigation for developing a model of the subsurface groundwater elevation and for calculating the groundwater gradient at the Site. The groundwater gradient map (Figure 4, Appendix 1) was created using Surfer 8 modelling software. The gradient was calculated by dividing the groundwater elevation difference between the highest and lowest wells by the linear distance between these two wells. As can be seen on Figure 4, groundwater flows to the south towards Gastineau Channel at a calculated gradient of 0.02875 feet/foot.

Based on the groundwater flow survey, MW-2 is the upgradient most well and can be considered the sentinel well. MW-1 is located within the soil impacted area and can be considered the characterization well, representing the highest contaminant concentrations within Site groundwater. Wells MW-3 through MW-5 are downgradient wells and can be used to determine the limits of groundwater contamination on Site.

7.4 Conceptual Site Model

According to the Conceptual Site Model, the potentially open exposure pathways are:

- Incidental Soil Ingestion
- Dermal Absorption
- Ingestion of Groundwater
- Inhalation of Outdoor Air

Impacted soils are present at a depth of between five feet to 10 feet bgs, and not at the surface (upper two feet). Exposure to impacted soils, both incidental soil ingestions and dermal absorption, are only likely during intentional digging or excavation at the Site. General users, including future visitors to the Immersion Park, are unlikely to be exposed to impacted soils at the Site.

Ingestion of groundwater is also unlikely. Currently there is no usable or permitted drinking water well on Site. Soil contamination was originally identified during CCTHITA's efforts to determine suitable areas to install a septic leach field and a drinking water well. Based on the information gained from those investigations, CCTHITA was not able to identify a suitable location for a drinking water well. If a suitable location for a drinking water well cannot be identified, a drinking water well will not be installed on Site. Therefore, future exposure to contaminants in groundwater are unlikely. Due to the limited area of impacted soils, and as contamination is located two or more feet below ground surface, outdoor inhalation of air is unlikely to cause an exposure concern.

8.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of this investigation and the available historic data, ***NORTECH*** has developed the following conclusions for this site:

- CBJ D&H is the property owner and responsible party for this Site
- Potential petroleum contamination was identified at the Site in 2019 while excavating a test pit during septic-drain field geotechnical investigation
    - No definitive or suspected source of the contamination has been noted
- DRO groundwater contamination above cleanup levels was confirmed during sampling of water sampling points installed in 2019
- 2023 Site characterization Investigation included
    - Installing 12 soil borings to provide delineation of soil contamination
        - Soil samples were collected from each boring and analyzed for GRO, DRO, VOCS, and four were analyzed for PAHs
        - DRO concentrations exceeded MTG-CL in four primary soil samples SB01-SB04
            - Concentrations range from 2150 mg/Kg to 439 mg/Kg in these samples
        - DRO concentrations in all other primary samples were below MTG-CL
        - ***NORTECH*** estimates between 250 to 470 CY of impacted soils remain on Site
        - Contaminated soil on Site has been horizontally and vertically delineated
    - Five groundwater monitoring wells were installed in select soil borings
        - Water was analyzed for GRO, DRO, VOCs, and PAHs
        - All tested wells were below Table C Cleanup Levels for tested analytes
            - DRO was detected in primary sample MW-01 and duplicate MW-11 in concentrations below Table C
            - All other tested wells were non-detect for tested analytes
- DRO is the primary contaminant of concern at the Site
    - Source of the DRO contamination was not identified
- Groundwater beneath Site flows to the south towards Gastineau Channel at a gradient of 0.02875 feet/foot

Soil contamination is located four or more feet below ground surface. Laboratory samples indicate that soil contamination is currently impacting Site Groundwater, and the Conceptual Site Model indicates potentially open exposure pathways are unlikely to pose a risk to human health or the environment. Based on these findings, ***NORTECH*** recommends that CBJ Docks and Harbors either consider Site remediation via excavation or negotiating institutional control measures with ADEC.

9.0 LIMITATIONS

NORTECH provides a level of service that is performed within the standard of care and competence of the environmental engineering profession. However, it must be recognized that limitations exist within any site investigation. This report provides results based on a restricted work scope, from the analysis and observation of a limited number of samples and for Site conditions which were present at the time of investigation. Therefore, while these limitations are considered reasonable and adequate for the purposes of this report, actual site conditions may differ and change over time. Specifically, the unknown nature of exact subsurface physical conditions, sampling locations, and analytical procedures' inherent limitations, as well as financial and time constraints are limiting factors.

10.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

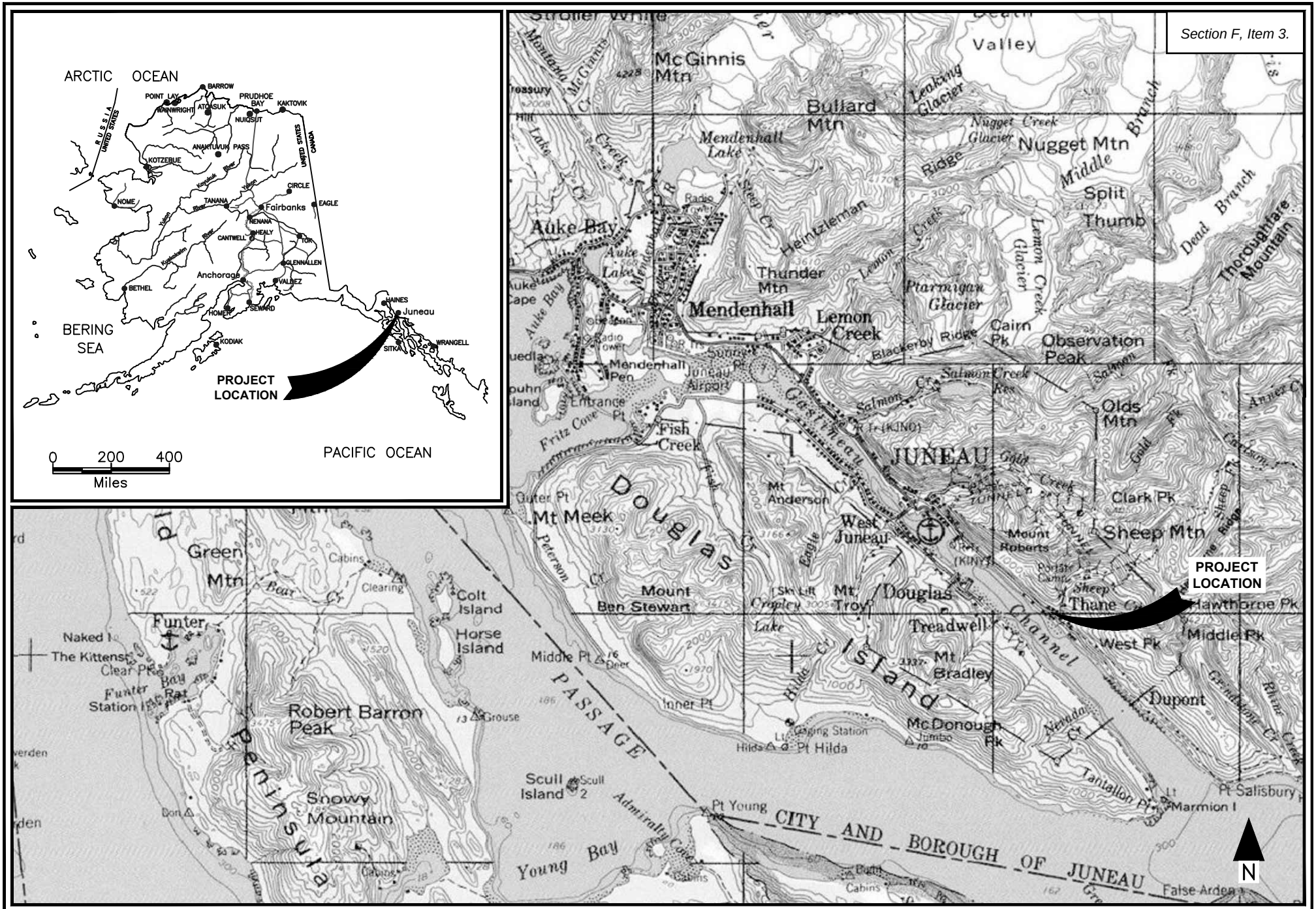
Ronald J. Pratt
Senior Environmental Scientist

Reviewed by:

Jason Ginter, PMP
Principal, Juneau Technical Manager

Appendix 1

Figures



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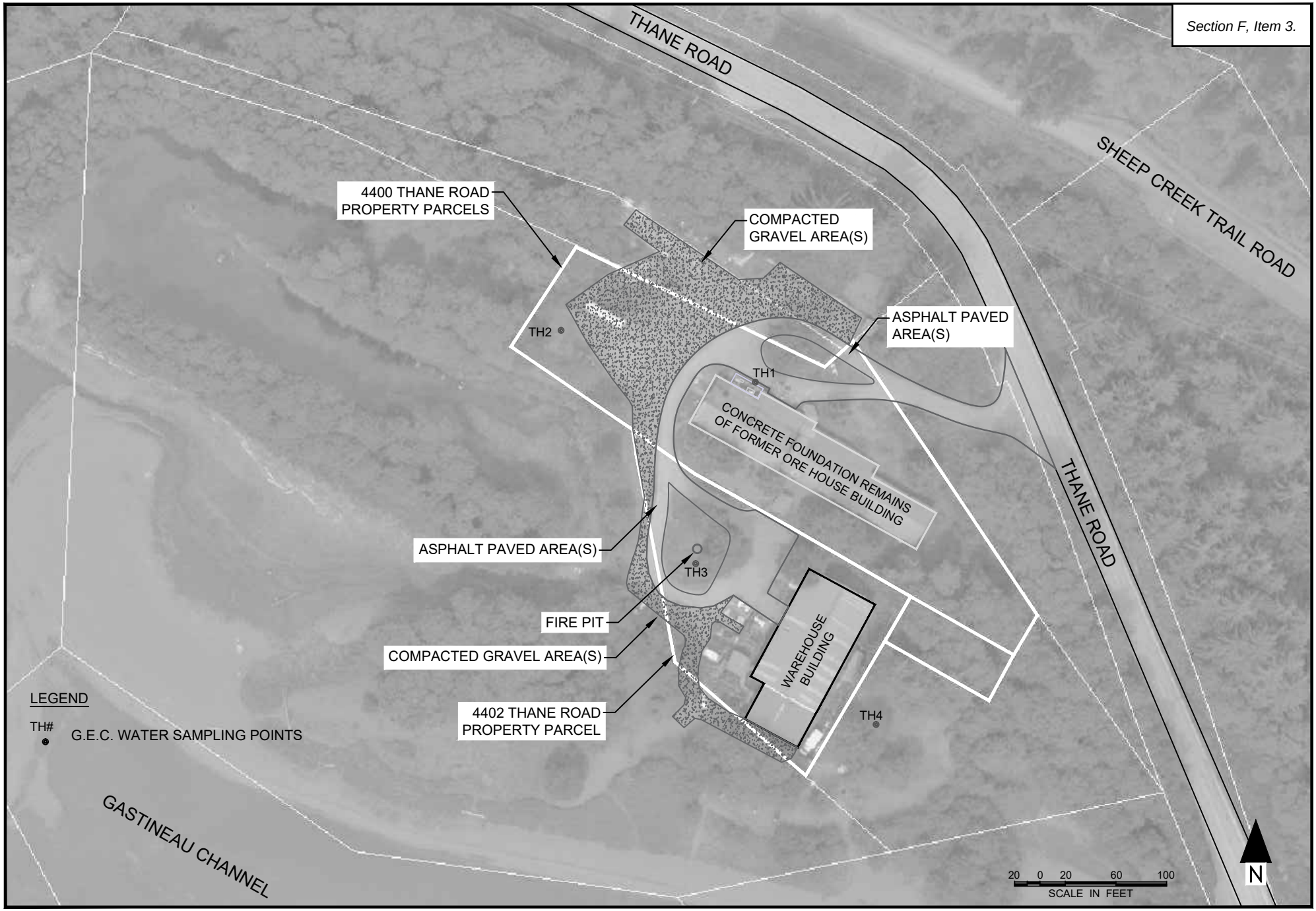
3105 Lakeshore Dr., Anchorage, AK. 99517 907-222-2445
5438 Shaune Dr., Juneau, AK. 99801 907-586-6813

Location Map
CBJ D&H Immersion Park Site Characterization Investigation
4400/4402 Thane Road, Juneau, Alaska

DATE: 05/11/2023	SCALE: 1" = 3 Miles
DESIGN: JLS	PROJECT: 22-2653
DRAWN: RJP	DWG: 222653b(01)

FIGURE 1



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2400 College Road, Fairbanks, AK. 99709, 907-452-5688
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Vicinity Map
CBJ D&H Immersion Park Site Characterization Investigation
4400/4402 Thane Road, Juneau, Alaska

DATE: 05/11/2023	SCALE: 1" = 100'
DESIGN: JLS	PROJECT: 22-2653
DRAWN: RJP	DWG: 222653b(02)

FIGURE 37

Analyte	GRO	DRO	Benzene	Ethyl-benzene	Toluene	Xylenes (total)
Unit	mg/kg	mg/kg	ug/kg	ug/kg	ug/kg	ug/kg
18AAC75 MTG-CL	260	230	22	130	6700	1500
Sample ID	Soil Sampling Results Summary					
SB01*1	3.59 U	594	18.0 U	35.9 U	35.9 U	108 U
SB41*1	2.99 U	527	14.9 U	29.9 U	29.9 U	89.7 U
SB02	5.66	2150	16.5 U	33.0 U	33.0 U	98.9 U
SB03	2.55 U	495	12.8 U	25.5 U	25.5 U	76.5 U
SB04	3.18	439	12.9 U	25.7 U	25.7 U	77.2 U
SB05	2.86 U	29.4	14.3 U	28.6 U	28.6 U	85.9 U
SB06	2.53 U	NA	12.6 U	25.3 U	25.3 U	75.9 U
SB07	2.97 U	95.3U	14.9 U	29.7 U	29.7 U	89.1 U
SB08	3.13 U	93.7U	15.7 U	31.3 U	31.3 U	93.9 U
SB09	2.67 U	87.8U	13.3 U	26.7 U	26.7 U	80.0 U
SB10*2	2.33 U	21.8 U	11.7 U	23.3 U	23.3 U	69.9 U
SB100*2	2.51 U	24.1 U	12.6 U	25.1 U	25.1 U	75.3 U
SB11	2.71 U	21.6 U	13.6 U	27.1 U	27.1 U	81.4 U
SB12	2.68 U	22.1 U	13.4 U	26.8 U	26.8 U	80.3 U

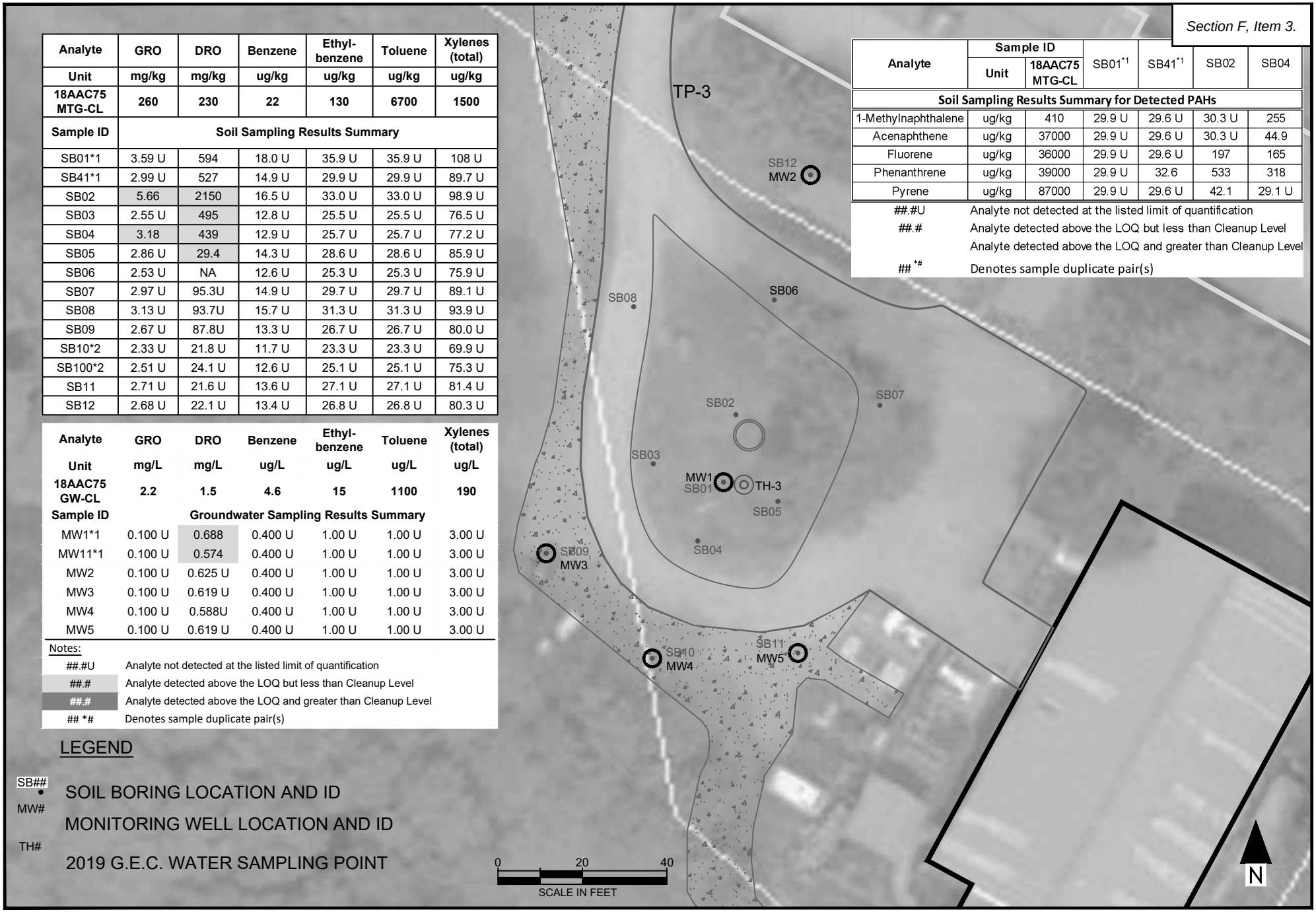
Analyte	GRO	DRO	Benzene	Ethyl-benzene	Toluene	Xylenes (total)
Unit	mg/L	mg/L	ug/L	ug/L	ug/L	ug/L
18AAC75 GW-CL	2.2	1.5	4.6	15	1100	190
Sample ID	Groundwater Sampling Results Summary					
MW1*1	0.100 U	0.688	0.400 U	1.00 U	1.00 U	3.00 U
MW11*1	0.100 U	0.574	0.400 U	1.00 U	1.00 U	3.00 U
MW2	0.100 U	0.625 U	0.400 U	1.00 U	1.00 U	3.00 U
MW3	0.100 U	0.619 U	0.400 U	1.00 U	1.00 U	3.00 U
MW4	0.100 U	0.588U	0.400 U	1.00 U	1.00 U	3.00 U
MW5	0.100 U	0.619 U	0.400 U	1.00 U	1.00 U	3.00 U

Notes:

##.#U	Analyte not detected at the listed limit of quantification
##.#	Analyte detected above the LOQ but less than Cleanup Level
##.#	Analyte detected above the LOQ and greater than Cleanup Level
## *#	Denotes sample duplicate pair(s)

Analyte	Sample ID Unit	18AAC75 MTG-CL	SB01*1	SB41*1	SB02	SB04
Soil Sampling Results Summary for Detected PAHs						
1-Methylnaphthalene	ug/kg	410	29.9 U	29.6 U	30.3 U	255
Acenaphthene	ug/kg	37000	29.9 U	29.6 U	30.3 U	44.9
Fluorene	ug/kg	36000	29.9 U	29.6 U	197	165
Phenanthrene	ug/kg	39000	29.9 U	32.6	533	318
Pyrene	ug/kg	87000	29.9 U	29.6 U	42.1	29.1 U

##.#U	Analyte not detected at the listed limit of quantification
##.#	Analyte detected above the LOQ but less than Cleanup Level
	Analyte detected above the LOQ and greater than Cleanup Level
## *#	Denotes sample duplicate pair(s)



LEGEND

SB## SOIL BORING LOCATION AND ID

MW# MONITORING WELL LOCATION AND ID

TH# 2019 G.E.C. WATER SAMPLING POINT

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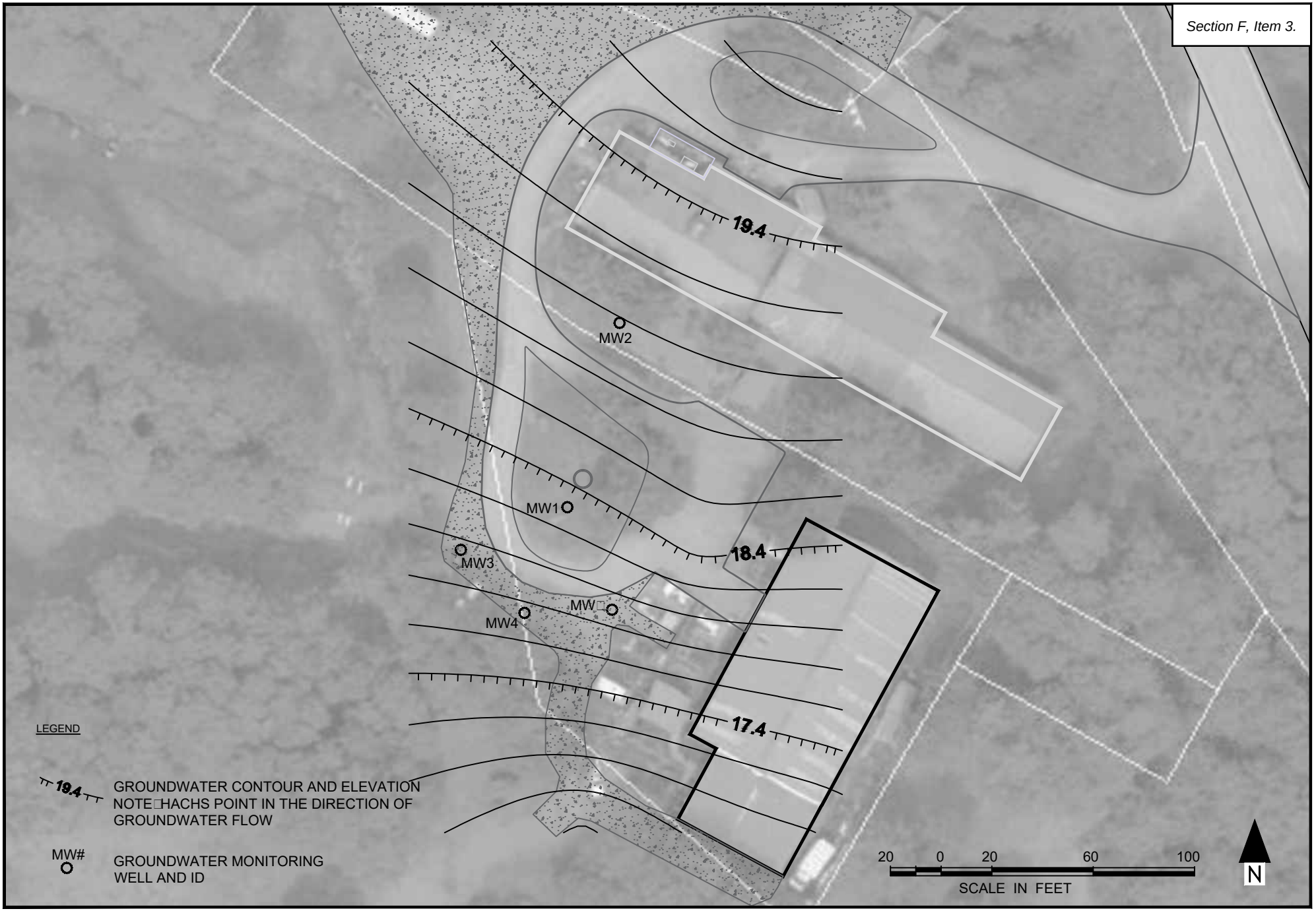
5438 Shaune Dr., Juneau, AK. 99801 907-586-6813

Sample Locations and Laboratory Results Diagram
CBJ D&H Immersion Park Site Characterization Investigation
4400/4402 Thane Road, Juneau, Alaska

DATE: 05/11/2023 | SCALE: 1" = 30'
DESIGN: JLS | PROJECT: 22-2653
DRAWN: RJP | DWG: 222653b(03)

FIGURE 38



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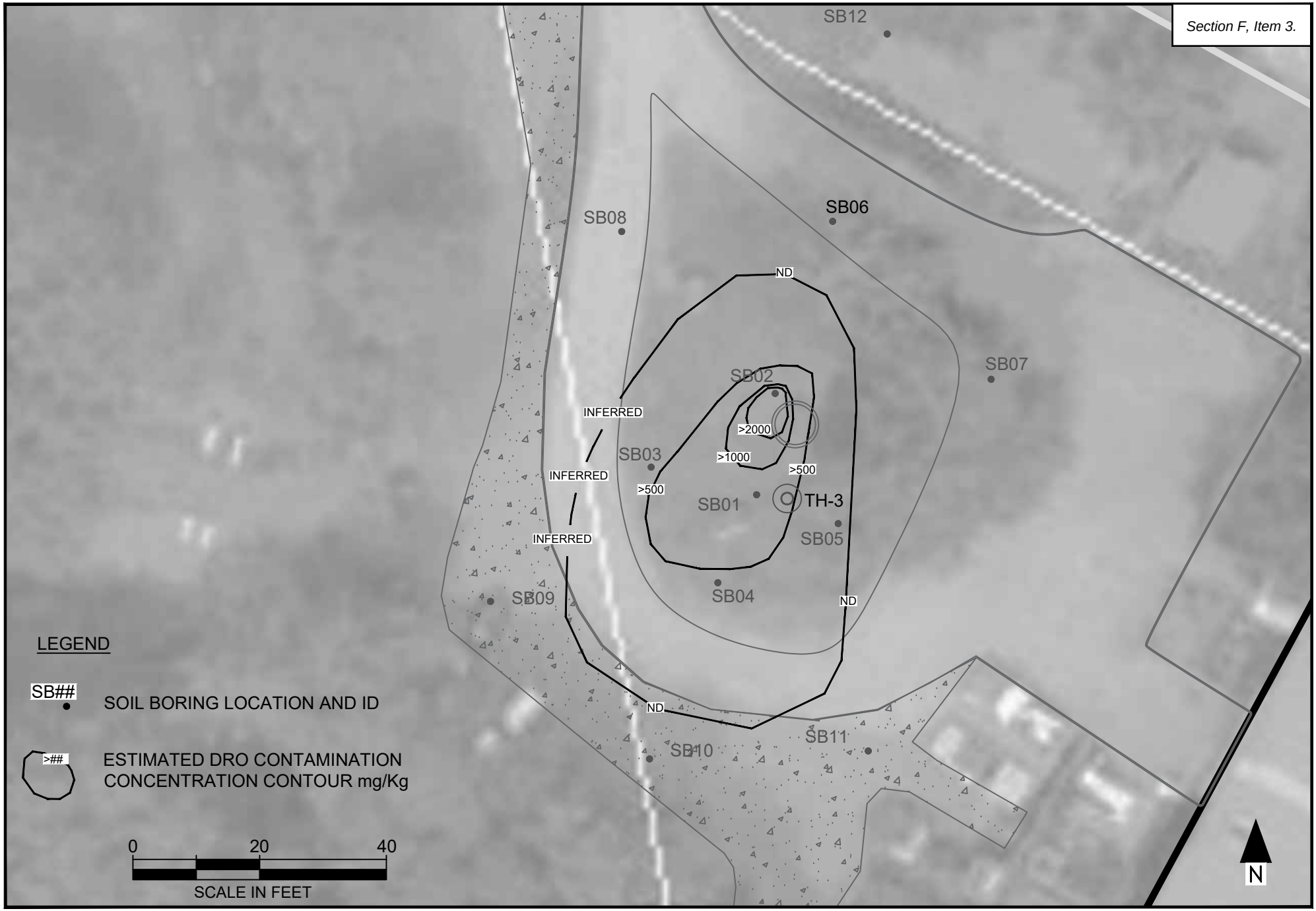
5438 Shaune Dr., Juneau, AK. 99801 907-586-6813

Groundwater Gradient Map (4/27/2023)
CBJ D&H Immersion Park Site Characterization Investigation
4400/4402 Thane Road, Juneau, AK.

DATE: 05/11/2023	SCALE: 1" = 50'
DESIGN: JLS	PROJECT: 22-2653
DRAWN: RJP	DWG: 222653b(04)

FIGURE



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5438 Shaune Dr., Juneau, AK. 99801 907-586-6813

Estimated Limits of Soil Contamination
CBJ D&H Immersion Park Site Characterization Investigation
4400/4402 Thane Road, Juneau, Alaska

DATE: 05/17/2023	SCALE: 1" = 20'
DESIGN: JLS	PROJECT: 22-2653
DRAWN: RJP	DWG: 222653b(05)

FIGURE 40

Appendix 2

Tables

Table 3

Soil Sample Results Summary (GRO, DRO, BETX and detected PAH)

Analyte	Sample ID															
	Unit	18AAC75 MTG-CL	SB01[*1]	SB41[*1]	SB02	SB03	SB04	SB05	SB06	SB07	SB08	SB09	SB10[*2]	SB100[*2]	SB11	SB12
Petroleum Fractions (GRO and DRO) and BTEX																
GRO	mg/kg	260	3.59 U	2.99 U	5.66	2.55 U	3.18	2.86 U	2.97 U	3.13 U	2.67 U	2.33 U	2.51 U	2.75 U	2.71 U	2.68 U
DRO	mg/kg	230	**594**	**527**	**2150**	**495**	**439**	29.4	95.3U	93.7U	87.8U	21.8 U	24.1 U	23.9 U	21.6 U	22.1 U
Benzene	ug/kg	22	18.0 U	14.9 U	16.5 U	12.8 U	12.9 U	14.3 U	14.9 U	15.7 U	13.3 U	11.7 U	12.6 U	13.8 U	13.6 U	13.4 U
Ethylbenzene	ug/kg	130	35.9 U	29.9 U	33.0 U	25.5 U	25.7 U	28.6 U	29.7 U	31.3 U	26.7 U	23.3 U	25.1 U	27.5 U	27.1 U	26.8 U
Toluene	ug/kg	6700	35.9 U	29.9 U	33.0 U	25.5 U	25.7 U	28.6 U	29.7 U	31.3 U	26.7 U	23.3 U	25.1 U	27.5 U	27.1 U	26.8 U
Xylenes (total)	ug/kg	1500	108 U	89.7 U	98.9 U	76.5 U	77.2 U	85.9 U	89.1 U	93.9 U	80.0 U	69.9 U	75.3 U	82.5 U	81.4 U	80.3 U
Detected PAHs																
1-Methylnaphthalene	ug/kg	410	29.9 U	29.6 U	30.3 U	NA	255	NA	NA	NA	NA	NA	NA	NA	NA	NA
Acenaphthene	ug/kg	37000	29.9 U	29.6 U	30.3 U	NA	44.9	NA	NA	NA	NA	NA	NA	NA	NA	NA
Fluorene	ug/kg	36000	29.9 U	29.6 U	197	NA	165	NA	NA	NA	NA	NA	NA	NA	NA	NA
Phenanthrene	ug/kg	39000	29.9 U	32.6	533	NA	318	NA	NA	NA	NA	NA	NA	NA	NA	NA
Pyrene	ug/kg	87000	29.9 U	29.6 U	42.1	NA	29.1 U	NA	NA	NA	NA	NA	NA	NA	NA	NA

Notes:

##.#U	Analyte not detected at the listed limit of quantification
##.#	Analyte detected above the LOQ but less than Cleanup Level
##.#	Analyte detected above the LOQ and greater than Cleanup Level
## [*#]	Denotes sample duplicate pair(s)
NA	Analyte was not analyzed for

Table 4

Groundwater Sample Results Summary (GRO, DRO, BETX)

Analyte	Sample ID		MW1[*3]	MW11[*3]	MW2	MW5	MW3	MW4
	18AAC75 GW CL	Unit						
Petroleum Fractions (DRO GRO and BTEX)								
GRO	2.2	mg/L	0.100 U	0.100 U	0.100 U	0.100 U	0.100 U	0.100 U
DRO	1.5	mg/L	0.688	0.574	0.625 U	0.619 U	0.619 U	0.588U
Benzene	4.6	ug/L	0.400 U	0.400 U	0.400 U	0.400 U	0.400 U	0.400 U
Ethylbenzene	15	ug/L	1.00 U	1.00 U	1.00 U	1.00 U	1.00 U	1.00 U
Toluene	1100	ug/L	1.00 U	1.00 U	1.00 U	1.00 U	1.00 U	1.00 U
Xylenes (total)	190	ug/L	3.00 U	3.00 U	3.00 U	3.00 U	3.00 U	3.00 U

Notes:

##.#U	Analyte not detected at the listed limit of quantification
##.#	Analyte detected above the LOQ but less than Cleanup Level
##.#	Analyte detected above the LOQ and greater than Cleanup Level
## [*#]	Denotes sample duplicate pair(s)

Table 5
QC Duplicate Pair Analysis Summary (Detected Analytes)

Soil Duplicate Pair 1					
Analyte	**SB01**	**SB41**	**Dif**	**Average**	**RPD**
DRO	594	527	67	560.5	11.95%
Phenanthrene	ND	32.6	na	na	na
Groundwater Duplicate Pair 3					
Analyte	**MW1**	**MW11**	**Dif**	**Average**	**RPD**
DRO	0.688	0.574	0.114	0.631	18.07%

Notes:

RPD Relative Percent Difference

ND Analyte not detected at laboratory limits of quantification

na Calculation is not applicable

Appendix 3

Site Photographs

Photo 1: *Looking south at soil boring SB01 being advanced next to the 2019 G.E.C. water sampling point TH3 (white pipe sticking up from ground left of the drill rig). SB01 was subsequently converted into monitoring well MW1.*

Photo 2: *Looking south at soil boring SB02 being advanced next to the fire pit.*

Photo 3: *Looking north at a soil core retrieved from soil boring SB02.*

Photo 4: *Looking down at the opened soil core retrieved from boring SB02 (0 to 5 feet). Note the coarse sandy tailing soil material.*

Photo 5: *Looking east at soil boring SB07 being advanced. Note the hole for boring SB06 is visible in the foreground.*

Photo 6: *Looking north at soil boring SB12 being advanced north of the paved driveway. SB12 was subsequently converted into monitoring well MW2, the up-gradient sentinel well.*

Photo 7: *Looking down at a soil core retrieved from boring SB12 (5 to 10 feet). Note the very fine sandy silt with shell fragments is a native marine sediment which directly underlies the sandy tailings soil material.*

Photo 8: *Looking west while swing tie mapping of boring/well locations.*

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/community-development
155 S. Seward Street • Juneau, AK 99801

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT:

STAFF PERSON/TITLE:

DATE:

APPLICANT:

TYPE OF APPLICATION:

PROJECT DESCRIPTION:

Mixed use development: Up to 50,000 square feet of retail and related uses, underground bus staging and vehicle parking, and a park. Includes floating steel dock up to 70 feet wide and 500 feet long.

LEGAL DESCRIPTION: Juneau Subport Lot C1

PARCEL NUMBER(S): 1C060K010031

PHYSICAL ADDRESS: No assigned address.

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

AGENCY COMMENTS (CONTINUED):

May 18, 2023

Ms. Irene Gallion
Senior Planner
Community Development Division
City and Borough of Juneau
4th Floor – Marine View Center
230 South Franklin Street
Juneau, Alaska 99801

Dear Ms. Gallion:

As we discussed yesterday, enclosed please find the updated materials we are submitting for our Conditional Use Permit Application USE23-003 for our project Aak'w Landing project. The updated materials combine reflect the original submittal for the uplands portion of the project with the requested inclusion of the tidelands portion. Included are the following:

1. The original Development Permit Application
2. An email attachment from the additional landowner for the relevant tidelands of the State of Alaska.
3. The original Conditional Use Permit Application showing the case number.
4. An updated project summary description.
5. Two drawings of the planned dock alignment.
6. An updated Architectural Narrative dated 5.17.23.
7. An updated Zoning and Parking Study also dated 5.17.23, which updates the Site and Building Specifics numbers to reflect
8. The completed Traffic Impact Analysis.

All other attachments in the original remain as submitted. We hope to complete review in a timely manner in order to make the agenda for the Planning Commission shown on the calendar for Tuesday, July 11, 2023.

Thank you for your time in reviewing these materials and your insight into the process. We look forward to moving into the next steps necessary to advance the Aak'w Landing project.

Cordially,

Fred Parady
Chief Operating Officer

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications. This form and all documents associated with it are public record once submitted.

To be completed by Applicant

PROPERTY LOCATION

Physical Address: 0 Egan Drive

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Juneau Subport Lot C1

Parcel Number(s): Parcel: 1C060-K01-0031 (C-1)

☐ This property is located in the downtown historic district
☐ This property is located in a mapped hazard area, if so, which: No

LANDOWNER/ LESSEE

Property Owner: Huna Totem Corporation
Contact Person: Fred Parady
Mailing Address: 9301 Glacier Highway, Suite 200, Juneau, AK 99801
Phone Number(s): 907.789.8504 (office) 907.723.3903 (cell)
E-mail Address: fparady@hunatotem.com

LANDOWNER/ LESSEE CONSENT

Required for Planning Permits, not needed on Building/ Engineering Permits.

Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name.

I am (we are) the owner(s)or lessee(s) of the property subject to this application and I (we) consent as follows:
A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.
B. I (we) grant permission for the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application.

Russell Dick — Landowner
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____ 1/24/23
Landowner/Lessee (Signature) — Date

_____
Landowner/Lessee (Printed Name) — Title (e.g.: Landowner, Lessee)

X _____
Landowner/Lessee (Signature) — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.

APPLICANT — If same as LANDOWNER, write "SAME"

Applicant (Printed Name): Same
Contact Person: Same
Mailing Address: Same
Phone Number(s): Same
E-mail Address: Same

X _____ 01.24.2023
Applicant's Signature — Date of Application

----------DEPARTMENT USE ONLY BELOW THIS LINE----------

Intake Initials	
1/25/23	
Case Number	Date Received
USE23-003	1-25-23

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Fred Parady

From: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Sent: Friday, April 21, 2023 3:14 PM
To: Fred Parady
Subject: RE: Aak'w Landing Tidelands
Attachments: Aak'w Landing Concept Plans 2022.11.22.pdf; 2023 04 17 HTC CBJ Tidelands DEVELOPMENT PERMIT APPLICATION.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Fred,

Just gave you a call back but appears I've missed you, so figured I'd follow up via email.

As we discussed on the phone last week, it seems premature for DNR to sign the CBJ Development Permit Application (attached) as we have not seen or reviewed any application requesting use of state land for this proposal. The preliminary drawings you sent on April 17th were helpful in determining the location of the proposed tideland lease we discussed over the phone, however, I cannot sign any document granting "complete understanding and permission" for an activity until we've received, reviewed, adjudicated, and approved a complete tideland lease application from the entity requesting the use of state tidelands (whether that be CBJ or Huna Totem Corporation – as it is still unclear who is requesting this use).

The CBJ Development Permit Application does, however, note that alternative written approval may be accepted. I would like to offer this email as a proof that we have received the tentative drawings ("Aak'w Landing Concept Plans 2022.11.22") and have confirmed that this proposal, as indicated on PDF page 6, involves use of state-owned, DMLW-managed submerged lands. Placement of permanent infrastructure and long-term, commercial use of state-managed lands requires written authorization from DNR -DMLW. We look forward to receiving and reviewing your tideland lease application for this requested activity.

I hope this email will sufficiently address your needs to move forward with the City in obtaining your preliminary approvals for this project. Please feel free to give me a call if you have any questions.

Thank you,

Megan G. Hillgartner
Southeast Regional Manager
Department of Natural Resources
Division of Mining, Land and Water
P: (907) 465-3406

From: Fred Parady <FParady@hunatotem.com>
Sent: Monday, April 17, 2023 11:27 AM
To: Hillgartner, Megan G (DNR) <megan.hillgartner@alaska.gov>
Subject: Aak'w Landing Tidelands

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

To be completed by Applicant

PROJECT SUMMARY

The project proposed phased development of mixed use, including retail, community park, docking, and associated parking. Phase 1 includes a total of 24,600 square feet of retail, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.
External lighting to be developed.
The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

- ○ Accessory Apartment – Accessory Apartment Application (AAP)
- ◉ Use Listed in 49.25.300 – Table of Permissible Uses (USE)

Table of Permissible Uses Category: See attachment regarding Aak'w Landing Zoning and Parking

IS THIS A MODIFICATION or EXTENSION OF AN EXISTING APPROVAL? ○ YES – Case # _____ ◉ NO

UTILITIES PROPOSED WATER: ☑ Public ☐ On Site SEWER: ☑ Public ☐ On Site

SITE AND BUILDING SPECIFICS

Total Area of Lot 125,377 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) Phase 1 150,000, future phase build square feet 1ST PHASE 34,000 sf, per narrative

EXTERNAL LIGHTING

Existing to remain	◉ No	○ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures
Proposed	○ No	◉ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

ALL REQUIRED DOCUMENTS ATTACHED

☑ **Narrative including:**

- ☑ Current use of land or building(s)
- ☑ Description of project, project site, circulation, traffic etc.
- ☑ Proposed use of land or building(s)
- ☑ How the proposed use complies with the Comprehensive Plan

If this is a modification or extension include:

- ☐ Notice of Decision and case number
- ☐ Justification for the modification or extension
- ☐ Application submitted at least 30 days before expiration date

☑ **Plans including:**

- ☑ Site plan
- ☑ Floor plan(s)
- ☑ Elevation view of existing and proposed buildings
- ☑ Proposed vegetative cover
- ☑ Existing and proposed parking areas and proposed traffic circulation
- ☑ Existing physical features of the site (e.g.: drainage, habitat, and hazard areas)

----------DEPARTMENT USE ONLY BELOW THIS LINE----------

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	$ 1,000.00	ph I class IV		
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$			

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INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Case Number	Date Received
USE23-003	1-25-23

Project Summary

Aak'W Landing Conditional Use Permit Application

The project proposes a phased development of mixed use, including retail, food and beverage, community park, docking, and associated parking. Phase 1 includes a total of 24,800 square feet of retail and food and beverage operations, and approximately 60,000 square feet of City park area. Tourist season parking includes 124 stalls for buses and cars. In the off-season the parking area will be able to accommodate 117 cars.

External lighting is to be developed.

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined.

Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking

The pier portion of the project will utilize a proven steel float solution that will be built with a deck up to 70-feet wide and 500 feetlong, allowing for the best facility layout and passenger handling solution.

Drawings for the above project are attached.

Jensen Yorba Wall Inc.
522 West 10th Street
Juneau, Alaska 99801
907.586.1070
AECC137
Jensenyorbawall.com

Huna Totem Corporation

Aak'w Landing

Conceptual Design

REVISIONS

SHEET TITLE
Property Location

Aak'w Landing
Huna Totem Corporation

Jensen Yorba Wall, Inc. Conditional Use Concept January 6, 2023

Overhead View

Jensen Yorba Wall Inc.

522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Architectural Narrative for CBJ Conditional Use Application

The Aak'w Landing uplands project will be a concrete Bus Staging and vehicle Garage topped by a landscaped Park sloping up from Egan Drive. The project will include 34,000 sf of Retail spaces in the first phase with future phases adding 9,000 sf of additional Retail and 40,000 sf of facilities with a use yet to be determined. Total square footages are approximate at this initial design stage, but as shown on the Zoning and Parking Study, the target square footages are well below what would be allowed on the site by zoning or parking.

Exceptional Cruise Ship Visitor Pedestrian Traffic Flow. The Aak'w Landing concept provides the surges of pedestrian traffic flow off the cruise ships with a unique and greatly enhanced experience—an experience we believe will set our facility apart from any other cruise ship port. The dock, architecture and landscape will all be designed to guide visitors efficiently through the site while providing an abundance of opportunities for views, shopping, and cultural activities.

- The passenger Gangway from the ship will gently ascend so visitors will enter the site at the Upper Plaza elevation, 20' above grade and the Seawalk below. By bringing the visitors onto the site at this elevation, we will be able to curate and direct their initial experience on the Plaza. The length of the Gangway will allow this elevation gain to occur gradually, without becoming a full ADA ramp requiring landings and constricting guardrails.
- The Gangway will curve around the bow of the ship with view areas providing unique perspectives and photo opportunities during embarking and disembarking.
- The Gangway will arc over the dining and activities on the Seawalk below, enticing visitors to further explore the entire Aak'w Landing area.
- The Gangway and Welcome Center building will direct the flow of passengers around the southeast corner of the Plaza. The flow will be efficient and clear, but will not directly lead to an exit, providing a large amount of retail frontage and opportunities.
- Large Canopies around the Welcome Center and Retail buildings will provide pooling locations for the visitors where orientation and sorting will occur. Once on the north side of the Welcome Center, passengers will be directed towards one of two large stair/escalators to the Bus Staging below, or down further into the Park to cultural events and walking tours, or down the large West Stair to independent exploration of the Seawalk.

- Passengers descending West Stair will be routed to the wide curving Seawalk across the south-facing side of the building. This walk will provide 300' of south-facing waterfront Restaurant and Retail frontage.

Efficient, Ample, Safe, and Hidden Vehicular Traffic. We recognize that maximizing vehicular access and parking will be key to successfully moving visitors to and through Aak'w Landing. Our concept proposes a parking and bus staging plan focusing on efficiency and safety.

- Bus and vehicle parking is maximized while still remaining hidden. By raising the Plaza to 20' above grade, two levels of passenger vehicles totaling about 93 stalls are available in the Garage. Two separate pedestrian islands surrounded by angled loading stalls will allow for up to 24 coaches and busses in the Bus Staging area. Preliminary design includes: (13) 45' coaches, (7) 35' busses, (3) 25' busses, and a large Circulator trolley/bus.
- Bus Staging access lanes and the lower level of the parking Garage are level with Whittier Ave. This will provide easy and friendly vehicular access to the building and eliminate steep ramp transitions. The level access lanes will also allow vehicle passage through the building to the CBJ Tideland Lots to the west if this is desired in the future.
- The entire Bus Staging area descends downward from the level access lane towards the rear of the building. This will allow the Park above to slope down towards Egan Drive while still providing easy-to-navigate and accessible walking and driving paths in the Bus Staging area.
- Visitor pedestrian traffic flows never cross the vehicle traffic lanes. Visitors descend stairs/escalators directly to protected islands in Bus Staging, or out to the Seawalk away from the vehicle area altogether.
- Bus and passenger vehicle traffic are entirely separated. Individual entrances to Bus Staging and the vehicle parking Garage are located off Whittier Ave.
- The vehicle areas are entirely hidden from view from most pedestrians. Grade-level Retail spaces front the building along Whittier Ave. and the Seawalk, while the sloping Park and flat Plaza roof the entire vehicle areas below.

A Vibrant, Engaging, Landmark Park and Plaza. The preliminary design includes 1.14 acres (49,513sf) of landscaped park and public performance area, as well as .68 acres (29,694sf) of public plaza at the upper (Park) elevation, and .48 acres (22,559sf) of public area at the lower (Seawalk) elevation.

- The Park gently climbs from the north edge along Egan Drive with a series of flat hardscaped outdoor spaces throughout for year-round activities. Wide walkways with vehicle-control bollards will allow food trucks and equipment access to activate the park with pop-up activities and events.
- After the Park rises to the Upper Plaza elevation, it levels out to become a wide Plaza where the Welcome Center will be located. Visitors at this level can get unimpeded views out over Gastineau Channel to the south and west as well as access to and from the Gangway to the ship.

Art Integration Throughout the Project. Because of our team's cultural focus, we view art as an opportunity to tell the story of Aak'w Landing both subtly and overtly throughout the project.

- From the moment they step off the ship, visitors will be shown they are in a special and unique place. Art will be integrated with the dock structure itself with large dock supports and pilings wrapped in

graphics and art to recall traditional house posts and totems. Other smaller items such as railings and guards will incorporate art and sculpture.

- Shop and Cultural buildings on the Plaza will be designed in conjunction with local artists to incorporate Alaskan Native forms and materials. Art will be integrated into the architecture and structure as well as displayed on the buildings.
- Local Indigenous Native art will inform the macro layout of the landscaped Park as well as the specific planting and landscaping. An initial idea being worked out by the artists and designers on our team is to have the plan of the walkways, landscaping and hardscaping form an image of Raven Stealing the Sun.

Cruise Ship Dock.

- 500' x 70' steel floating dock of similar construction to that utilized at Icy Strait Point Berth II and Ward Cove Cruise Facility with an 8-foot-high constant freeboard.
- Able to accommodate a single 240,000 Gross Tons, 360-meter-long design vessel during cruise season weather conditions.
- The dock will be fitted with foam filled floating fenders suitably designed for the cruise fleet.
- The opposite side of the dock from the cruise ship berth will not be constructed to take the structural loads of large ships, but could be configured for tour day boat, tenders and other small watercraft such as canoes or kayaks.
- The floating berth shall be accessed with a 140-foot-long gangway rated for port of call standard equipment.
- Mooring locations to be equipped with electric capstans for line handling and will be accessible by catwalks.
- The dock includes basic facility lighting, electrical service, and wash down water from the abutment seaward.
- The proposed design includes the cable trays and structure for integrating future shore power connections once the municipal feed is available.

Jensen Yorba Wall Inc.
522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

Designing Community Since 1935

Date: May 17, 2023
Re: Aak'w Landing (JYW No. 21021)
Zoning and Parking Study

Total Project Area
475,377 sf. *Discussion: area of Uplands and Dock are combined for the Conditional Use Permit and to show the total size of the project. The two portions of the project are considered individually below.*

Uplands Portion of Project
Parcel: 1C060-K01-0031 (C-1)
Area: 125,377 sf (2.88 Acres)

Property Zoning: MU2
Maximum Lot Coverage: 80% (100,302 sf)
Minimum Vegetative Cover: 5% (6,269 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)
Allowable Uses:

- Phase 1:
  - Visitor, Cultural Facilities Related to the Site: 3
  - Storage and Display of Goods with greater than 5,000 sf: 1,3
  - Restaurants & Bars without Drive-Through Service: 3
  - Seasonal Open Air Food Service: 1,3
  - Open Space: 1
  - Automobile Parking Garage: 1,3
- Future Phases:
  - Offices Greater than 2,500 sf: 1,3
  - Libraries, Museums, Art Galleries: 1,3
  - Theaters from 201 – 1,000: 1

(1. Department approval requires the department of community development approval only.
1, 3. Department approval required if minor dev., conditional use permit required if major development.
3. Conditional use permit requires planning commission approval.)

Discussion: The project will comply with all zoning requirements, including the height restriction. The footprint of the building is larger than the Maximum Lot Coverage area by approximately 2,800 sf, but since almost 50,000 sf of the building is to be covered in a landscaped and publicly-accessible Park, it is believed this will comply with requirements.

Proposed Phase 1 Development: Parking Structure with Retail

- 103,100 sf footprint
- 150,000 sf total developed area, including:
  - One-story bus parking and loading garage
  - Two-story car parking garage
  - 34,000 sf Retail, including:
    - 4,400 sf Whittier Street-facing (Seawalk Level)
    - 19,600 sf Seawalk-facing (Seawalk Level)
    - 10,000 sf Welcome Center (Upper Plaza Level)
- 1+ acre of Park and Plaza over bus and vehicle garage

Proposed Future Phase Development: Additional Retail and Use TBD facilities at Park level

- 9,000 sf additional Retail (43,000 sf total, including Phase 1)
- 40,000 sf Future Phase, Use TBD

Parking

Parking Provided. Phase 1 development will have 93 passenger vehicle parking stalls in the garage and 24 coach, bus, and van parking stalls, including the large Circulator for a total of 117 bus and car stalls. Alternate striping in the bus garage will allow for passenger car parking during off-hours for a total of 79 stalls plus the Circulator for a total of 172 car stalls. Given the large capacity of the busses, using the alternate striping stall total for parking capacity seems reasonable.

Phase 1 Parking Required:	34,000 sf Retail (1 stall per 750 sf):	**46 stalls required**
Future Total Parking Required:	43,000 sf Retail (including Phase 1):	57 stalls required
	40,000 sf of Use TBD	
	If Cultural (1 stall per 1,500):	27 stalls required
	If Retail (1 stall per 750 sf):	43 stalls required
	If Housing (32 one-bedroom):	13 stalls required
		70-100 stalls required total

CBJ Parking Requirement:

• Commercial/Retail	1 per 750 sf
• Restaurants	1 per 750 sf
• Museum	1 per 1,500
• Recreational Space	1 per 10 seats
• Housing, 400 sf Eff.	.3 spaces per
• Housing, 1-bedroom	.4 spaces per
• Housing 2-bedroom	.6 spaces per

Discussion: Given the amount of parking available, future phase development options are almost certainly going to be restricted by height or other considerations, not parking.

Dock Portion of Project
Parcel: 1C100-K83-0032 (CBJ Tidelands) and unlabeled adjacent Alaska State Tidelands
Project Area: 350,000 sf (125,000 sf on CBJ Tidelands, 225,000 sf on State Tidelands).

Discussion: Project Area is only a portion of the much larger CBJ- and State-owned parcels. Project Area includes area physically occupied by the Dock structures, the "shadow" of the 360-meter long cruise ship floating above, and approximately 20% additional space around the dock and ship to ensure compliance.

Property Zoning: MU2 (taken from adjacent C-1 Lot Zoning)
Maximum Lot Coverage: 80% (280,000 sf)
Minimum Vegetative Cover: 5% (17,500 sf)
Maximum Height (Permissible Uses): 45'
Minimum Setbacks: 5' (0' where property line is adjacent to tidelands)

Discussion: Dimensional standards and requirements listed are for MU2 zoning. Not clear how all standards—particularly vegetative cover—apply to tideland lots which are entirely over water. However, the project will comply with a strict reading of all requirements:

- *The constructed Dock takes up an area much smaller than the allowable Maximum Lot Coverage (143,960 sf vs the allowable 280,000 sf)*
- *The Park on the Uplands is large enough to fulfill Minimum Vegetative Cover requirements (50,000 sf vs. the required 23,769 sf for the Uplands and Dock together)*
- *The Dock height will be lower than the 45' Maximum Height as determined from the datum on the Uplands.*

Allowable Uses:

- Private Moorage: 1,3 (49.25.300, 10.520)

(1, 3. Department approval required if minor dev., conditional use permit required if major development.)

Proposed Development: Floating Dock with access ramps to the adjacent C-1 parcel. No occupiable buildings are proposed in this portion of the development.

Parking: As noted above, all parking is being provided on the Uplands portion of the project.

Discussion: Parking requirements for regular passenger vehicles have been determined by the Uplands development areas without modifiers—i.e., the parking calculations assume that all visitors to the Uplands facilities arrive via personal vehicle and not on the cruise ship.

Parking requirements for the vehicles serving the cruise ship itself are not defined by code. The project includes more parking areas for buses, vans, and coaches than are currently provided at the other cruise ship docks. (For example, the AJ Dock facility provides 21 dedicated coach and bus stalls, the proposed Aak'w Landing project proposes 24 dedicated coaches and bus stalls).