

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, December 17th, 2020

Zoom Meeting
<https://bit.ly/3nf1c29>
or via Phone 1-253-215-8782
Meeting ID: 995 6650 6297
Passcode: 475159

- I. Call to Order** (5:00 p.m. via Zoom)
- II. Roll** (James Becker, Chris Dimond, James Houck, Mark Ridgway, David Larkin, Annette Smith, Bob Wostmann, and Don Etheridge)
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of November 19th, 2020 Board minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. Consent Agenda – None**
- VII. Unfinished Business – PUBLIC HEARING**
 - 1. Proposed Change to Regulation 05 CBJAC 20.044 – Active Fishing Vessel Discount at Statter Harbor
Presentation by Port Director

Board Questions
Public Comment
Board Discussion/Action

MOTION: TO FORWARD A REGULATION CHANGE TO THE ASSEMBLY WHICH WILL PROVIDE ACTIVE FISHING VESSEL DISCOUNT RECIPROCITY TO COMMERCIAL FISHING VESSELS AT THE DOWNTOWN HARBORS.
- VIII. New Business –**
 - 1. ~~Proposed Change to Regulation 10 CBJAC 10.010 – “B Zone” Vehicle Description~~
~~Presentation by Port Director~~

~~Board Questions~~
~~Public Comment~~
~~Board Discussion/Action~~

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)
For Thursday, December 17th, 2020

~~**MOTION: TO COMMENCE A PUBLIC NOTICE PROCESS CHANGING THE REGULATION DEFINITION OF A “B ZONE” VEHICLE FROM 18 PASSENGERS TO A VEHICLE WITH AN OVERALL LENGTH OF 25 FEET AND LESS.**~~

2. Visitor Industry Task Force DRAFT Recommendations
Presentation by Port Director

Board Questions
Public Comment
Board Discussion/Action

MOTION: TO ACCEPT AND FORWARD COMMENTS DRAFTED BY THE DOCKS & HARBORS SPECIAL COMMITTEE TO THE ASSEMBLY.

IX. Items for Information/Discussion

1. Proposed Change to Regulation 10 CBJAC 10.010 – “B Zone” Vehicle Description
Presentation by Port Director

Board Discussion/Public Comment

2. Statter Harbor Breakwater Anchor Chain Repair - Update
Presentation by Port Engineer

Board Discussion/Public Comment

3. Preparation for Assembly/Docks & Harbors Joint Meeting
Presentation by Port Director

Board Discussion/Public Comment

X. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday December 9th, 2020.
2. Member Reports
3. Assembly Lands Committee Liaison Report
4. Auke Bay Steering Committee Liaison Report
5. South Douglas/West Juneau Area Plan Liaison Report

XI. Port Engineer’s Report

XII. Harbormaster’s Report

XIII. Port Director’s Report

XIV. Assembly Liaison Report

CBJ DOCKS AND HARBORS BOARD
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XV. Board Administrative Matters

- a. Finance Sub-Committee Meeting – Wednesday, January 13th at 5:00 pm
- b. Ops/Planning Committee Meeting – Wednesday, January 20th at 5:00 pm
- c. Board Meeting – Thursday, January 28th at 5:00 pm

XVI. Adjournment

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, November 19th, 2020

I. Call to Order

Mr. Etheridge called the Regular Board Meeting to order at 5:00 pm in the Port Director's Office via Zoom.

II. Roll Call

The following members were present via zoom or in person: James Becker (in person), James Houck, David Larkin, Mark Ridgway, Bob Wostmann, and Don Etheridge (in person).

Absent: Chris Dimond, Steve Guignon, and Annette Smith

Also present at the Port Directors Office were the following: Carl Uchytel-Port Director, Erich Schaal- Port Engineer, Matt Creswell – Harbormaster, and Teena Larson- Administrative Officer.

III. Approval of Agenda –

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

Motion passed with no objection.

IV. Approval of October 29th, 2020 Regular Board Minutes; and, approval of October 30th, 2020 Visitor Industry Task Force DRAFT Recommendations Special Committee Minutes.

The October 29th, 2020 Regular Board minutes, and the October 30th Visitor Industry Task Force minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Consent Agenda –

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

- 1. Reservation Agreement with Goldbelt, Inc. for Seadrome Dock and the Merchant's Wharf Float.

MOTION: TO PURSUE AN ORDINANCE CHANGE WHICH WILL ALLOW DOCKS & HARBORS TO MANAGE RESERVATIONS AT THE SEADROME DOCK AND MERCHANT'S WHARF FLOAT.

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

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES (CONTINUED)
For Thursday, November 19th, 2020

Motion passed with no objection.

VII. Unfinished Business – None

VIII. New Business – None

IX. Items for Information/Discussion

1. Juneau Hydropower Update

Mr. Duff Mitchell went over a “Dock Electrification in Juneau” power point presentation.

Committee Discussion/Public Comment

Mr. Ridgway asked what Mr. Mitchell meant when he said, “It would not be ethical for Docks & Harbors to be involved in.....”?

Mr. Mitchell said whenever there is market pricing and market controls and you try to influence those, there is an overtone of how that is perceived. A Harbor Board would typically want to be looking at the hard engineering of how to put electricity to a dock and is it appropriate and how it can be engineered on their properties, but there are also things the utility is responsible for and the utility should be paying for studies and analysis fees out of their pocket. It is not appropriate for the Harbor Board to do studies and influence how a market should be. This should fall in an area outside the Harbor Board.

Mr. Becker asked if the Sweetheart Lake project would be sufficient power or is there also the need for the additional Lake Dorothy project to provide enough power for the cruise ships, all of Juneau, and two mines?

Mr. Mitchell said the Sweetheart Lake project is construction ready to go but he does not believe the Lake Dorothy project is. Sweetheart could power the extra mine, provide additional power to Hecla, and all of the five dock Electrification. He said he is also a supporter of Lake Dorothy and we should build more that could also power Skagway for their four docks. Skagway currently does not provide enough power for their community and would not be able to electrify even one dock. The way this could be done is to run a submarine cable in-between the communities so there is inner-region energy security. Ketchikan, Petersburg, and Wrangel already are doing this inner tie that connect these three communities.

Mr. Becker commented that the Lake Dorothy project is not ready to begin construction but it is another potential source for electrical generation.

Mr. Mitchell said he supports AEL&P continued development of this project. There are other mines in Juneau and Haines that would want power. He said he is a firm believer we are in a hydro-power country and should be developing more.

No Public Questions

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES (CONTINUED)
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Mr. Becker asked when Haight & Associates would be completed with the current electrification study?

Mr. Uchytel said April of 2021.

2. Capital Improvement Project(CIP) Department Priorities

Mr. Schaal said the CIP priority list in the packet was taken to the Operations/Planning Meeting last week and brought back to the Board for any questions or comments. He said to date, he has not received any comments.

Committee Discussion/Public Comment

Mr. Wostmann asked if there was an update to the \$3M for the Fisheries Terminal Development?

Mr. Uchytel said UAS is currently working on an appraisal for this property and should be complete in December. They will share the appraisal with Docks & Harbors at the appropriate time.

Public Participation-

Mr. Dennis Watson, Juneau, AK

Mr. Watson asked what the deferred maintenance items are for Auke Bay that were deleted from this year and no plan for that for the next several years.

Mr. Uchytel said the Statter Breakwater is getting older. A year ago, staff was looking at doing a study to extend the life of the breakwater but with one of the 18 chains that broke this summer, staff will now spend \$50,000 of maintenance funds to repair the chain. The term deferred maintenance is being removed from this item but money is still going into the breakwater.

3. Annual Letter to the Assembly

Mr. Uchytel said the letter in the packet is an overview of Docks & Harbors previous fiscal year operations which is required every year to provide to the Assembly.

Committee Discussion/Public Comment

Mr. Wostmann commended staff on keeping the Docks expenses to a minimum.

Mr. Etheridge said the committee is happy with the letter.

4. NCL Presentation to the Juneau Community – Debrief

Mr. Uchytel said last night Norwegian Cruise Lines (NCL) had the first formal public meeting with Howard Shermin(with NCL), and MRV(local architect that has a contract with NCL to build the NCL dock) with over 140 attendees. NCL plans to hold more public meetings on December 2nd and again on December 28th. They want to make sure the Juneau Community has the opportunity to ask questions. This Board has seen the plans in the past and NCL gave a nice overview of their plans for their new dock.

Committee Discussion/Public Comment

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Mr. Ridgway said he finds it encouraging that NCL is hosting public meeting. Are they holding these public meeting because it is required?

Mr. Uchytel said this is a strategic move on NCL's part. They know there will be push back from the community if they do not do this. They are not required to hold public meetings, but the way he interprets their actions are they want to come in and build a partnership with the community.

Mr. Schaal said if you missed the presentation last night, you can go to MRV Architects website and click on NCL property and on the presentation. There will be a long public process that NCL will have to go through before they can start the project, and they want to show they shared their plans with the public. They are trying to build a consensus in town to show that most people support this project.

Mr. Uchytel said NCL indicated last night that June of 2021 will be their formal request for permitting and the request for tidelands from the City.

Mr. Becker commented that NCL paid \$20M for the property and they now have title.

Mr. Etheridge said NCL is also trying to work with the rest of the community to bring in additional support with the Marine Life Center and the Central Distribution Heating project.

No Public Comments

5. Small Cruise Ship Infrastructure Master Plan – Next Steps

Mr. Schaal said we had our public meeting and staff is still collecting comments. This is still very positive and we will be compiling all comments. Moving forward, the report will be completed and brought back to the board for review before going to the Assembly sometime after the first of the year.

Committee Discussion/Public Comment - None

Mr. Etheridge asked if there are any more public meetings scheduled?

Mr. Schaal said not at this point. If we need more, we can discuss it.

No Public Comments

X. Committee and Member Reports

1. Operations/Planning Committee Meeting – November 12th, 2020

Mr. Ridgway said the Committee discussed;

- The CIP priority list
- Goldbelt Reservations - moved forward to this meeting
- The Small Cruise Ship Infrastructure plan
- CDC Guidelines for Cruise Ships
- The Visitor Industry Task Force recommendations - moved forward to this meeting

CBJ DOCKS AND HARBORS BOARD
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2. Member Reports – Mr. Etheridge reported the drug group has returned to the harbors and he will intensify his patrol to clean up the harbors again.
3. Assembly Lands Committee Liaison Report – None
4. Auke Bay Steering Committee Liaison Report – Mr. Wostmann said the last scheduled meeting was cancelled.

XI. Port Engineer's Report

Mr. Schaal said his report is in the packet and provided an update on some construction projects:

- The Downtown Waterfront Improvement project is moving along well. They are on pace to finish the seawalk modifications that will reopen the seawalk in the middle of December. The cold weather has slowed some things like grading, concrete work, and striping which may need to wait until spring to complete.
- Statter Harbor phase III(B) is going well. They are working on the concrete wall and floats will start to arrive this week with installation around the first of the year.
- Western Marine is currently dredging Harris Harbor and they may still need to remove some fingers. This would not be ideal, but the size of their barge is so large they just do not feel they can dredge good enough to extend the life of the Harbor. Staff is working closely with the Corps to make sure if the fingers are removed they are replaced to the typical pile installation and you will not be able to tell anything was removed.
- Staff is also reviewing the possibility of having to remove the seaplane float piles. Originally it was intended to leave the piles because staff thought we may want to use them again. However, the piles may not be deep enough to be able to leave them with stability. One is currently leaning over due to the barge impact. Staff is not sure at this point if it is broken or just pushed over. If it is pushed over we may be removing them all to ensure the basin is properly dredged and we do not hurt ourselves in the long run with a high point.

XII. Harbormaster's Report

Mr. Creswell reported:

- The Aurora Harbor seaplane floats removal is 99.8% completed. There is just the clean up left.
- Lumberman – Global completed all the prep work for towing to the scuttle location. It may be spring before it is towed.

Mr. Becker asked who was going to tow it?

Mr. Creswell said we have not yet determined who will tow it but we have many options.

- The last two seasonals left last Friday. Being able to hire back the seasonals this last summer was a great win for finishing projects.

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- Staff are still working on ice spots from the last storm and more storms are on the way.
- Now that the big projects are finished, staff will go back to work on the security camera systems.
- Mr. Creswell said he will be taking leave in December and he encouraged staff to take leave as well and to make sure to take care of personal health.
- Staff has restarted training scheduled for the winter months.

XIII. Port Director's Report –

Mr. Uchtyl said he had nothing more to report.

Mr. Becker asked if Docks & Harbors would still consider taking the Kensington's waste rock?

Mr. Uchtyl said this is still a good idea. Because we do not have any money to do anything with, we have not moved forward.

XIV. Assembly Liaison Report – None

XV. Board Administrative Matters

- a. Finance Sub-Committee Meeting Scheduling – Monday, November 30th at 5:00pm
Mr. Wostmann said the Committee will look at the costs associated with the charter fleet in Statter Harbor to determine a reasonable fee for the 2022 season, there will be a preliminary discussion on next years cruise ship traffic, and we will begin the process for the upcoming budget.
- b. Ops/Planning Committee Meeting – Wednesday, December 9th at 5:00pm
- c. Board Meeting – Thursday, December 17th at 5:00pm

XVI. Adjournment - The meeting was adjourned at 6:08pm.



Port of Juneau

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

NOTICE OF PROPOSED CHANGE TO REGULATION Amendment of Title 05, Chapter 20 SMALL BOAT HARBOR FEES AND CHARGES

DOCKS & HARBORS BOARD IS PROPOSING TO ADOPT AN AMENDMENT TO THE FOLLOWING REGULATION.

05 CBJAC 20.044 - Active fishing vessel discount at Statter Harbor.

- (a) *Discount.* In lieu of the requirement to pay daily fees for use of Statter Harbor as set out in 05 CBJAC 25.060 and 05 CBJAC 25.070, the owner of a fishing vessel that pays annual fees as set out in 05 CBJAC 40.020 may, for up to 20 days in a calendar year, use Statter Harbor without paying daily fees, provided:
- (1) The owner registers with Statter Harbor Office in advance or upon arrival at Statter Harbor;
 - (2) The owner does not owe past due fees to the Docks and Harbors Department;
 - (3) The owner provides the Harbormaster with proof of significant fish landings within the City and Borough of Juneau during each calendar month the owner uses Statter Harbor; and
 - (4) If the owner has reserved moorage, the owner informs the Docks and Harbors Department of the departure date from and estimated return date to their preferred stall.
- (b) *Exclusions.* This section does not relieve an owner from complying with other applicable requirements for use of Statter Harbor such as maximum time limits or the requirement to pay monthly fees during the winter moorage period.
- (c) *Reciprocation.* Fishing vessels maintaining reserved moorage in Statter Harbor will be allowed 20 days at the downtown harbors during the calendar year provided they comply with the stipulations above.

The regulation amendment above is proposed for adoption pursuant to CBJ Ordinance 01.60, 85.02.060, and 85.02.100. Interested persons may obtain a full copy of the proposed regulation change at any of the Harbor offices, CBJ libraries, CBJ Clerk's Office, and online at www.juneau.org/harbors/proposed_regulations.php

The Board will hold a public hearing at 5:00 pm on December 17th via zoom. This will be introduced to the Assembly at their regular Assembly meeting in January. Written comments may also be submitted to the Port Director's Office by fax at (907) 586-0295, by hard copy at 76 Egan Drive, and online by web form at the above web address until 4:30 p.m. on December 16th.

Interested persons may obtain more information by calling Port Director Carl Uchtyl at 586-0292.



Port of Juneau

City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Visitor Industry Task Force DRAFT Recommendation Review Special Committee
To: Docks & Harbors Board
Via: Docks & Harbors Operations & Planning Committee
Date: November 12th, 2020
Re: VISITOR INDUSTRY TASK FORCE DRAFT RECOMMENDATIONS

1. The Mayor's Visitor Industry Task Force completed their draft report on April 27th, 2020 after months of public meetings, public input, and deliberations from a ten member panel. Although the Port Director, Docks & Harbor staff, or Board Members attended most of the meetings, Docks & Harbors was not officially represented on the Task Force. As many of the recommendations clearly pertain to operational or infrastructure management, in the purview of Docks & Harbors, it is appropriate for the Board to communicate to the Assembly on topics which Board members have expertise. When and whether the Task Force will reconvene is currently unknown. The Chair of the VITF, at the Docks & Harbors Special Committee meeting of August 27th, suggested the Board provide comments directly to the Assembly.
2. The Docks & Harbors Special Committee to review the DRAFT recommendations thoroughly discussed the process and examined appropriate responses at public meetings on August 27th, September 21th, October 13th and October 30th. The Special Committee was in general agreement, despite the pandemic and uncertainty whether the cruise industry will return to 2019 passenger numbers in Juneau, that providing guidance and insight to the DRAFT recommendations was a beneficial exercise to undertake.
3. The Special Committee discussed the tone of the DRAFT recommendations and whether it sends the appropriate message. It has been pointed out, that some could interpret the DRAFT recommendations as a laundry list of everything wrong with tourism in Juneau without the counter balance of the importance of tourism to many Juneauites, including many harbor patrons. Docks & Harbors has prided itself on advocating infrastructure and management of facilities, which enable all user groups to thrive, including privately owned vessels as well as international conglomerates.
4. The attached enclosure provides comments and consensus from the working Special Committee to review the DRAFT recommendations. The Special Committee focused its efforts on the "recommendations" of the document and provided comment in appropriate areas.

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Encl (1) VITF DRAFT Recommendations with Board Comments



MEMORANDUM

DATE: April 27, 2020

TO: Visitor Industry Task Force

FROM: Staff

SUBJECT: DRAFT Taskforce Recommendations

Note to the Visitor Industry Task Force

These Draft Recommendations are based on the Task Force discussions and written comments received. The goal of this draft is to encompass the key points that the Visitor Industry Task Force (VITF) may wish to forward to the CBJ Assembly.

Visitor Industry Task Force

The Visitor Industry Taskforce held a number of public meetings between October of 2019 and February of 2020 to advise the CBJ Assembly and advance community thinking on a range of visitor industry topics.

The VITF took public testimony on January 11, 2020 and February 1, 2020 and received 43 spoken comments and 156 written comments. The testimony reflected a diverse range of viewpoints in the community and generally provided nuanced views of the benefits and impacts of tourism.

The relationship between CBJ and the visitor industry has evolved over the past two decades. Through investments in infrastructure, management tools, and in programs like Tourism Best Management Practices (TBMP), Juneau has effectively managed tourism growth. While CBJ and the visitor industry should be proud of the success of their efforts, we have reached a point where we need to work together to develop proactive tools and strategies for tourism management over the coming years.

The VITF recognizes the work done by the community and CBJ in early 2000's that resulted in the Tourism Management Plan and the subsequent Resolution 2170. Many of the findings and recommendations in the report are still applicable today and should be considered along with this report. The vision established in the Resolution continues to guide the efforts of this committee and should guide future policy decisions:

CBJ seeks a healthy and vibrant tourism sector generating business opportunities and employment for Juneau citizens, protecting Juneau's heritage and cultural values and its natural resources, and making a positive contribution to the community's quality of life.

The VITF met during the winter and spring of 2019 and 2020 in anticipation of establishing some short-term actions for the 2020 cruise season. The task force had nearly completed its report when industry impacts and public health mandates related to COVID-19 derailed the process. This submission represents the VITF's work to date. The group may reconvene in fall of 2020 or later to discuss changes to the industry and planning for the 2021 cruise season.

Visitor Industry Task Force Report To the City & Borough of Juneau Assembly March 2020

1. Mayor's charge: Regarding Management of the Visitor Industry

1a) Is the current approach to managing the visitor industry adequate to make Juneau an attractive place to live and visit?

Since 1988, CBJ has managed tourism through plans, studies, committees, task forces, and legislation. Within the context of a growing visitor industry, the current approach needs to be evaluated, revised and reorganized. In the past, CBJ has been too reactive when issues arise. Moving forward, CBJ, the visitor industry, and the community should proactively and collaboratively plan and act to ensure Juneau remains an attractive place to live and visit.

There are numerous CBJ planning efforts underway or contemplated that would affect tourism management, opportunity and efficiency. Additionally, there are infrastructure projects that contribute to management of tourism discussed in section 1b. Listed below are CBJ planning efforts related to tourism or that have a close connection to tourism as they are located in the downtown area. Efforts that may be funded by Marine Passenger Fees are designated with an asterisk.

1. Eaglecrest Summer Development Plan
2. CBJ grant to Whale SENSE Program*
3. Blueprint Downtown
4. Housing issues downtown
5. Waterfront Museum*
6. Small vessel docking study*
7. Issues identified in the Manager's recommended Passenger Fee Memo to the CBJ Assembly*
 - a. Juneau Cruise Passenger Survey
 - b. Cruise Passenger Transportation Study/Planning

The current management approach is realized through a mix of industry best management practices, agency permits and operations, and services provided by non-profits through grants and infrastructure planning. Compliance with visitor industry regulations and best practices is voluntary at times and mandatory under federal, state, or local statute or regulation. CBJ Resolution 2170, adopted in 2002, outlines tourism industry related policies and guiding ideas that are still relevant to the community. However, the resolution has not been used consistently as a guiding tool.

CBJ does not manage tourism through a single entity or under one section of code; various CBJ Departments manage areas used by tourists and tour operators. Those management activities include:

1. Dock Scheduling – Cruise Lines Agencies of Alaska (CLAA) schedules ships into Juneau and assigns the use of CBJ's Alaska Steamship Dock and Cruise Ship Terminal, as well as the lightering float used

by ships at anchor. CBJ has no contractual relationship with CLAA or member lines governing the use of these facilities.

2. Docks & Harbors Waterfront Management
 - a. Commercial Use Permitting of Docks and Harbors
 - b. Dock Maintenance
 - c. Seawalk Maintenance
3. Docks & Harbors / CBJ Assembly
 - a. Tidelands management
4. Parks & Recreation Management
 - a. Commercial Use Permitting of Parklands and Facilities
 - b. Seawalk Maintenance
 - c. Parks Management and Maintenance
5. Community Development Department Land Use Permits (including Planning Commission reviews)
6. Engineering/Public Works Right-of-Way Management
7. DOT Management of South Franklin Street – The roadway from Main Street to the Rock Dump is owned and managed by State DOT (Marine Way and South Franklin Street). However, for over 30 years, CBJ has taken the lead on roadway improvements.
8. Tourism Best Management Practices (TBMP) – Annual funding provided by CBJ from Marine Passenger Fees; the program is operated voluntarily by tourism operators and also manages the crossing guard program which is funded by Marine Passenger Fees.

Recommendations

1. CBJ should establish a centralized tourism management function funded by CBJ with full-time staff to guide implementation of the 2002 Tourism Management Plan (TMP) where applicable. The TMP provides an example of how this could function.

Docks & Harbors does not object to CBJ standing up full time staff as an intake for all things related to tourism management. It is possible that efficiencies could be realized in the number of permits required by companies which transcend CBJ Departmental boundaries, such as Docks & Harbors, Parks & Rec, Eaglecrest and JPD. However, Docks & Harbors cautions that a one size fits all mentality for every tourism permit could be counterproductive. As an example, Docks & Harbor believes the Seawalk from Marine Park to Franklin Street Dock is managed strictly and efficiently meeting the expectations of local and tourists. Should another entity begin managing this portion of the Seawalk, Docks & Harbors would strongly advocate to be consulted on decision made on Docks & Harbors managed properties.

2. CBJ should determine community goals (emissions, shore power, congestion mitigation, etc.) and develop and implement an action plan to achieve these goals.
 - a. Complete the Blueprint Downtown sub-area plan and address land use and zoning, as well as incentivizing local business development in the downtown core.

Docks & Harbors is currently pursuing an Electrification Study through our consultant,

Haight & Associates. The study will be completed in April 2021 and will determine whether there is sufficient power in Juneau to allow more than one cruise vessel to receive shore power.

3. The TBMP program should be augmented and supported by CBJ. TBMP remains an industry driven and operated program. As an industry program, peer and industry pressure achieves compliance that would be difficult to obtain under a regulatory regime.

Docks & Harbors strongly endorses voluntary, peer led compliance governance as the preferred means to establish desired community outcome.

4. CBJ should adopt ordinances and regulations to establish consistent management of commercial tour use on all lands, including parks, docks and harbors, right-of-ways, and other lands owned by the CBJ. Management considerations should include:
 - a. Continue to charge fees to fund required services and mitigate impacts. Review and revise fee schedule to ensure fees are appropriate.
 - b. Consider whether there should be commercial tour permitting on city streets and sidewalks for commercial tours such as guided hikes or guided micromobility tours; and if so, regulations should be developed in the same way that CBJ regulates parks and trails, to determine impacts, including days, times and capacity.
 - c. Limit Parks & Recreation commercial use permits to determine facility capacity and impacts (including hours and days). This may include some areas with higher visitation and some areas with lower or no visitation.
 - d. Require all tourism operators receiving Commercial Use Permits to be active members in good standing of TBMP and comply with TBMP guidelines, and where applicable, also be active members in good standing with WhaleSENSE and comply with WhaleSENSE guidelines.

Docks & Harbors requires all companies which have tour permits to be TBMP members when using CBJ owned facilities. Although Docks & Harbors concur with WhaleSENSE guidelines, the efficacy of requiring compliance is problematic as most whale watching excursions do not originate from CBJ owned facilities, the marine mammal resource is managed at the federal level and Docks & Harbors would not have the human capital to enforce violations.
 - e. Work with related agencies and partners, such as NOAA, on reducing speed and wakes from whale watching vessels in Statter Harbor, Auke Bay and other impacted areas.

Docks & Harbors has established a TBMP navigational corridor through Auke Bay to better manage damage from wakes and has implemented a no wake zone through Smuggler's Cove. Statter Harbor Officers routinely reminds harbor users that vessel operators are responsible for damage to property caused by one's wake. Docks & Harbors would not have the human capital to enforce violations.
 - f. Consider researching and implementing a permitting system for whale watching operators.
 - g. Recognize operators participating in the Alaska Travel Industry Association (ATIA), program "Adventure Green Alaska", to encourage sustainability practices.
 - h. Incentivize operators to adopt environmental best management practices through local award programs, such as a Juneau Commission on Sustainability award.
 - i. Recommend operators/cruise lines adopt Travel Juneau "Juneau Pledge" and ATIA "Alaska" pledge. Cruise lines may also create their own "Alaska" pledge through CLIA (a creative method to encourage guests from around the world to embrace community respect and

positive visitor behavior).

5. CBJ should require Cruise Lines International Association (CLIA) member cruise lines to operate in the following manner:

- a. In 2020 and going forward, minimize cruise ship waste in the landfill and prohibit ships from off-loading furniture, bedding, pillows, mattresses, electronics and other similar bulky items as garbage into the Juneau landfill. Coordinate with the landfill, CLIA and CLAA to implement this recommendation and as CLAA receives notifications and picks up the offloads, ask them to assist with not accepting these items. By 2021, consider prohibiting any cruise ship waste offloads into the landfill.

Docks & Harbors concurs with the goal of reduction of bulky material into the private Juneau landfill. It does not agree with regulatory means to compel compliance.

CLAA Port Manager Andrew Green testified that several vessels have added emission scrubbers to improve air quality many, but not all, vessels previously had two incinerators. Some vessels removed an incinerator for a scrubber resulting in less room available onboard to stow trash. This resulted in an increase in trash being brought to the landfill, up to three containers of waste may be transferred off a vessel. The International Maritime Pollution Act require port facilities provide certain services such as oily waste and offloading of trash from vessels engaged in international voyages, some ports have exemption. In SE Alaska, Juneau is the only port which can accept trash off loaded from a cruise ship. Whittier and Seward also have limited ability to handle trash and no local ability. The offloaded trash is regulated and it must be hauled to USDA approved land fill. It's a very complex and an operationally necessity. Mr. Green believes that only the absolutely necessary trash is removed from the cruise ships. He had heard that mattresses had be taken to the Juneau landfill which was the result of Canada not permitting the removal of mattresses without sterilizing which was not possible. The industry would not want to lose the opportunity to offload trash in Juneau as there are no other options. He also said that the amount of material which is deposited at the landfill from cruise ship is a small percentage of the overall waste.

Holland-American Group intends to pursue, self-imposed, zero refuse discharge in Juneau.

- b. Maximize use of shore power by all cruise lines by requiring CLAA to assign shore power configured ships to electrified docks once additional shore power infrastructure is in place.

Docks & Harbors has contracted with Haight & Associates to determine Juneau's energy capacity to power additional cruise ship berths. In addition to other requirements, the study will determine anticipated rate increases if the power is provided on an interruptible or firm basis. The report is expected to be complete in April 2021. In general, Docks & Harbors does not concur with forcing CLAA to comply with operational scheduling edicts. There are many operational and contractual requirements which CLAA must juggle in the preparation of schedules. The recommendation as written could require all vessels with contractual obligations to the privately owned AJ Dock to go to the CBJ owned electrified dock.

- c. Limit water usage by ships in periods of drought.

Approximately five years ago, water rationing to cruise vessels was a concern within the community. To address the issue CLAA would consult with the CBJ Water Division to determine how much water could be provided to a vessel on a daily basis. The cruise lines were not put off that they didn't receive water during periods of rationing. Since then, head tax was used to construct the Salmon Creek Water Filtration Plant which now serves 33% of all water needs in Juneau. Providing water to the cruise ship hasn't been an issue recently and the recommendation "to limit water usage in periods of drought" is already in place. Mr. Green (CLAA) indicated the industry supported the request to solve water issues in Juneau which included building a 1.5M tank at the Last Chance Basin, which was a massive well water development in the basin. The industry also supported the UV treatment and filtration system for the Salmon Creek Dam water supply. Mr. Green indicated that it should be very difficult to run out of water. Nonetheless, the industry will throttle back water request, waste water, shore power or any other service to be equitable and meet the needs of the community. The cruise industry was successful in lobbying for funds either head tax or state marine passenger fees.

- d. Turn off large LED screens while in port in coordination with CLIA and TBMP
- e. Maximize "localism"
 - i. Encourage cruise lines to maximize partnerships with locally owned businesses.
 - ii. Continue to support and direct cruise ship passengers to local businesses.
- f. Coordinate with CLIA and CLAA on ship scheduling and berthing to minimize congestion at all docks. These recommendations should be implemented over the next three years based on feasibility and need. In 2020, strategically assign ships based on size with the goal of reducing traffic congestion downtown
 - i. In 2020 and going forward, work with CLAA and CLIA to provide more transparency and visibility for schedules and projected passenger counts, two years in advance or upon creation.
 - ii. In 2020 and going forward, should a ship wish to call in Juneau at CBJ operated facilities on a day other than what was originally scheduled due to weather or other factors, CLAA should review this request with CBJ prior to confirming this call in order to evaluate how the change affects congestion and other impacts to the community. Docks & Harbors believes this is such a rare occurrence that it merits deletion. As an example, a vessel may not be able to moor in Skagway due to high winds. No one (cruise lines, CLAA, port communities) benefits with port call uncertainty. It is not clear who in CBJ would approve this request for port changes.
 - iii. In 2021, stagger arrival times of ships by 30 minutes.

This reads as if a change is required. Currently ship arrivals are scheduled at no less than 30 minutes between vessels. There may be confusion within the community as the CLAA maintains two arrival schedules, one for the general public which is approximate and an operational schedule which is considered SSI (Sensitive Security Information) used by those who need an accurate arrival time. The latter will never schedule two cruise vessels to arrive simultaneously.

Safety is number one concern for all involved in the maritime transportation industry

and arrival times are closely aligned with the Alaska pilots. Additionally, the longshore labor pool is limited that it is virtually impossible to moor vessels any sooner than 30 minutes between arriving vessels.

- iv. In 2022 if the NCL berth is operational as the fifth dock, prohibit hot berthing as a scheduled practice.

Docks & Harbors favors a restriction to limit hot berthing of a future NCL berth and recommends this prohibition be incorporated in lease negotiations.

- 6. CBJ should clearly establish guidelines and goals for the scheduling/assigning of **municipal** docks. These recommendations should be implemented over the next three years based on feasibility and need.

- a. In 2020 and going forward, prohibit docking or anchoring of passenger cruise ships of any size in Auke Bay, specifically Statter Harbor, except for emergency purposes.

Docks & Harbors objects to this statement as written. Docks & Harbor agrees that the existing infrastructure is woefully inadequate and currently not suitable for supporting cruise ships. However, it may be adequate and desirable for small cruise ship visits following recapitalization of the aging Statter Breakwater. There is also a concern that large yachts or mega yachts with only 12 passengers could be prevented from using Statter Harbor under these recommendations.

- b. In 2020 and going forward, work with CLAA and CLIA to provide more transparency and visibility for schedules and projected passenger counts, two years in advance or upon creation.
- c. In 2021, stagger arrival times of ships by 30 minutes.

This reads as if a change is required. Currently ship arrivals are scheduled at no less than 30 minutes between vessels. There may be confusion within the community as the CLAA maintains two arrival schedules, one for the general public which is approximate and an operational schedule which is considered SSI (Sensitive Security Information) used by those who need an accurate arrival time. The latter will never schedule two cruise vessels to arrive simultaneously.

Safety is number one concern for all involved in the maritime transportation industry and arrival times are closely aligned with the Alaska pilots. Additionally, the longshore labor pool is limited that it is virtually impossible to moor vessels any sooner than 30 minutes between arriving vessels.

- d. In 2022 if the NCL berth is operational as the fifth dock, prohibit hot berthing as a scheduled practice.

Docks & Harbors favors restriction to limit hot berthing of a future NCL berth and recommends this prohibition be incorporated in lease negotiations.

- e. Prioritize berthing for shore power configured ships once additional shore power infrastructure is in place.

In general, Docks & Harbors does not concur with forcing CLAA to comply with operational

scheduling edicts. There are many operational and contractual requirements which CLAA must juggle in the preparation of schedules. Not only does CLAA schedule the Juneau berths but berths throughout SE Alaska. Mandating unilateral direction within the Port of Juneau may have unintended consequences throughout the region. The recommendation as written could require all vessels with contractual obligations to the privately owned AJ Dock to go to the CBJ owned electrified dock.

7. Incentivize Juneau as a turn port for smaller ships.

Docks & Harbors strongly concurs with incentivizing Juneau as small cruise ship turn port and is in the process of conducting Small Cruise Ship Infrastructure Master Plan. This plan will determine opportunities to support the smaller cruise ship industry needs, defined as vessels under 275 feet in length. Encouraging Juneau as a turn port would be an economic boom for many small local businesses.

8. Juneau should establish a marketing identity through their destination marketing organization, Travel Juneau. Integrate this marketing identity across the community (conceptual draft – Juneau is proud of its cultural heritage, support of the arts, love of the natural environment, and finds its identity as an ocean and mountain town).

1b) Is the approach adequate within the existing dock infrastructure and within other foreseeable public or private infrastructure projects for the growth anticipated?

The current management approach within the existing and foreseeable infrastructure projects is not adequate. Many of the current projects address important issues, but the approach needs to be consistently coordinated among city, state, and federal partners. Additional work should be continued to mitigate current impacts and anticipate future impacts. Numerous upgrades to downtown infrastructure are underway and some may be impacted by reduced Marine Passenger Fee revenue. These projects increase Juneau's ability to host large numbers of visitors. The upgrades, with completion dates, include:

1. Egan Drive improvements (2020) – ADOT reconstruction of Egan Drive from Main Street to 10th Street.
2. Small bus staging at the Archipelago area (2022) – Deckover of tideland area close to the Marine Parking Garage to provide space for passenger bus loading.
3. Open space at the Archipelago area (2022) – Private project adjacent to the Marine Parking Garage to develop commercial and open space on the waterfront.
4. Sidewalk stanchions (2020 - 2022) – Continue installing barriers at the edge of sidewalk along S. Franklin Street to separate pedestrians and vehicles.
5. Warner's Wharf Alley Improvements (2020-2021) – Safety and pedestrian improvements to the Seawalk access on Warner's Wharf, adjacent to Pier 49.
6. Dock Electrification planning (ongoing).
7. Seawalk Infill at Marine Park (2021) – Install Seawalk decking over the area where the lightering ramp and float was removed. This will extend the Seawalk to connect to Marine Park.
8. Seawalk expansion South to AJ Dock planning (ongoing).
9. Marine Park Upgrades (2023) – Park reconstruction project to improve pedestrian flow and user

amenities on the waterfront.

10. Marine Way Seward Street Crosswalk (2021) – Evaluate location of crosswalk and utility of left turning movement at Seward Street.
11. Cruise Ship Real Time Wastewater Monitoring (2021) - Install instrumentation and control systems to track strength and flow rate of discharges to allow for efficient plant management.
12. Franklin Dock Floating Berth (2021) – Private project evaluating replacing the current cruise ship dock with a floating berth.

Recommendations

1. Additional infrastructure development should be considered in the downtown area to accommodate current volumes and potential growth. Continued efforts to move people and vehicles through downtown efficiently and safely are necessary.
 - a. Traffic congestion on S. Franklin is a critical infrastructure issue that needs to continue to be addressed through planning, design, and construction to separate pedestrian and vehicular flow. CBJ and DOT should coordinate to accomplish this work. Considerations should include:
 - i. Maximize right-of-way space for pedestrians.
 - ii. Minimize required stops for vehicles.
 - iii. Extension of pedestrian stanchions.
 - iv. Minimize and consolidate turning movements.
 - v. Focus pedestrian flow to crosswalks and desired destinations.
 - vi. Improve pedestrian flow by creating better access between Seawalk and S. Franklin Street.
 - vii. Consider staging areas outside of downtown for cargo deliveries and incentivize companies to deliver outside of times when cruise ships are in port.
 - viii. Encourage and incentivize electrification of tourism vehicles.

Docks & Harbors has coordinated with AELP and has installed the necessary electrical vaults and conduit to provide electrical charging stations at the newly constructed Archipelago Lot. Currently there are no small electrical busses in Juneau but Docks & Harbors will be prepared to support when the need is requested.
2. Research and develop efforts to move people on and off the right-of-way, including circulators, electric ferries, Seawalk extension, connections between S. Franklin Street with the Seawalk, and other alternative pedestrian routes.
3. Prioritize dock electrification and continue to work with the electrical utility to monitor electrical capacity available for purchase on either an interruptible or firm basis.

Docks & Harbors has contracted with Haight & Associates to determine Juneau's energy capacity to power additional cruise ship berths. In addition to other requirements, the study will determine anticipated rate increases if the power is provided on an interruptible or firm basis. The report is expected to be complete in April 2021.

4. Limit expansion of downtown dock infrastructure to allow for no more than one additional larger cruise ship.

Docks & Harbors does not object to limiting the downtown large cruise ship capacity to five. It is recommended that the limitation be negotiated contractually during tideland lease discussions.

5. Wastewater, water, and air quality should continue to be evaluated by the City and State to reduce impacts on the health of the community and environment. Responsible agencies should evaluate and plan to analyze capacity and impacts of increased cruise ship visitation. Air quality should be monitored regularly for adherence to strict standards, including compliance with the Marine Vessel Visible Standards (18 AC 50-.070) and all available and reasonable steps to minimize visible stack emissions while in port should be taken.
6. Plans for infrastructure development including design standards and analysis of growth and impacts should be completed for other areas outside of the downtown waterfront where tourism growth is occurring or could occur, such as Auke Bay and North Douglas (Eaglecrest).
Docks & Harbors has proactively studied and advanced ideas to reduce congestion in the Auke Bay vicinity. This includes the acquisition of the Auke Bay Marine Station and steadfast efforts to execute the multi-phase Statter Harbor improvements. Docks & Harbors is open for innovative ideas encouraging large water taxis or ferry shuttles to transport visitors from the downtown core to Douglas Harbor or the eventual NCL dock.
7. Support public and private development ventures that alleviate pressure on existing infrastructure.
8. Ensure recreational facilities such as trails for hiking and biking are developed to maintain Juneau as a top recreational place to live and visit.
9. Recognize the contributions of Native Alaska organizations to the downtown core and support continued growth of cultural tourism and installation of Native Alaska art in public spaces.

2. Mayor's charge: Regarding reviewing and updating the Long Range Waterfront Plan

The Long Range Waterfront Plan (LRWP) has guided CBJ thinking and actions on the development of waterfront infrastructure for the last 15 years. The LRWP was the culmination of a great deal of planning work in the early 2000's. Writing, considering, and adopting the LRWP was very time consuming, and required extensive and sustained public engagement. Updating or re-writing the Plan would be similarly difficult and time intensive.

2a) What are the pros and cons of updating the LRWP?

Pros

1. The LRWP is an infrastructure development plan for the waterfront land between the Juneau - Douglas Bridge and the Little Rock Dump. The extent of tourism reach in Juneau has expanded beyond the downtown waterfront; updated planning could be done in areas outside the scope of the LRWP, including harbors and transportation corridors.
2. Proactive planning instead of a reactive approach is needed on infrastructure and tourism issues.
3. In 2004, the work on the LRWP was a positive step in bringing the community together on tourism issues.

Cons

1. The effort and cost of the LRWP was very high.

2. It is uncertain whether the community has the capacity to focus on a yearlong waterfront planning process.
3. The current plan is still functional and valid for the waterfront area.
4. There are many neighborhood, harbor, and park plans that inform zoning and infrastructure development.

2b) If the LRWP was updated, should it be an infrastructure update or should that update consider other policy or operational issues?

1. The LRWP horizon extends to 2026. Currently, the concept design approaches and recommendations within the plan are still valid and can be used as a foundation for continued development along the downtown waterfront. Approximately 50% of the tasks outlined in the LRWP are complete; progress should continue to complete the remaining viable tasks by 2026.
2. Updates on completed projects along the downtown waterfront should be made and communicated to the public through a conceptual five-year Capital Improvement Program (CIP).
3. Regarding considerations of policy and operational issues, recommendations in Task Force charging question #1 respond to this need.

Recommendations

1. Do not expend the effort necessary to update the LRWP. The CBJ Assembly should maintain focus on better tourism management and rely on the finer detailing from the ongoing Blueprint Downtown planning efforts.
Docks & Harbors agrees that the LRWP has proven to be a significant guiding principal in developing the downtown waterfront. Numerous improvements can be attributed to the LRWP and it is not recommended that a revision is necessary. More recent studies such as the Urban Design Plan (Taku Dock to Marine Park) and the ongoing Blueprint Downtown and Small Cruise Ship Infrastructure Master Plan appear to provide a community vision of appropriate and sustainable planning documents.
2. Complete development of the Seawalk.
Docks & Harbors strongly supports the completion of the Seawalk from the Douglas Bridge to AJ Dock. One of the Small Cruise Ship Infrastructure Master Plan preliminary alternatives encourages development along the Coast Guard/NOAA Dock which would provide linkage from Gold Creek to the Merchant's Wharf.

3. Mayor's charge: Regarding the persistent idea of a restriction on the number of visitors

1. Consider and research whether a restriction on the number of visitors arriving in Juneau would be legal, enforceable or practical.
2. If found to be legal and enforceable, advise on the pros and cons of the concept of restricting the number of visitors and whether a restriction strategy might be:
 - a. A concept that would apply to annual/seasonal visitation numbers?
 - b. A concept that would apply to daily visitation numbers?

3. Consider whether changes to ship scheduling (daily arrivals and departures) might address community concerns and impacts.
4. Consider the pros and cons of CBJ becoming involved in dock scheduling.

Legal Considerations

The City Attorney provided the task force with a memo on January 21, 2020 that broadly outlined the numerous legal hurdles that could oppose a legal limitation on the number of cruise ship passengers that visit Juneau.

Practical Considerations

As a practical matter, limitation of cruise ship passenger visitation can be achieved by the following methods:

1. Limit by Infrastructure

Whether or not to lease tidelands for a new dock (or docks) to accommodate larger cruise ships is the most pressing capacity question that Juneau will face in the foreseeable future. The CBJ Assembly should spend a significant amount of time studying this issue. A new dock may or may not supplant the existing anchoring and lightering and may or may not result in significant ship visitation growth. However, that analysis is greatly over simplified.

2. Limits on Ship Scheduling

The revenue bonds that financed the construction of CBJ owned cruise ship docks and lightering float (commonly known as 16B) requires that the debt service not be placed in jeopardy. The bonds are scheduled to be paid off in 2034, but the CBJ can prepay the bonds as early as March 1, 2026. Limitation on dock availability (such as instituting “no ship days” at CBJ facilities) at the municipal docks may cause such jeopardy.

CBJ does not have the authority to limit scheduling/berthing at the two privately owned docks. If, over time, the municipality acquired the private docks, it would eventually have more control of scheduling once the debt incurred in the acquisition was retired. Note, however, that neither private dock is for sale.

To limit ships anchoring and lightering, CBJ could consider limiting availability of its owned lightering docks. However, private lightering options could become available.

Daily or hourly limits could also be considered on the availability of commercial activity on CBJ lands and harbors.

3. Limit by Negotiation

CBJ effectively ended years of litigation with CLIA by negotiating a Memorandum of Agreement that satisfies the needs of Juneau and the industry. A best course of action should include determining community goals and directly negotiating to achieve them.

4. Financial Incentives/Disincentives

Different ship berthing protocols can result in less congestion, but there are barriers to adjustments to the assigned berthing locations. Issues include cruise lines’ historical preference and the economic disparity between the rates charged at less expensive CBJ facilities and the

costlier private berth options.

Recommendations

1. At this time, the CBJ should not pursue a hard numerical “cap” on numbers of visitors because it is legally questionable and logistically impractical. Limitations can be achieved through other measures, including port infrastructure capacity to better manage the impacts of visitors.
Docks & Harbors concurs with not pursuing numerical caps to manage industry growth. It would be preferable to impose limits through negotiations such as through CLIA annually or thorough a tideland lease process for the NCL Dock.
2. Request CBJ Law to research how other U.S. communities have instituted a numerical visitor cap and /or other possible methods of limitations.
3. CBJ has traditionally left scheduling of the port and assigning of the City docks to CLAA, but should take a more active role to achieve its management goals. See section 1a of this report for specific recommendations.
Docks & Harbors respectfully disagrees that a more proactive role in scheduling would lead to greater efficiencies or quality of life improvements. CLAA orchestrates a very complex scheduling of ships throughout SEAK and even the best intentions of local demands could be detrimental to the overall regional scheduling scheme. Docks & Harbors does, however, recommend that its staff meet annually with CLAA to discuss Juneau-specific concerns. This could include ensuring CLAA is aware of events such as the Blessing of the Fleet, Maritime Festival and 4th of July impacts.
4. CBJ should negotiate changes that would promote more efficient ship scheduling, berthing and managing congestion, such as assigning larger capacity ships to the City docks and reducing traffic on South Franklin.
Docks & Harbors respectfully disagrees that a more proactive role in scheduling would lead to greater efficiencies or quality of life improvements. CLAA orchestrates a very complex scheduling of ships throughout SEAK and even the best intentions of local demands could be detrimental to the overall regional scheduling scheme. Docks & Harbors recognizes that the private docks have contractual relationships with individual cruise ship companies which could adversely imperil those legal obligations. CBJ has successfully managed the two city-owned cruise ship docks for several decades without contractual agreements. Docks & Harbors does not see the necessity to make recommended changes.
5. By 2023, CBJ should negotiate a formal agreement with the industry to limit the number of ships to five larger ships per day, one ship at each dock or four ships at docks and one at anchor (if the fifth dock is not built or if a fifth ship chooses to anchor instead of dock). This would give the industry time to adjust to recommendations.
Docks & Harbors agrees with pursuing non-regulatory agreements which limit the number of large cruise ship vessels to five per day.
6. CBJ should work with cruise lines to attempt to “get the peak out of the week” and balance the numbers of visitors across days of the week. There are more docks being constructed throughout Southeast; CBJ and other Southeast communities should work with the cruise lines to manage visitation throughout the region.
Docks & Harbors agrees that in a perfect situation, the number of vessels and passengers arriving daily would be constant throughout the season. Unfortunately, market forces and traveler preference dictate most cruise ships depart from Seattle or Vancouver over the

weekend resulting in peak arrivals in Juneau early in the week. Docks & Harbors agrees with working together with the industry to improve the passenger experience constructively.

7. CBJ should work with the various agencies including CLAA, CLIA and individual ship lines to discourage or prohibit anchoring and lightering by larger ships if an additional dock is constructed. If a Subport dock is constructed, the CBJ should more thoroughly investigate and completely understand under what circumstances the USCG would remove or restrict the current anchorage.

Docks & Harbors agrees with the goal of limiting the number of large cruise ships to five per day using non-regulatory or negotiated agreements.

8. The Visitor Industry Task Force did not reach consensus on the issue of a ship free day or “no ship days” at one CBJ dock per day. One option could be instructing CLAA to cease assigning one of the city docks on certain Saturdays, alternating between Alaska Steamship Dock and Cruise Ship Terminal. Issues discussed included:

- a. Economic impacts
- b. Region-wide scheduling considerations
- c. Inability to control assigning of private docks
- d. Legal and debt service concerns (16B docks)

Docks & Harbors does not concur with limiting the Docks Enterprise opportunity for revenue generation. Docks & Harbors does not receive general funds supported by property tax or sales tax and revenue reductions do affect its operational budget.

4. Mayor’s Charge: Considering methods for collecting public opinion

Consider the pros and cons of collecting public opinion through formal surveys, including researching survey costs. Public opinion is always important for the CBJ Assembly to determine and collect; however, asking simple yes/no questions on nuanced issues can be polarizing and can be difficult to get the public to understand all of the details necessary for formation of well-founded policy decisions.

In the 1990’s and 2000’s, CBJ commissioned a number of surveys of public perceptions on tourism. The 2002 Juneau Tourism Management Plan identifies survey results as the primary indicator for activating “safety valves” – constructing an additional port separate from Juneau, but within the Borough to disperse the CBJ’s visitor load. Public surveys can be a useful community engagement tool, because they make it possible to get results from a broader cross section of the community than with other public engagement methods. However, it is important for survey questions to be well designed. It is also important to have a clear understanding of the purpose of the public survey. Such a survey could be focused on general public perception (i.e. “has Juneau reached its capacity for cruise tourism?”) or focused on measuring community impacts in specific areas. It would also be important to consider who would use the survey results and for what purpose.

Recommendations

1. Engage a third party contractor to complete a public opinion survey of Juneau residents at the end of the 2021 cruise season.

Docks & Harbors concurs that surveying the public is a useful exercise in developing metrics to

meet expectations.

2. Depending on the utility of a survey, additional surveys should be planned to gauge how management strategies are influencing public perception.
3. Consider collecting data on the effects of hot berthing.

Additional Task Force Discussion Issues

Subport Development/Upcoming Norwegian Cruise Line Dock Proposal

Whether or not to support an upcoming Subport development proposal is a CBJ Assembly decision. The USCG and/or NOAA also have important roles. Future discussions should consider allowing, limiting or prohibiting anchoring in the Juneau Harbor. The use of dynamic positioning navigational systems, which when in use, designate vessels as “underway” vs. “anchor” should also be discussed as this may change the ability of agencies to utilize certain management tools to control the anchorage.

A shift in docking or anchoring of cruise ships may alter spending patterns of passengers and affect the local economy. In addition, a dock at the Subport could leverage other community goals such as:

1. Seawalk
2. Small Boat Harbor
3. Ocean Center
4. Berthing for small cruise ships (The Task Force does not yet have an accepted definition of “smaller ships”)
5. Homeporting of “small ships”
6. Economic and/or Housing Development
7. Pedestrian management such as a walkway crossing over Egan
8. Reducing vehicle congestion on S. Franklin Street

Recommendation

Support a Subport dock if the following conditions are met, recognizing that some of these conditions are beyond NCL or any other developer’s control. However, the Task Force submits these items for Assembly consideration in making policy decisions:

1. One larger ship per day using one side of the facility;
2. Maximum of five larger ships in port per day;
3. No hot berthing at the new facility;
4. No larger ships allowed to anchor as the sixth ship in town. Larger ships may anchor but the number of larger ships in port would still be limited to five (CBJ to consider legal ramifications of limiting size of ships at anchor);

5. High quality uplands development for community and visitors;
6. Year round development orientation;
7. CBJ manages dock to some extent through a public private partnership or management agreement;
8. Dock is electrified.

Docks & Harbors generally concurs with these recommendations and is not opposed to opportunities to manage other facilities as a public private partnership. We believe the community is best served with the waterfront in local control. As stated elsewhere Docks & Harbors does not object to non-regulatory limitations of no more than five large cruise ship per day.

Cruise Ship Size Discussion

The task force report includes many recommendations related to cruise ship size, especially as related to a potential new NCL dock and anchoring of ships. In the report, the term 'larger' cruise ship is used and a specific definition of larger ship is not given for the following reasons:

1. The length of a ship does not necessarily determine the number of passengers.
2. Limiting ships by number of passengers may require additional legal analysis.
3. The concern on ship size is related generally to the amount of impacts it creates in the community on the environment, traffic and congestion, and infrastructure. The Assembly may have to define a 'larger ship' as it proceeds with tourism management, but this definition will likely include a deeper analysis of impacts, expected fleet of ships, and ongoing and planned infrastructure development. The committee suggests that 'small ships' are those with 500 or fewer passenger capacity. 'Larger' ships are those that exceed these a 500 passenger capacity.

Docks & Harbors is using the overall length of 275 linear feet as the upper limit in the Small Cruise Ship Infrastructure Master Plan. This length was selected because American Cruise Lines maintains a vessel which operates a 273 foot vessel in SE Alaska named the CONSTELLATION. American Cruise Lines would like to utilize downtown facilities but the CONSTELLATION is too large for any of the small vessel moorage locations.

05 CBJAC 10.060 - Loading permits.

No person shall operate, park, stand, or stop a commercial vehicle, or cause or direct the same, within the designated loading zones in the downtown waterfront area except as authorized by a permit issued hereunder. Vehicular use of designated loading zones for commercial purposes without a permit is a violation of CBJ 85.25.090(11).

(a) *Application process.*

- (1) Application forms for loading permits will be available at the harbor office between April 1 and October 15.
- (2) Applications must be made on the form provided by the department, and must be complete, including all required attachments. Any incomplete application will not be considered for a permit.

(b) *Permit requirements and conditions of operations.*

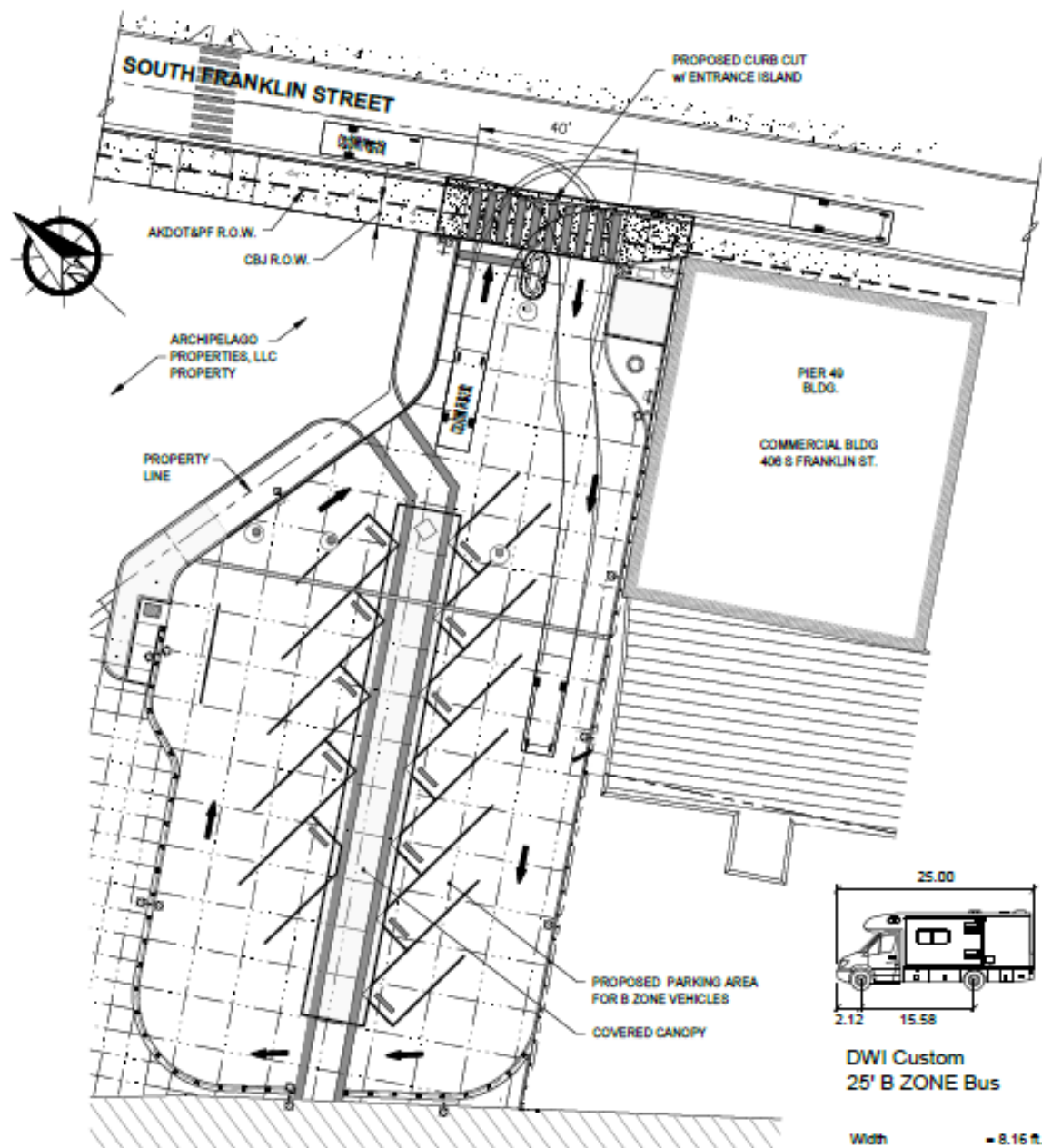
- (1) The port director is authorized to designate loading zones in the downtown waterfront area and establish rules to assure safety, security, and efficiency of operation.
- (2) The port director may issue loading zone permits and require permit holders to comply with stipulations as necessary to assure safety, security, and efficiency of operation. Permit holders shall also comply with the loading zone rules set out in 05 CBJAC 10.060(c) and the general operating requirements set out in 05 CBJAC 10.070.
- (3) An applicant for a loading zone permit must show that use of the permit will be limited to transportation of passengers and/or crew to or from cruise ships. If the applicant will be transporting passengers, the showing must consist of at least one of the following:
 - A. A tour sales permit in the applicant's name;
 - B. A contract for the sale of tours onboard a cruise ship;
 - C. A contract with a cruise ship for the transportation of passengers;
 - D. A contract for the sale of tours with a tour sales permit holder. An applicant may enter into a contract with one tour sales permit holder only; or
 - E. If the applicant sells tours without the aid of the cruise lines, a cruise ship, or a tour sales permit holder, the applicant must show that it will only transport persons who have purchased tours directly from the applicant, and the applicant shall, upon request, provide the port director with a daily manifest showing the names of passengers to be transported.

(c) *Loading zone rules.*

- (1) No signs are allowed in the loading zone.
- (2) Loading zone permits shall be prominently displayed in the lower right corner of the front windshield of the vehicle, or as specified by the director.
- (3) No person shall sell or solicit the sale of any goods or services in any loading zone.
- (4) Goods and passengers shall be staged at loading zones so as to minimize vehicular standing time. No vehicle shall be present in a loading zone except as reasonably necessary for loading or unloading goods or passengers.
- (5) The driver of a vehicle must remain in the driver's seat unless assisting in the loading or unloading of passengers or luggage in the immediate vicinity of the vehicle. No driver may leave a vehicle unattended in a loading zone for any period of time.
- (6) "A" loading zones.

- (A) Vehicles greater than 25 feet overall length ~~containing 18 or more passenger seats~~ may be operated only in loading zones marked "A."
- (B) Permittees using "A" loading zones shall submit a schedule of all cruise ships they will be meeting. For each meeting, permittees must use the "A" loading zone closest to the terminal or lightering dock designated on the schedule. Permittees may not depart from the schedule unless approval is obtained from the director at least 24 hours in advance. Approval shall be contingent upon the impact of changes upon other permittees, users of the park, and traffic conditions.
- (7) "B" loading zones. Vehicles ~~containing fewer than 18 passenger seats~~ 25 feet and less overall length may be operated only in loading zones marked "B."
- (8) A vehicle without the appropriate permit may use a loading zone as necessary for a health or safety emergency. Such use shall be the minimum necessary to resolve the emergency.
- (d) *Limited loading permits.* A person may apply for a limited loading permit for designated vehicles to provide services in a designated loading zone to a cruise ship or cruise ship passengers for occasional or off-peak-hour use. Application must be made to the director no less than one business day in advance of use.
 - (1) *Nonpassenger vehicles.* If the vehicle will be left standing in a loading zone for any amount of time, or if the driver will not remain with the vehicle for any period of time, the applicant must schedule that time with the director so as not to interfere with the efficient use of the loading zone by other permittees. The permittee must conduct all business efficiently so as to minimize any standing in the loading zone.
 - (2) *Passenger vehicles.* All requirements of subsection (c) of this section apply to vehicles providing passenger services to a cruise ship pursuant to a limited loading permit.
- (e) *Fees.*
 - (1) The fee for a loading permit shall be established at least annually by the docks and harbors board.
 - (2) The fee for a limited loading permit shall be \$15.00 per vehicle for each permit day or \$250.00 per year, whichever is less.

(01/19/98; Amended 1-7-2008, eff. 1-15-2008)



**DRIVEWAY TURNING MOVEMENTS
ENTER SOUTH BOUND AND EXIT SOUTH BOUND**

SCALE IN FEET
0 40 80



APPLICANT ADDRESS:
CITY AND BOROUGH OF JUNEAU
DOCKS AND HARBORS
155 S. SEWARD STREET
JUNEAU, AK 99801

PND PROJECT NO. 182045

CBJ DOWNTOWN WATERFRONT IMPROVEMENTS

APPLICANT: CITY AND BOROUGH OF JUNEAU D&H
FILE NO.:
WATERWAY: GASTINEAU CHANNEL
PROPOSED ACTIVITY: WATERFRONT IMPROVEMENTS
SEC. 23 T. 41 S R. 67 E M CRM
LAT.: 58°17' 51" N LONG.: 134° 24' 13" W
DATE: JUNE 2019

Alaska Department of Transportation & Public Facilities/ Division Name]



Driveway and Approach Road Permit Application Update

Application Information

Application Number: 28755

Status: In Review

Customer Information

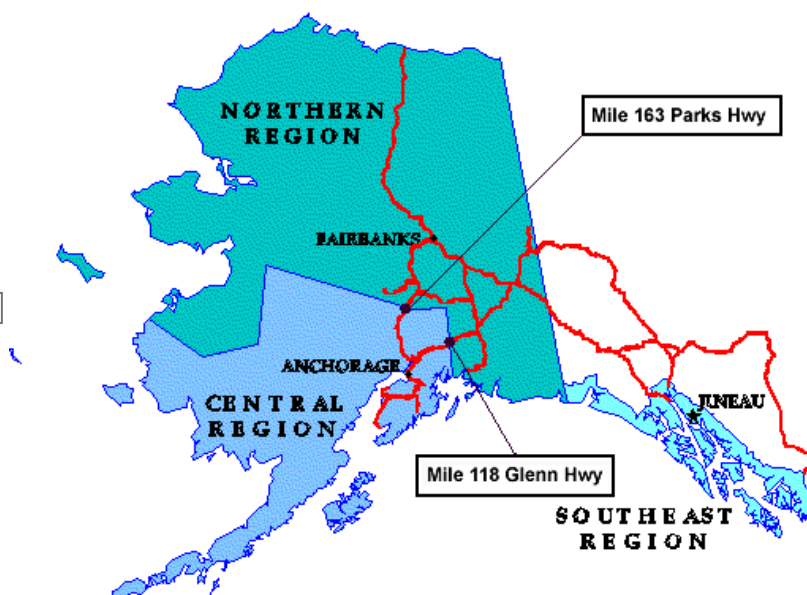
Breanna Lambert
Mr Carl Uchytel (City and Borough of Juneau)
CBJ Port Director
155 South Seward St
Juneau, AK 99801
(907) 586-0294

Location Information

* Denotes Required Field

Region where the Driveway
is located

* Southeast ▼



Please fill out the location information as completely as possible.

Physical Address of the Driveway or Approach Road

Street Number
 Milepost
 Street Name
 Address Line 2
 City
 State
ZIP code format: 99999
 Zip

Legal Description

Survey Number	ATS No. 3	Meridian	Copper River
Survey Number Type	No	Township	41 S
Lot	2	Range	67 E
Block	83	Section	23
Subdivision	Archipelag	Recording District	No
Property Tax ID Number	070K830037 more info	Plat Number	2013-22

GPS Coordinates

	Decimal	OR	Degrees	Minutes	Seconds
Latitude	58.2975		58	17	51
Longitude	134.4036		134	24	13

Narrative

Location Narrative (if the location of the driveway/approach road is difficult to specify using the above fields, describe the location here)

Driveway Information

Is access available from other public rights of way? *

Is the driveway or approach road within a platted right of way? *

How many lots will the driveway or approach road serve?

Size of the tract served by driveway (Enter a value in either the square feet or acres box, but not both) * square feet
 acres

Is the driveway or approach road located within a zoning authority?

Zoning designation

Is the driveway or approach road proposed or existing? *

Date applicant/permittee to complete work in accordance with attached plan *

Maximum number of vehicles which will use the driveway or approach road in any one hour *

What is the driveway or approach road's main use? *

Sight distance left

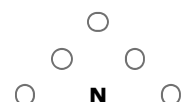
Sight distance right

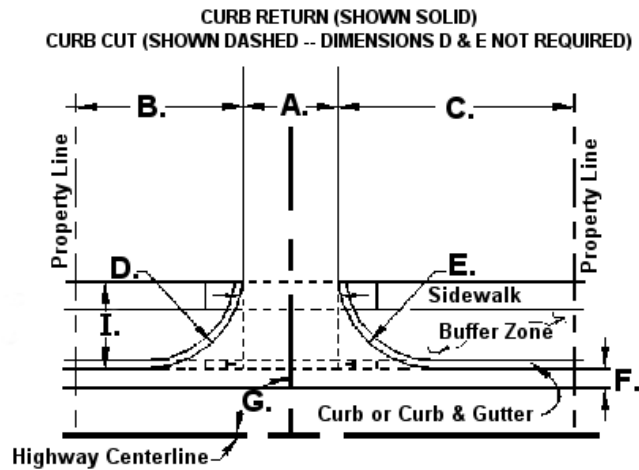
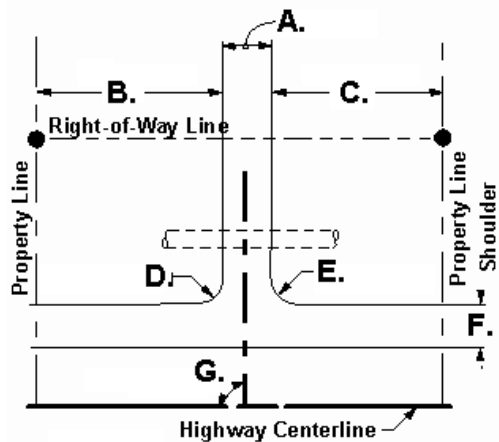
Speed limit

Proposed land use for tract served by the driveway or approach road *

Driveway Specification

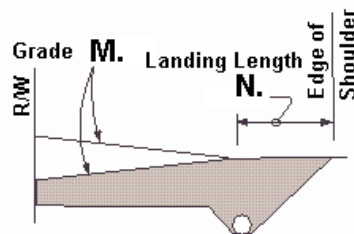
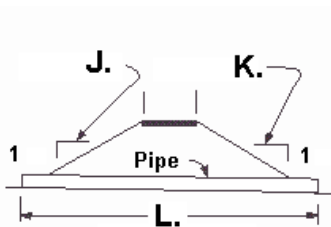
Select the direction of North as you enter the driveway in relation to the drawing provided below:





The links provided on the right each field below provide access to the appropriate Driveway Design Standards for that field.

A. Driveway width	* 40 feet	1190.05(2)
B. Left edge clearance	* 10 feet	1190.05(8)
C. Right edge clearance	* 16 feet	1190.05(8)
D. Left return radius	* feet	1190.05(4)
E. Right return radius	* feet	1190.05(4)
F. Shoulder width	2 feet	Distance from edge of pavement to beginning of ditch slope
G. Approach angle	* 90 degrees	1190.05(3)
H. Curb type	* Curb cut w/o buffer zone	1190.05(10)
I. Curb to sidewalk distance	12 feet	1190.04(6)



J. Left culvert foreslope	1:	1190.04(8)
K. Right culvert foreslope	1:	1190.04(8)
L. Culvert length	feet	
M. Driveway grade	* 2 percent	1190.05(10)
N. Landing length	* 12 feet	1190.05(10)(f)
O. Culvert diameter	inches	18" Minimum Size
P. Culvert type	* None	
Q. Ditch depth	feet	Depth from edge of shoulder to bottom of ditch
R. Shoulder type	* None	
S. Road surface type	* Paved	
T. Driveway landing surface type	* Concrete	

Attachment Information

The following attachments are **REQUIRED FOR ALL** Driveway applications:

- Plat including notes of the placement of the driveways
- Site Plan
- Proof of ownership
- Traffic Control Plan

The following attachments are **REQUIRED FOR ALL** Approach Road applications:

- Construction Plans
- Recorded plat or waiver including notes of the placement of the approach road
- Traffic Control Plan

Your application will not be processed until all required attachments are received.

- ☐ Attachments will be mailed to the address on the following page
- ☒ Attachments are files and will be attached electronically

Submit

Reset

Cancel

- **Submit:** sends your application to the system for review.
- **Reset:** sets all the fields to blank without saving/submitting any current information.
- **Cancel:** exits to the Main Menu page without saving/submitting any current information

Logout

Department of Transportation
& Public Facilities
PO Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Phone: 907-465-3900 || 907-586-8365 (FAX)
State of Alaska © 2011

OWNERSHIP CERTIFICATE

ARCHIPELAGO PROPERTIES, LLC HEREBY CERTIFY THAT THE CORPORATION IS THE OWNER OF LOTS 1 AND 2 AS SHOWN AND DESCRIBED HEREON AND THAT THE CORPORATION HEREBY ADOPTS THIS PLAT OF SUBDIVISION WITH FREE CONSENT, AND DEDICATES ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACE TO PUBLIC OR PRIVATE USE AS NOTED.

DATE 5-20-2019
BY Craig Mitchell
CRAIG MITCHELL
SENIOR VICE PRESIDENT
SHIVERS LENDING, LLC, SOLE MEMBER
ARCHIPELAGO PROPERTIES, LLC

NOTARY ACKNOWLEDGEMENT

STATE OF GEORGIA)
COUNTY OF RICHMOND) S.S.

THIS IS CERTIFY THAT ON THIS 20th DAY OF May, 2019 BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF GEORGIA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED Craig Mitchell TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE/SHE SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED, BEING FULLY AUTHORIZED TO DO SO, WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR THIS CERTIFICATE FIRST ABOVE WRITTEN.

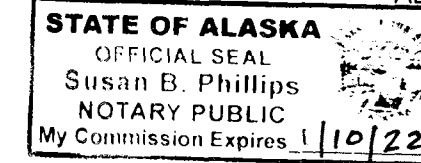


MacLean
11-13-2020

OWNERSHIP CERTIFICATE

THE CITY AND BOROUGH OF JUNEAU, ALASKA (CBJ) HEREBY CERTIFY THAT CBJ IS THE OWNER OF LOTS 3 AND 4 AS SHOWN AND DESCRIBED HEREON AND THAT CBJ HEREBY ADOPTS THIS PLAT OF SUBDIVISION WITH FREE CONSENT, AND DEDICATES ALL STREETS, ALLEYS, WALKS, PARKS, AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

DATE May 23 2019
BY Gregory P. Chaney
GREGORY CHANEY
LANDS AND RESOURCES MANAGER
CITY AND BOROUGH OF JUNEAU

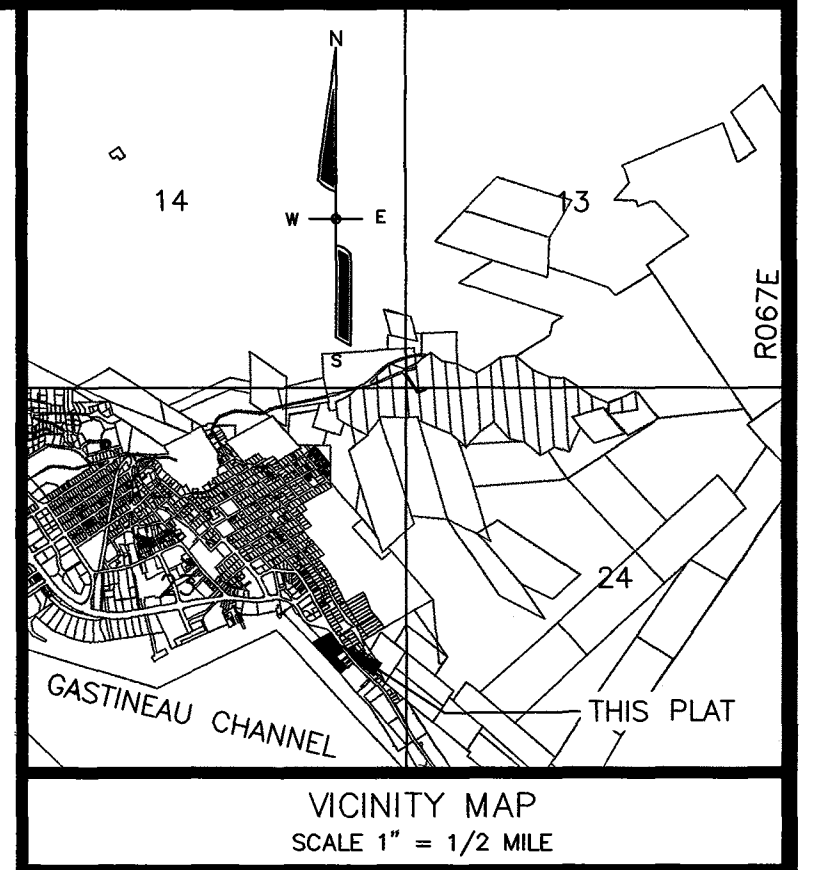


NOTARY ACKNOWLEDGEMENT

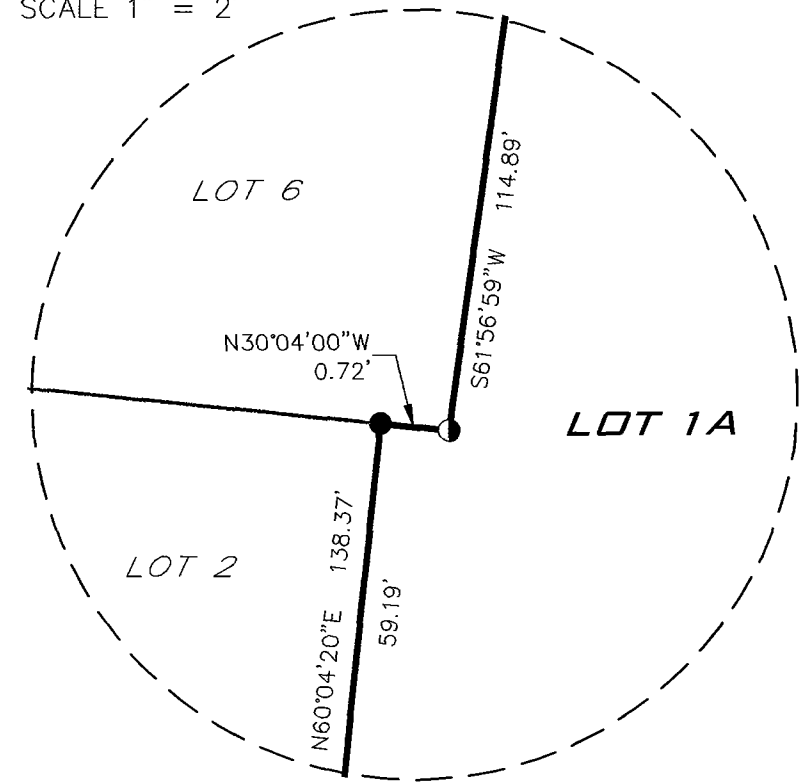
STATE OF ALASKA)
FIRST JUDICIAL DISTRICT) S.S.

THIS IS CERTIFY THAT ON THIS 23rd DAY OF May, 2019 BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED Gregory P. Chaney TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE/SHE SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED, BEING FULLY AUTHORIZED TO DO SO, WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR THIS CERTIFICATE FIRST ABOVE WRITTEN.

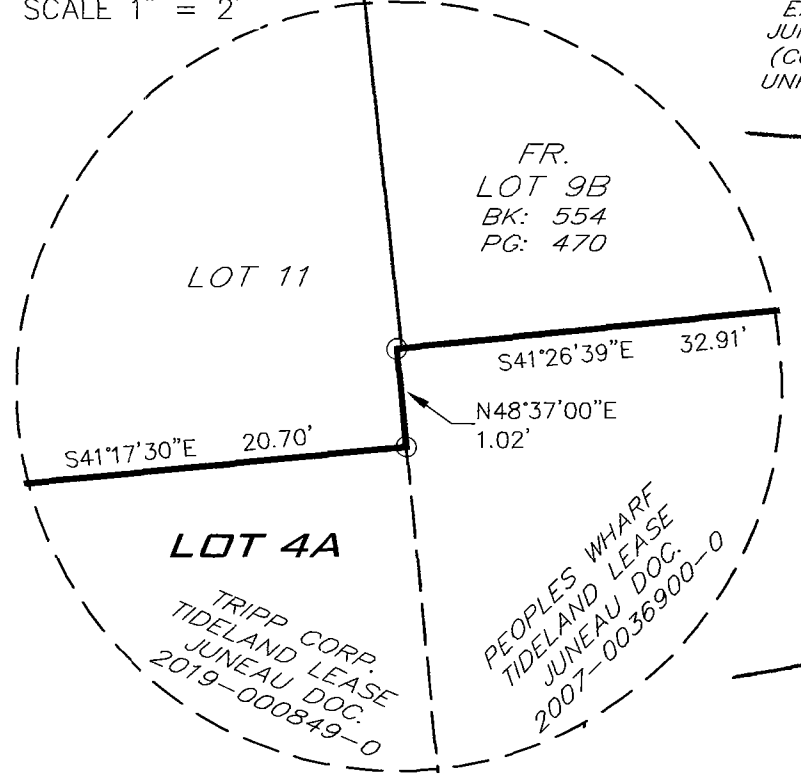
NOTARY PUBLIC FOR ALASKA Susan B. Phillips
MY COMMISSION EXPIRES 1/10/22



DETAIL A
SCALE 1" = 2'



DETAIL B
SCALE 1" = 2'



LEGEND

- RECOVERED ALUMINUM MONUMENT
- RECOVERED 3" REBAR WITH PLASTIC CAP 7712-S
- COMPUTED CORNER, NOTHING FOUND OR SET
- SET 3" X 30" REBAR WITH 1 1/2" STAINLESS STEEL CAP, LS 107707
- SET PK NAIL WITH 1 1/2" STAINLESS STEEL FLASHER, LS-107707
- RECORD DATA, SEE NOTES 3 & 4

EASEMENT VACATED THIS PLAT

VACATED PROPERTY LINE

EASEMENT DEDICATED THIS PLAT

TIDELAND LEASE LINE

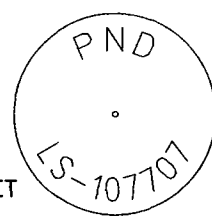
SURVEY TIE

EXISTING EASEMENT LINE

SURVEYED LOT LINE

SURROUNDING STATUS LINE

TYPICAL CAP SET



Attest: Edgelynn W. Green Municipal Clerk
City and Borough of Juneau

COMMUNITY DEVELOPMENT APPROVAL

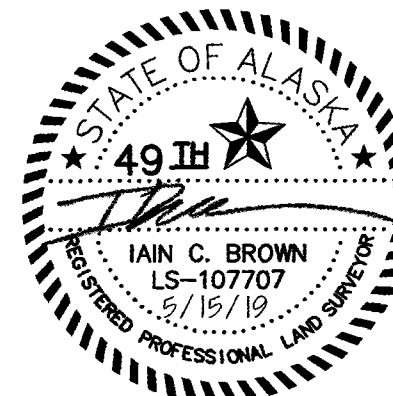
I HEREBY CERTIFY THAT THE PLAT HEREON HAS BEEN FOUND TO COMPLY WITH TITLE 49 OF THE CODE AND CITY AND BOROUGH OF JUNEAU AND IS APPROVED BY THE CITY AND BOROUGH OF JUNEAU, DEPARTMENT OF COMMUNITY DEVELOPMENT, FOR RECORDING IN THE OFFICE OF THE JUNEAU RECORDING DISTRICT, JUNEAU, ALASKA.

BY Jill MacLean DATE 5/23/2019
JILL MACLEAN, DIRECTOR
CITY AND BOROUGH OF JUNEAU
COMMUNITY DEVELOPMENT DEPARTMENT

SURVEYORS CERTIFICATE

I, IAIN BROWN, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONAL AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

Date 5/15/19



NOTES

- THE ERROR OF CLOSURE OF THIS SURVEY DOES NOT EXCEED 1:5000
- ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET, REDUCED TO HORIZONTAL.
- RECORD INFORMATION DERIVED FROM ARCHIPELAGO SUBDIVISION, A SUBDIVISION OF LOT 7A1, LOT 9A AND FRACTION OF LOT 9B, BLOCK 83, TIDELANDS ADDITION, AT NO. 3, PLAT NO. 2013-22. RECORD INFORMATION ALSO OBTAINED FROM JUNEAU DOCUMENT NO. 2015-002355-0.
- WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORD DIMENSIONS ARE SHOWN IN PARENTHESES
- PARTS OF THIS SUBDIVISION ARE LOCATED IN A VELOCITY FLOOD ZONE, ACCORDING TO THE ADOPTED FLOOD INSURANCE RATE MAPS OF THE CITY AND BOROUGH OF JUNEAU. SPECIAL REGULATIONS MAY APPLY.
- IN ACCORDANCE WITH CITY CODE, THE COMMUNITY DEVELOPMENT DIRECTOR AMENDED THE LANDSLIDE AND AVALANCHE MAPS TO REMOVE FORMER LOTS 1, 2, 3, AND 4 FROM THE MODERATE HAZARD ZONE (AME2018-0010).
- EXECUTION OF THIS PLAT VACATES THE EXISTING 50' PUBLIC ACCESS EASEMENT, DEDICATED BY PLAT 2013-22, FROM SOUTH FRANKLIN STREET TO LOT 4.
- DOMESTIC WATER AND SANITARY SEWER DISPOSAL PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC UTILITIES.
- THE VERTICAL DATUM FOR THIS SURVEY IS MEAN LOWER LOW WATER BASED ON A GPS RTK TIE TO NOAA BENCH MARK "2210 K 2011" LOCATED AT THE BASE OF A FLAGPOLE BY THE JUNEAU ARTS/CULTURE CENTER WITH A PUBLISHED ELEVATION OF 27.10' MLLW.
- THIS SUBDIVISION IS AFFECTED BY A CITY OF JUNEAU DOCK MAINTENANCE, OPERATION AND RECONSTRUCTION EASEMENT, DATED FEBRUARY 14, 1967, RECORDED AS JUNEAU BOOK 85, PAGE 20, LOCATION UNDETERMINED AND NOT SHOWN HEREON
- THIS SUBDIVISION IS AFFECTED BY A CITY OF JUNEAU JOINT USE AND OCCUPANCY EASEMENT, DATED AUGUST 05, 1964, RECORDED AS BOOK 73 PAGE 335, LOCATION UNDETERMINED AND NOT SHOWN HEREON.

PLAT OF
LOTS 1A, 2A, & 4A
A SUBDIVISION OF
LOTS 1,2,3, & 4
ARCHIPELAGO SUBDIVISION
WITHIN CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT

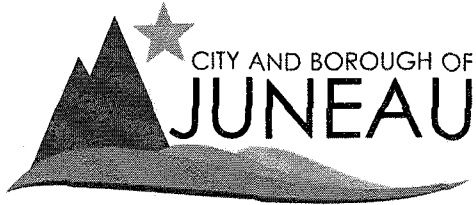
STATE RECORDER'S OFFICE AT JUNEAU

OWNERS: ARCHIPELAGO PROPERTIES LLC CITY AND BOROUGH OF JUNEAU
ONE SEALASKA PLAZA, STE 300 & 155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801 JUNEAU, ALASKA 99801

P N D
ENGINEERS, INC.

1506 West 36th Avenue
Anchorage, Alaska 99503 Phone:
907.561.1011
www.pndengineers.com
AK LIC# AECC250

SCALE:	1" = 30'	FIELD BOOK:	N/A	GRID:	JUNEAU
DESIGNED BY:	IB	DATE:	2/21/19	CASE NO:	MIP2019 0004
CHECKED BY:	DS/WW	PROJECT NO:	182045	SHEET NO:	1 OF 1



Treasury Division
155 S. Seward Street
Juneau, AK 99801
(907) 586-0377 Phone
(907) 586-5367 Fax

CERTIFICATION OF TAXES AND ASSESSMENTS PAID

I, the undersigned, being duly appointed, qualified Treasurer for the City and Borough of Juneau, First Judicial District, State of Alaska, do hereby certify that, according to the records of the City and Borough of Juneau, the following described real property is carried on the tax records in the name of:

Archipelago Properties LLC

Current Owner

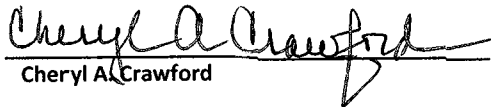
ARCHIPELAGO LT 1

Legal Description

1C070K830036

Parcel Code Number

and that, all Real Property taxes and assessments levied by the City and Borough of Juneau against said Real Property have been paid in full. If approval is sought between January 1 and the date of levy, there is on deposit with the Treasury Department an amount sufficient to pay Real Property tax for the current year based on current available information; however, owner remains responsible for the balance of any taxes owed when billing occurs on July 1, 2019.

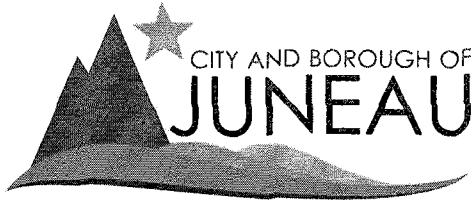

Cheryl A. Crawford

May 21, 2019

Date

This Certification of Payment of Taxes is valid through June 30, 2019

Juneau 2019-19



Treasury Division
155 S. Seward Street
Juneau, AK 99801
(907) 586-0377 Phone
(907) 586-5367 Fax

CERTIFICATION OF TAXES AND ASSESSMENTS PAID

I, the undersigned, being duly appointed, qualified Treasurer for the City and Borough of Juneau, First Judicial District, State of Alaska, do hereby certify that, according to the records of the City and Borough of Juneau, the following described real property is carried on the tax records in the name of:

Archipelago Properties LLC

Current Owner

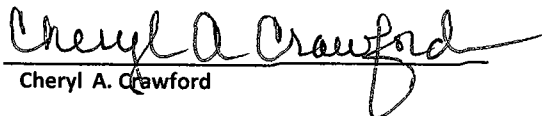
ARCHIPELAGO LT 2

Legal Description

1C070K830037

Parcel Code Number

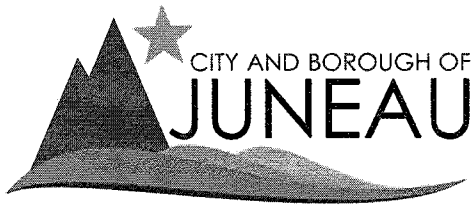
and that, all Real Property taxes and assessments levied by the City and Borough of Juneau against said Real Property have been paid in full. If approval is sought between January 1 and the date of levy, there is on deposit with the Treasury Department an amount sufficient to pay Real Property tax for the current year based on current available information; however, owner remains responsible for the balance of any taxes owed when billing occurs on July 1, 2019.


Cheryl A. Crawford

May 21, 2019

Date

This Certification of Payment of Taxes is valid through June 30, 2019



Treasury Division
155 S. Seward Street
Juneau, AK 99801
(907) 586-0377 Phone
(907) 586-5367 Fax

CERTIFICATION OF TAXES AND ASSESSMENTS PAID

I, the undersigned, being duly appointed, qualified Treasurer for the City and Borough of Juneau, First Judicial District, State of Alaska, do hereby certify that, according to the records of the City and Borough of Juneau, the following described real property is carried on the tax records in the name of:

City and Borough of Juneau Lands and Resources

Current Owner

ARCHIPELAGO LT 3

Legal Description

1C070K830038

Parcel Code Number

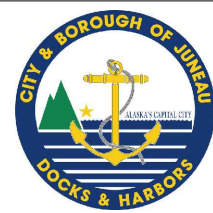
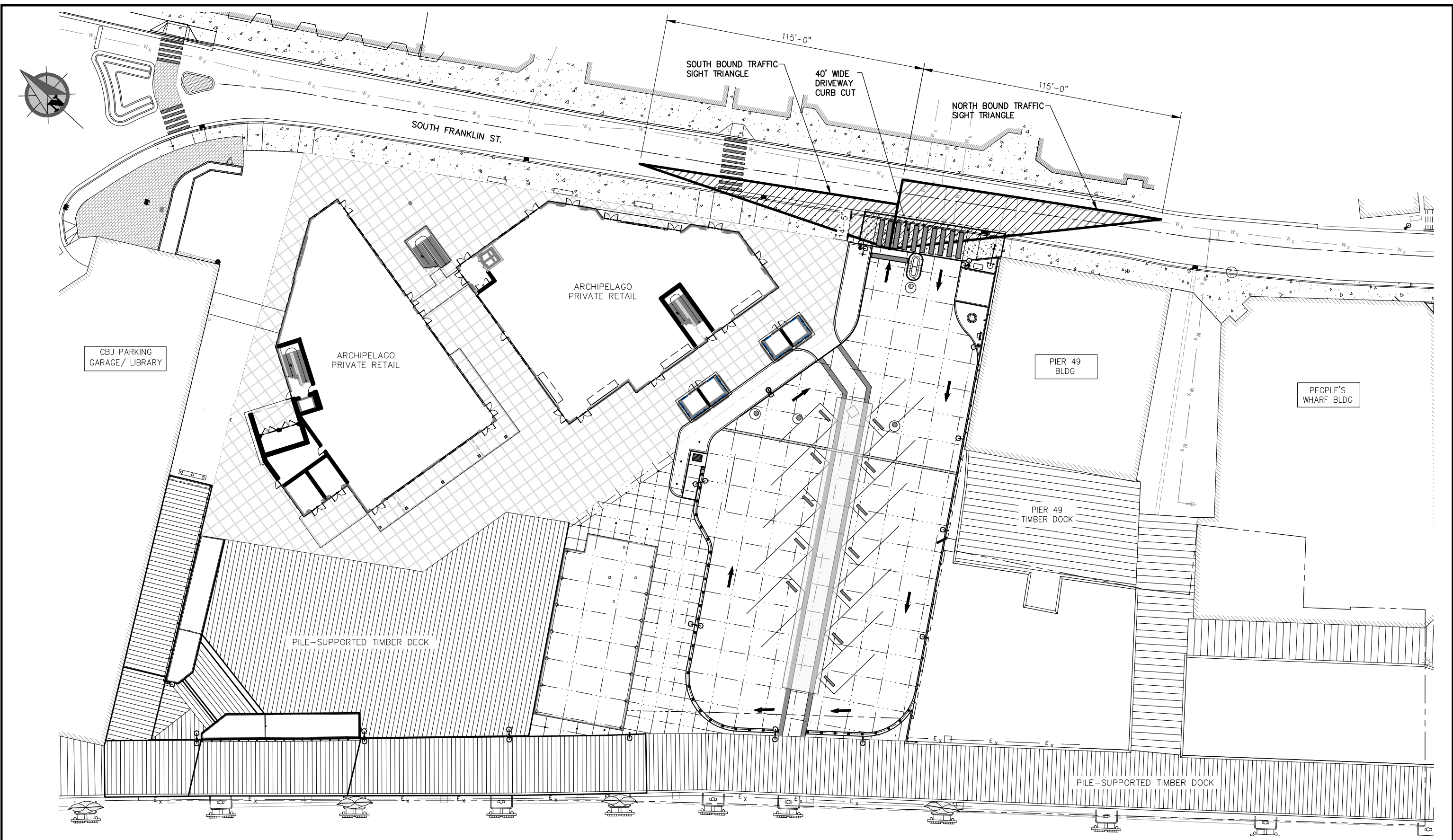
and that, according to the records in my possession, there are no taxes assessed against said parcel as this parcel is owned by the City and Borough of Juneau, which is a tax exempt entity; and any special assessments assessed against said parcel and in favor of the City and Borough of Juneau have been paid in full.


Cheryl A. Crawford

May 21, 2019

Date

This Certification of Payment of Taxes is valid through December 31, 2019



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

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

DESIGN: BCL CHECKED: CRS
DRAWN: PJD APPROVED: CRS

SCALE: SCALE IN FEET
0 20 40 FT.

AKDOT/PF PERMIT SUBMITTAL

DATE: 6/5/2019

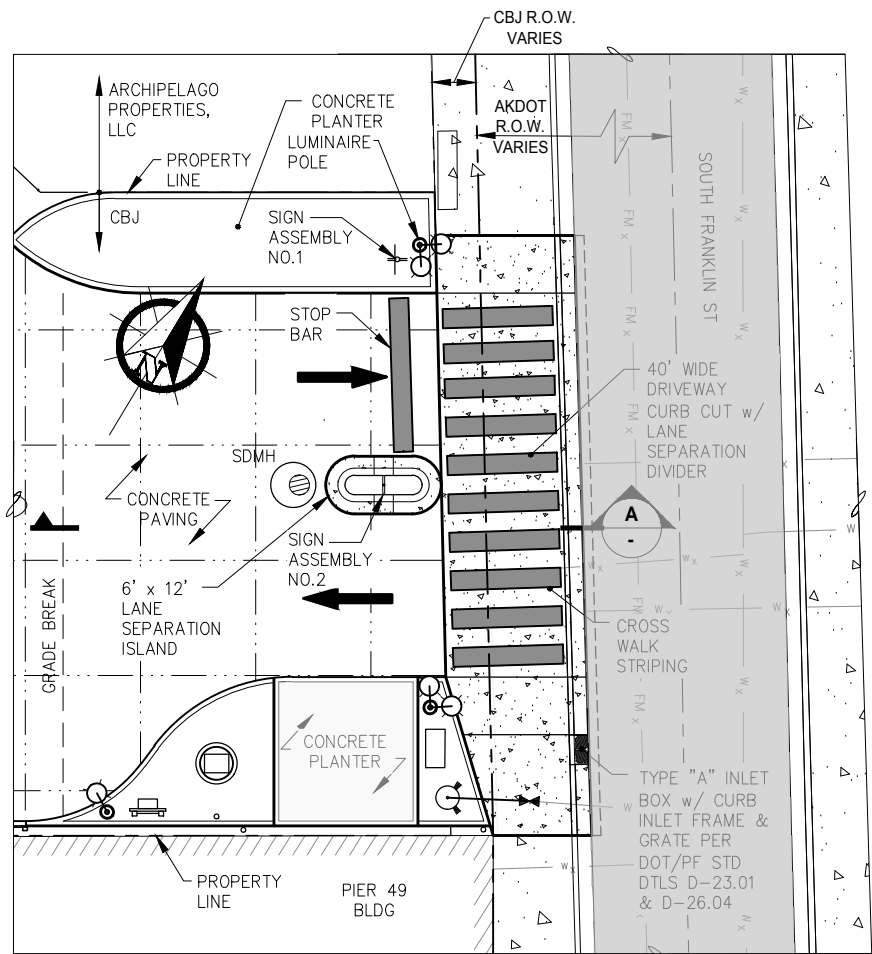
DOWNTOWN WATERFRONT IMPROVEMENTS PHASE I
CBJ CONTRACT NO. DH19-014

SHEET TITLE:
DRIVEWAY SITE PLAN WITH SIGHT DISTANCE TRIANGLES

PND PROJECT NO.: 182045 C.A.N. NO.: AECC250

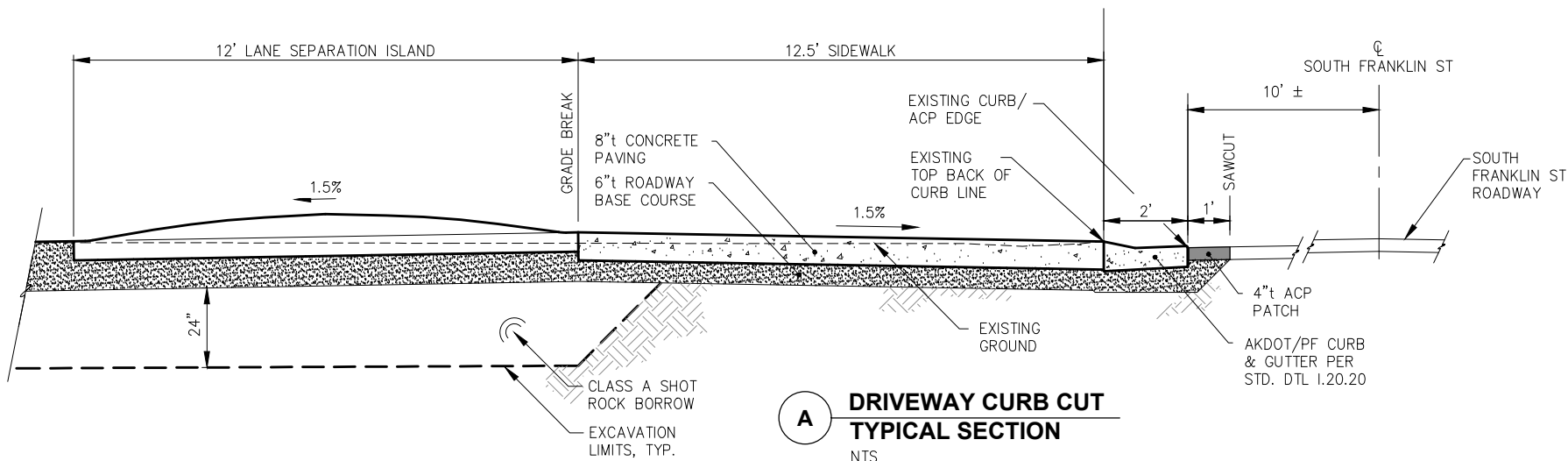
40

3

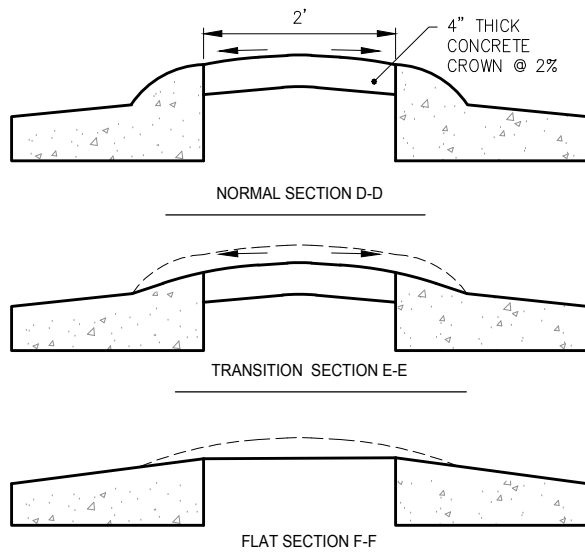
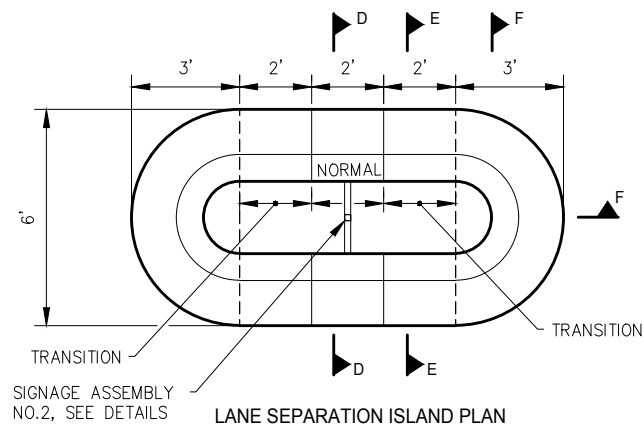
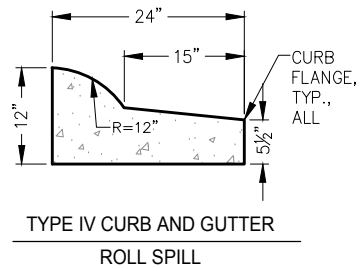


**DRIVEWAY CURB CUT
SITE PLAN**

SCALE IN FEET
0 10 20 FT.

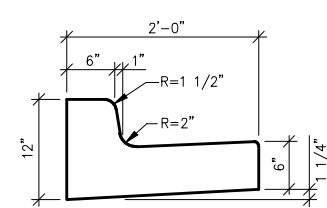
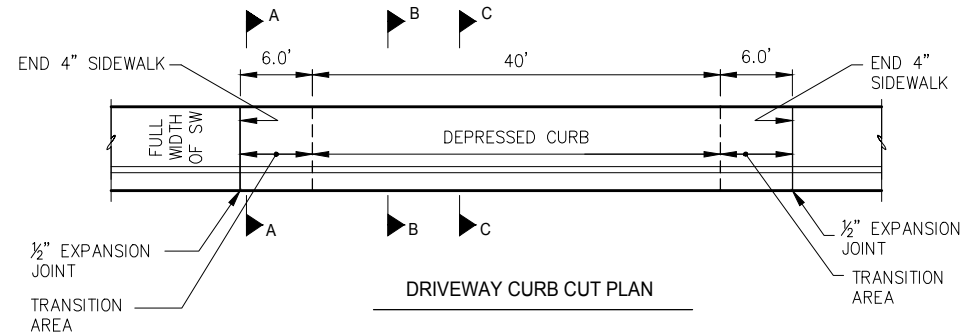


**A DRIVEWAY CURB CUT
TYPICAL SECTION**
NTS

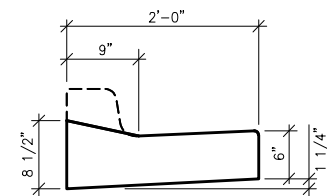


LANE SEPARATION ISLAND DETAILS

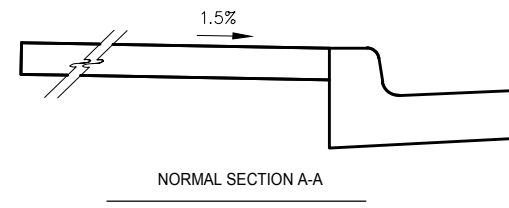
NTS



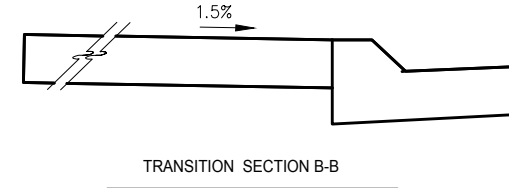
STANDARD CURB & GUTTER



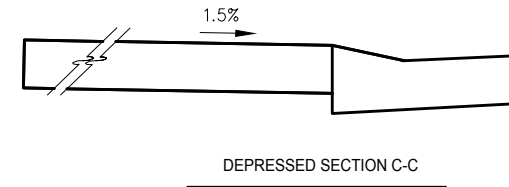
DEPRESSED CURB & GUTTER



NORMAL SECTION A-A



TRANSITION SECTION B-B



DEPRESSED SECTION C-C

**DRIVEWAY CURB CUT, CURB & GUTTER
PER DOT/PF STD DETAIL I-20.20**

NTS

GENERAL DRIVEWAY CURB CUT, CURB & GUTTER NOTES:

1. THE VERTICAL MATCH POINT FOR ALL CURB AND GUTTER TRANSITIONS SHALL BE THE FLOWLINE.
2. CURB AND GUTTER TRANSITIONS SHALL BE GRADUAL OVER A MIN DISTANCE OF 6 LF PER ENGINEER DIRECTION.
3. ALL STEEL MUST HAVE A MINIMUM OF 2" OF CONCRETE COVER.
4. ALL JOINTS AND SEAMS SHALL BE TOOLED AND EDGED, SEE SERIES 6 FOR CONTROL JOINT DTL.
5. STEEL TROWELING FINISH REQUIRED PRIOR TO BROOM FINISHING OF ALL SURFACES.
6. CONCRETE INTERNATIONAL CORPORATION ASHFORD FORMULA OR APPROVED EQUAL SHALL BE APPLIED AS A CURING COMPOUND. APPLICATION SHALL EXPLICITLY CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS.
7. BED ALL TYPES OF CURB AND GUTTER W/ 6"t. MIN LAYER OF BASE COURSE GRADING D-1, ALL AROUND.
8. SUBBASE MATERIALS SHALL BE PER APPLICABLE FILL SECTION, EXCEPT AS NOTED.
9. CURBS SHALL HAVE POLY-FIBER REINFORCEMENT UNO, SEE SPECIFICATIONS.
10. PROVIDE A COARSE BROOMED FINISH ON RAMP RUNS PERPENDICULAR TO THE RAMP SLOPE.



REVISIONS				
REV.	DATE	DESCRIPTION	DWN.	CKD.

P | N | D
ENGINEERS, INC.

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

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

SCALE:
AS SHOWN

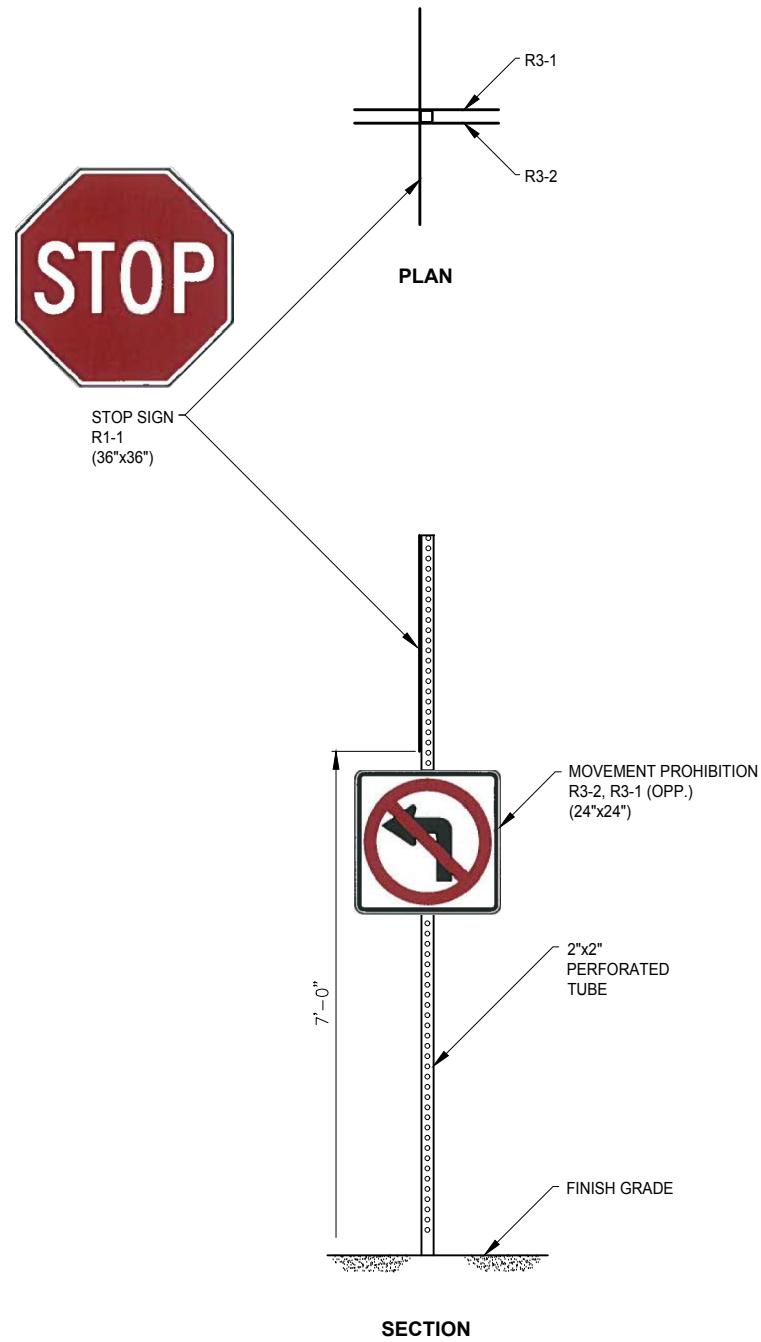
**AKDOT/PF
PERMIT
SUBMITTAL**

DATE: 6/5/2019

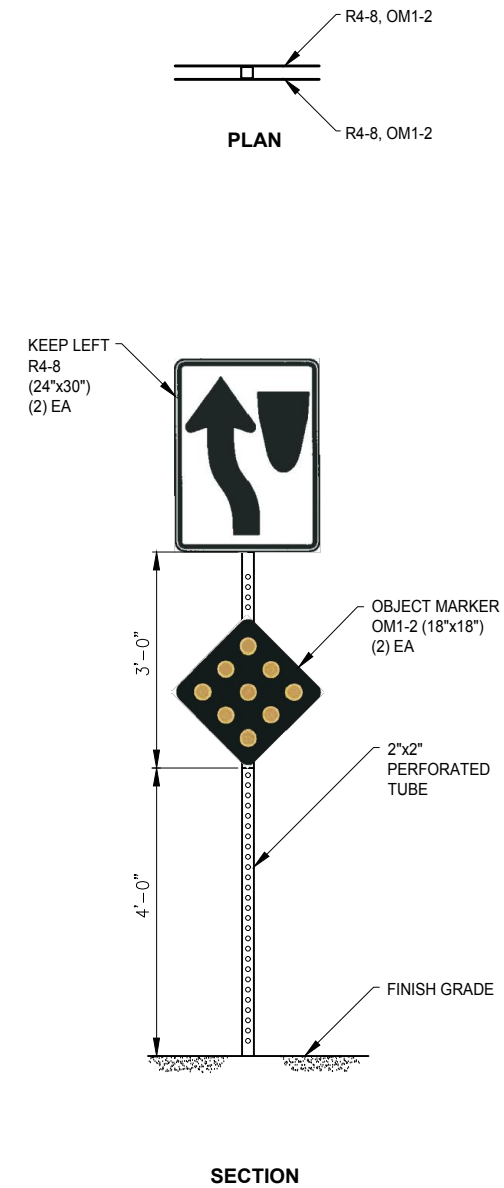
**DOWNTOWN WATERFRONT IMPROVEMENTS
PHASE I
CBJ CONTRACT NO. DH19-014**

SHEET TITLE:
**DRIVEWAY CURB CUT SITE
PLAN, SECTION & DETAILS**

PND PROJECT NO.: 182045 C.A.N. NO.: AECC250

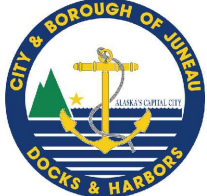


SIGNAGE ASSEMBLY NO.1

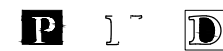


SIGNAGE ASSEMBLY NO.2

MOUNT SIGNS ON BOTH SIDES OF SIGN POST



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.



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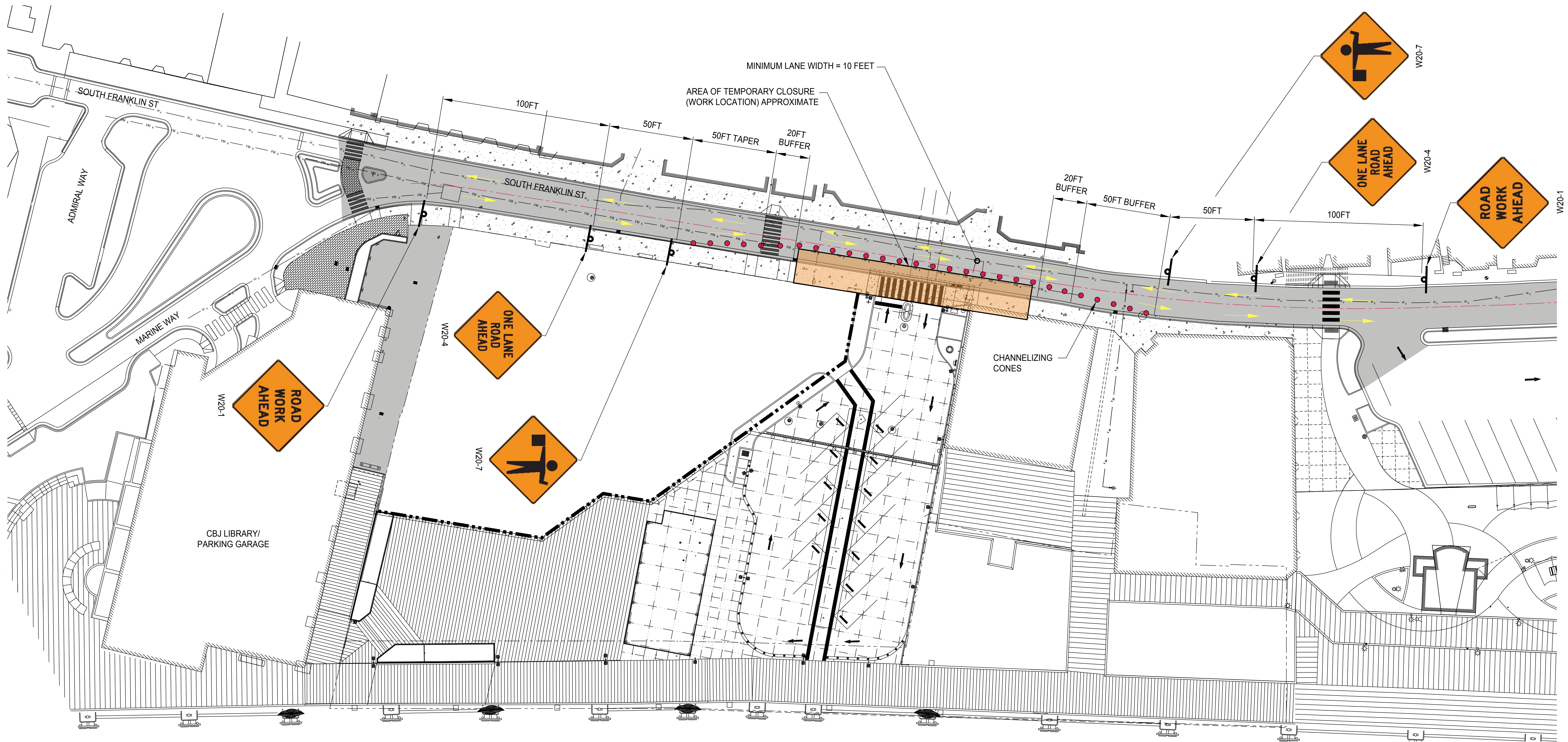
DESIGN: CRS CHECKED: CRS
DRAWN: PJD APPROVED: CRS

SCALE:
AS SHOWN

**AKDOT/PF
PERMIT
SUBMITTAL**

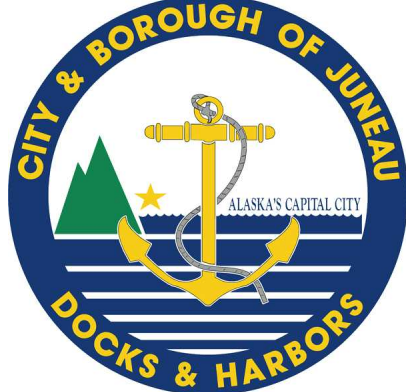
DATE: 6/5/2019

DOWNTOWN WATERFRONT IMPROVEMENTS PHASE I CBJ CONTRACT NO. DH19-014	
SHEET TITLE:	2
SIGNAGE ASSEMBLY DETAILS	
PND PROJECT NO.: 182045	C.A.N. NO.: A-CC250



TRAFFIC CONTROL PLAN

- NOTES:
1. TRAFFIC MOVEMENT WILL BE DISRUPTED AS LITTLE AS POSSIBLE
 2. ALL SIGNS AND STOP/ SLOW PADDLES WILL BE RETRO-REFLECTIVE.
 3. ALL FLAGGERS WILL BE WEARING CLASS 3 CLOTHING AND ORANGE-COLORED HARD HATS. FLAGGERS WILL USE RADIOS FOR COMMUNICATION.



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

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ENGINEERS, INC.

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

DESIGN: BCL CHECKED: CRS
DRAWN: PJD APPROVED: CRS

SCALE: SCALE IN FEET
0 30 60 FT.

AKDOT/PF PERMIT SUBMITTAL

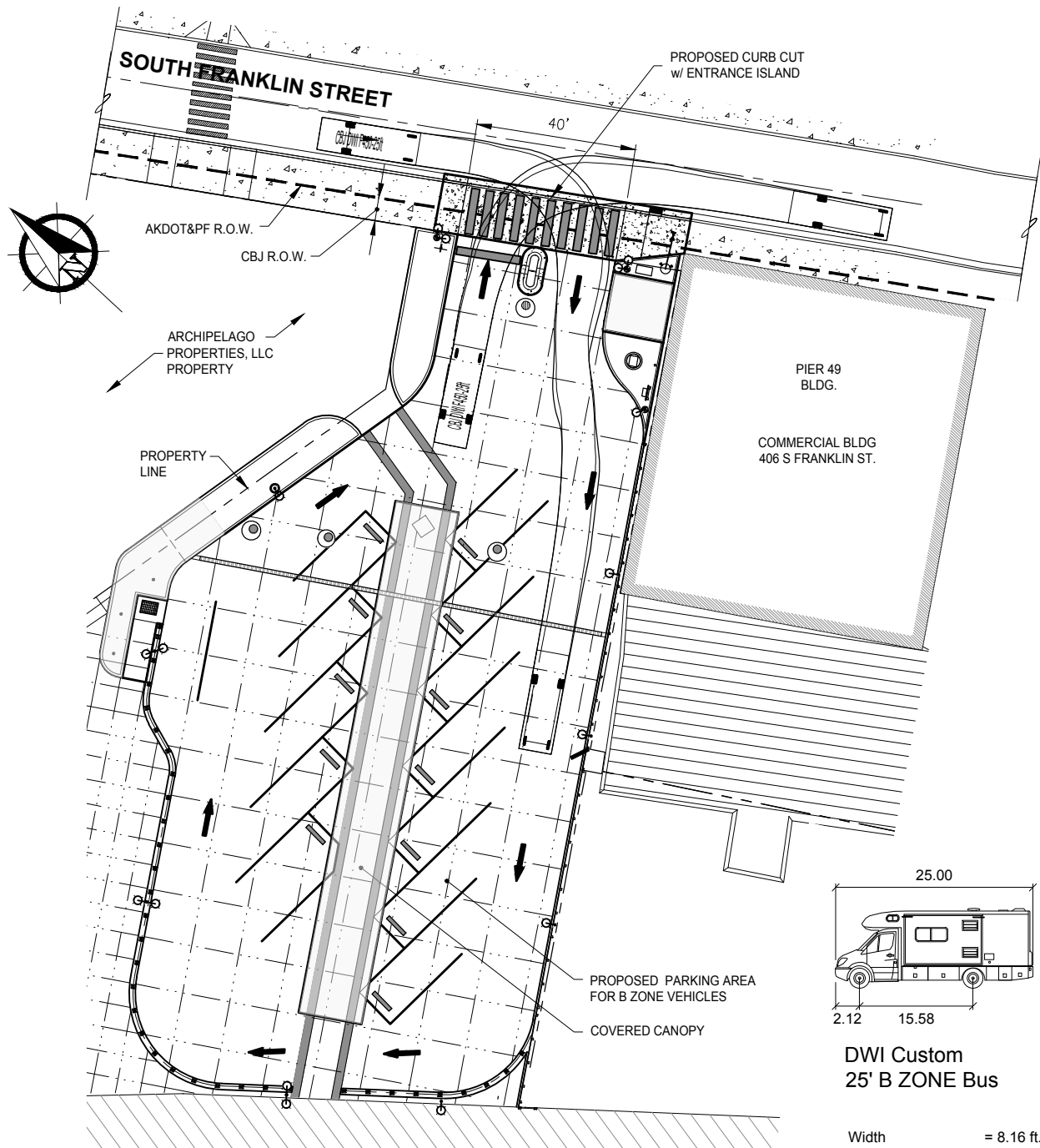
DATE: 6/5/2019

DOWNTOWN WATERFRONT IMPROVEMENTS PHASE I
CBJ CONTRACT NO. DH19-014

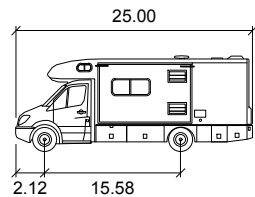
SHEET TITLE: **TRAFFIC PLAN**

PND PROJECT NO.:182045 C.A.N. NO.:AECC250

4



DRIVEWAY TURNING MOVEMENTS ENTER SOUTH BOUND AND EXIT SOUTH BOUND



DWI Custom
25' B ZONE Bus

Width = 8.16 ft.
Track = 6.66 ft.
Lock to Lock Time = 6.0 sec
Steering Angle = 31.5 ft.

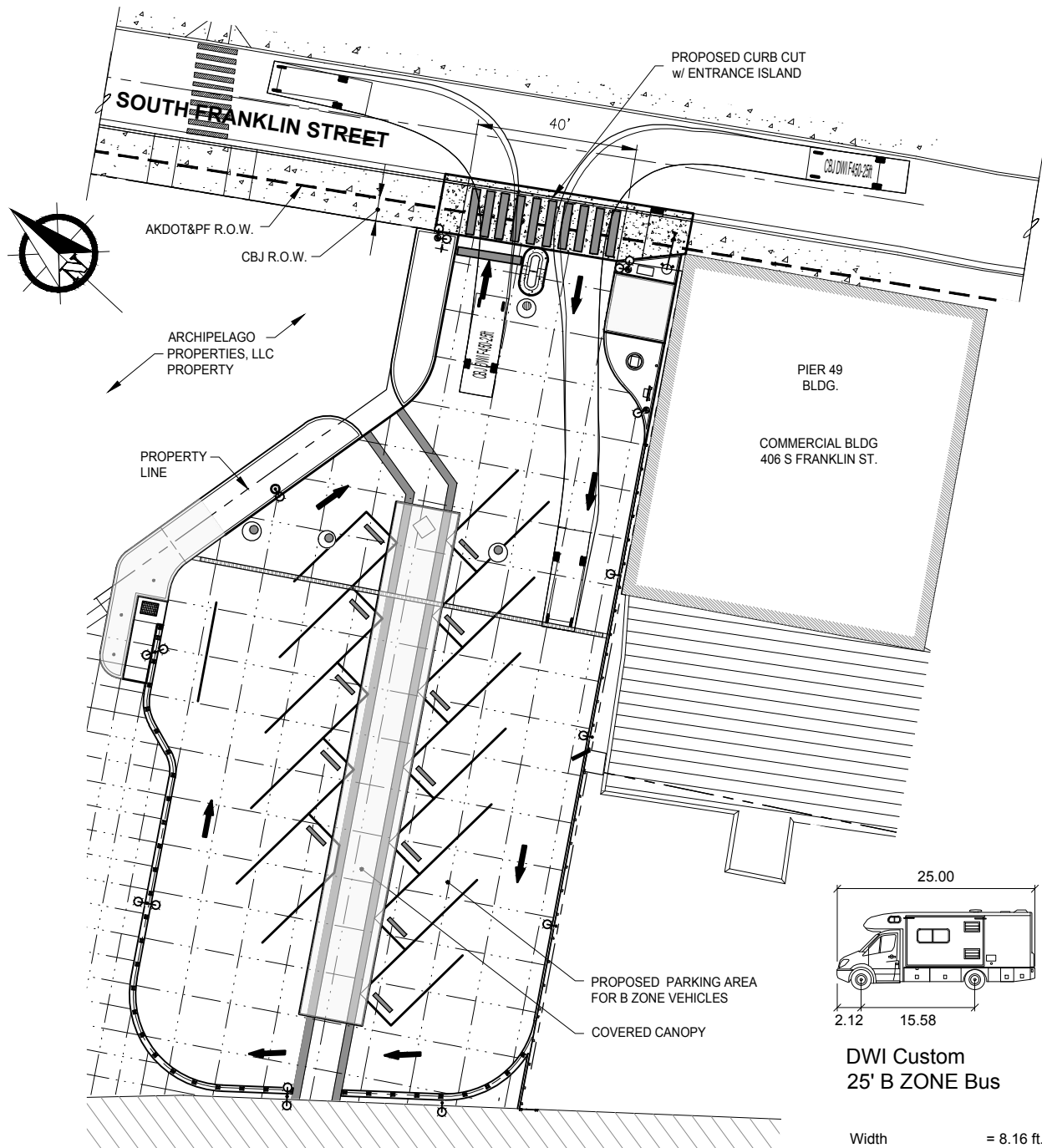


APPLICANT ADDRESS:
CITY AND BOROUGH OF JUNEAU
DOCKS AND HARBORS
155 S. SEWARD STREET
JUNEAU, AK 99801

PND PROJECT NO. 182045

CBJ DOWNTOWN WATERFRONT IMPROVEMENTS

APPLICANT: CITY AND BOROUGH OF JUNEAU D&H
FILE NO.:
WATERWAY: GASTINEAU CHANNEL
PROPOSED ACTIVITY: WATERFRONT IMPROVEMENTS
SEC. 23 T. 41 S R. 67 E M CRM
LAT.: 58°17' 51" N LONG.: 134° 24' 13" W
DATE: JUNE 2019



APPLICANT ADDRESS:
 CITY AND BOROUGH OF JUNEAU
 DOCKS AND HARBORS
 155 S. SEWARD STREET
 JUNEAU, AK 99801

PND PROJECT NO. 182045

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PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

Project	Status	Schedule	Contractor	Notes
Statter Master Plan Phase III				
Phase III A - Dredging, Blasting, Soil Compaction				
Army Corps of Engineers Permit	Complete		PND	
Incidental Harassment Authorization	Complete		PND	
Eagle Permit	Complete		PND	
CBJ Building Permit	Complete		Staff	
Construction Bid	Complete	July 16, 2019	PPM	
D&H Board Approval of Bid	Complete	July 17, 2019		
Assembly Approval of Bid	Complete	July 22 2019		
Construction	Complete	October 1, 2019	PPM	
Substantial Completion	Complete	May 29, 2020		
Dredge Basin Clean Up	Complete	September 26th & 27th		Dredging Complete
Final Completion	Complete	September 30th		
Project Close Out	In Progress			Project Close Out Underway
Phase III B - Retaining Wall, Float Installation				
Army Corps of Engineers Permit	In Progress		PND	
Incidental Harassment Authorization	In Progress		PND	
Eagle Permit	In Progress		Staff	
Design - Bid Documents	Complete		PND	
CBJ Building Permit	Complete		Staff	
Bid/Contract	Complete		TCC	Trucano Construction
D&H Board Approval of Bid	Complete			
Assembly Approval of Bid	Complete	4/27/2020		
Construction	In Progress	Fall 2020	TCC	MSE wall Construction and float installation in Jan
Substantial Completion	Hold	Spring 2021		
Final Completion	Hold	Spring 2021		
Phase III C - Uplands, Restrooms				
Eagle Permit	In Progress		Staff	
Design - Bid Documents	Hold		PND	
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBB	
Construction	Hold	Fall 2021	TBD	
Pre-Bid Conference	Hold			
D&H Board Approval of Bid	Hold			

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

Assembly Approval of Bid	Hold			
Substantial Completion	Hold	Spring 2022		
Final Completion	Hold	Spring 2022		
Downtown Waterfront Improvements				
Phase I - Deck Over				
Geotech Report	Complete		PND	
Materials Procurement	Complete	June 15, 2019	Island Const.	
Army Corps of Engineers Permit	Complete		PND	
Incidental Harassment Authorization	Complete		PND	Seals only, new reduced zone size
Bid Opening	Complete	July 2, 2019	Staff	
D&H Board Approval	Complete	July 3, 2019		
Assembly Approval	Complete	July 8, 2019		
Early Entry by Archipelago Property LLC	Canceled	June 1, 2020		Archipelago Project On Hold
Substantial Completion	Complete	December 12, 2020		Substantial Completion Walk Through Complete
Final Completion	Hold	January 15, 2021		Schedule extended for additional Sea Walk Work
Phase II - Visitor Waiting Area and Restrooms				
Design - Bid Documents	Hold	Jan 1, 2020	PND	Working to 65% Plans with cost est
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBD	
D&H Board Approval	Hold			
Assembly Approval	Hold			
Phase II Construction	Hold			
Substantial Completion	Hold			
Final Completion	Hold			
Aurora - Harris Harbors Dredging - ACOE				
Breakwater Repairs	Complete	May 2020	ACOE	Western Marine Construction
Dredging Activity	In Progress	Winter/Spring 2020/2021	ACOE	Harris Dredging has paused due to vessel issues
Public Outreach	In Progress		Western	Communicating with displaced Harris patrons
Small Cruise Ship Infrastructure Study				
Fee Negotiations	Complete		PND	
Data Collection/Market Study	Complete		PND	Market Analysis Complete
Planning/Conceptual Layout	Complete		PND	
Presentation to Board	Complete		PND	
Receive Comments from Board	Complete		Staff	
Public Outreach	Complete		PND	
Final Report	In Progress	End of Dec 2020	PND	

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Final Presentation to Assembly	In Progress	Jan 2021	PND	
Large Berth Shore Power Design				
RFP Creation	Complete	May 19, 2020		RFP issued
Consultant Selection	Complete			Haight & Assoc Selected
Fee Negotiations	Complete			
Project Kick Off Meeting	Complete			
Stake Holder Interviews	In Progress		H&A	Haight conducting interviews with stake holders
Statter Breakwater Chain Repair				
RFP Creation	Complete			
Contractor Selected	Complete			Trucano Construction
Construction	In Progress	December 15, 2020		Trucano Mobilizing to Site
Project Kick Off Meeting	Complete	December 14, 2020		
Construction Complete	Hold			
Aurora Harbor Re-Build - Phase III				
Phase IIIA - Demolition				
Design and Bid Documents	Hold		D&H	Demo is complete
Phase IIIB - Dredging				
Army Corps of Engineers	Hold	Winter/Spring 2020/2021	ACOE	Spring 2021
Phase IIIC - Float Installation				
ADOT Grant Application	Complete		Staff/PND	Grant App Submitted
Design	Hold			
Auke Bay Marine Station				
Annual Report	March		Staff	2019 Report Submitted
Subdivision	In Progress		Staff	In review by Community Development Dept.
Shared Costs with UAS	In Progress		Staff	Awaiting UA response to Amendment #1
Harris Harbor Anodes				
Anode Design	Hold		Staff	Design in Progress
Anode Bid	Hold		Staff	
Douglas Harbor Anodes				
Anode Design	Complete		PND	
Construction	Complete			Jun-2020
Substantial Completion	Complete	June 5, 2020		Complete
Final Completion	Complete	July 30, 2020		Complete
Sewage Pump-Out Improvements				
Statter Pump Upgrade	In Progress		Staff	Part of SHI III(B)
Harris Pump Replacement	In Progress		Staff	Working with Term Contractor

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Erich Schaal, P.E., Port Engineer

Douglas Launch Ramp Light Project				
Design	Complete		Staff	
RFP	In Progress		Staff	Awaiting Cost Proposal from Term Contractor
Building Permit	Hold		Staff	
Construction	Hold		Staff	
D&H Managed Lands - Surveys				
ASLS 2013-15 - Uplands at Tee Harbor	Hold	2021	TBD	
ATS 1682 -DIPAC-Channel Construction	In Progress	2020	PDC	Field work complete, drafting plat
ATS 1693-DIPAC Wayside Park	In Progress	2020	PDC	Field work complete, drafting plat
ATS 1694-Tee Harbor Submerged Lands	Hold	2021	TBD	
ATS 1691 - Adjacent to ABMS	Complete		PDC	Plat recorded
ATS 1692 - N Douglas Boat Ramp	In Progress		PDC	Plat being recorded
ATS 1707 - Cruise Berths	Complete		DOWL	Plat recorded
ATS 1690-Indian Cove	In Progress		PDC	Working on ADNR review comments #1
Wayside Park Float				
Dredging as Float Grounds Out	Hold			Awaiting Funding
N. Douglas Boat Launch Expansion Study				
Conceptual Design	Complete		PND	Awaiting Board direction
Dockside Safety Guardrail				
Design	Hold			Awaiting funding - Passenger Fees FY22
Bid Opening	Hold			
Board Approval	Hold			
Assembly Approval	Hold			
Construction	Hold			
Harbor Security Upgrades				
Continued Project Development with Board	In Progress			New cameras in Aurora, Douglas and Harris Harbors
Statter Breakwater Deferred Maintenance				
Continued Project Development with Board	Hold			
2020 Build Grant App - Fisherman's Terminal				
Draft	Complete		R&M	
Submission	Complete	May 18, 2020		Application Submitted - Project not selected
Statter Breakwater Safety Improvements				
Phase II	Hold			Awaiting funding
Auke Bay Loading Facility - Phase II				
TIGER Grant Reporting - Annual	On-Going	Sept. 2019	Staff	Report for Boom Truck till 2033; SeaLift till 2044