

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, November 30th, 2017

- I. Call to Order** (5:00 p.m. in the CBJ Assembly Chambers)
- II. Roll** (Weston Eiler, Don Etheridge, Bob Janes, David Lowell, Robert Mosher, Mark Ridgway, David Seng, Budd Simpson, and Tom Donek)

III. Approval of Agenda

MOTION: TO APPROVE THE AGENDA AS PRESENTED.

IV. Approval of November 2nd, 2017 Board minutes.

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

VI. Special Order of Business

VII. Consent Agenda - None

VIII. Unfinished Business

- 1. Urban Design Plan – Marine Park to Taku Dock
Presentation by the Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: THAT THE DOCKS & HARBORS BOARD ADOPT THE URBAN DESIGN PLAN AS PRESENTED AND RECOMMEND TO THE ASSEMBLY THAT IT APPROPRIATE THE FUNDING NECESSARY TO FACILITATE FUTURE DEVELOPMENT PLANS FROM MARINE PARK TO TAKU DOCK CONSISTENT WITH THE URBAN DESIGN PLAN.

IX. New Buisness

- 1. Capital Improvement Projects
Presentation by the Port Engineer

Board Questions

Public Comment

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REGULAR MEETING AGENDA (CONTINUED)
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Board Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

X. Items for Information/Discussion –

1. Annual Report to the Assembly
Presentation by the Port Director

Committee Questions

Public Comment

XI. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, November 15th, 2017
2. ~~Finance Committee Meeting~~ CANCELLED
3. Member Reports
4. Assembly Lands Committee Liaison Report
5. Auke Bay Steering Committee Liaison Report

XII. Port Engineer's Report

XIII. Harbormaster's Report

XIV. Port Director's Report

XV. Assembly Liaison Report

XVI. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Wednesday, December 13th, 2017 at 5:00pm
- b. ~~Finance Committee Meeting~~ CANCELLED
- c. Board Meeting – Thursday, December 21st, 2017 at 5:00pm

XVII. Adjournment

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I. Call to Order

Mr. Donek called the Regular Board Meeting to order at 5:03 pm in the Assembly Chambers.

II. Roll Call

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

Absent: Don Etheridge and Bob Janes

Also present were the following: Carl Uchtyl – Port Director, Gary Gillette – Port Engineer, Dave Borg – Harbormaster, and Matt Creswell – Harbor Operations Manager.

III. Approval of Agenda

Mr. Uchtyl requested a Special Order of Business following Public Participation.

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

Motion passed with no objection.

IV. Minutes from the September 28th, 2017 Regular Board Minutes.

Hearing no objection, the September 28th, 2017 Regular Board minutes were approved as presented

V. Public Participation on Non-Agenda Items – None

Special Order of Business

Mr. Uchtyl read the Harbormaster of the year award Mr. Borg received at the AAHPA conference in Petersburg.

VI. Consent Agenda – None

VII. Unfinished Business-

1. Urban Design Preferred Plan Presentation

Mr. Gillette said during the last few months Docks & Harbors has been in a planning effort to look at the area between Marine Park and Taku Dock. An important property within this area is the Archipelago lot south of the downtown Juneau Library. This lot is currently vacant and ready for development. Staff requested CBJ purchase this property to meet the needs of the larger ships coming to Juneau a few years ago, but at the time of the request CBJ did not support the purchase. Docks & Harbors is going through this public process and taking comments from the public, users of the area, and the Board on development of this area. There was a Board workshop, a public meeting/workshop, and an open studio. The design team came back to the Board with four different concepts. The Board and public indicated what they liked the most out of those four concepts and the team developed a preferred master plan.

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The planning consultant for this project has been Corvus Design teamed with North Wind Architects, PND Engineers, and Rain Coast Data.

Chris Mertl with Corvus Design went over the likes and dislikes and how they came up with the preferred master plan shown in a power point presentation

Mr. Gillette said during the process of working on this plan, we have been looking for a private public partner which is a key element for this area because Docks & Harbors does not have enough money to develop this plan. We have our specific needs and mission to serve the cruise ship passengers. In this case, the owner of the property is a developer and they are excited about this project and want to work with Docks & Harbors to make this plan come to fruition. Allen Grinalds who is with Morris Publication Group is here tonight from Augusta, Georgia to let us know their plans.

Mr. Grinalds said Morris has a long Alaska history in Juneau, Anchorage, and Kenai. The family loves Alaska and is invested in Alaska looking at it as their second home. He said his position in the company is director of real estate in charge of real estate development for Morris Communications which has recently been changed from a Media Firm to a Real Estate Company. He said the dock changes in Juneau are impressive and they have been paying attention. He said he is here to provide a face for the developer and let the Docks & Harbors Board know Morris is excited about the potential for this project and what it brings to the Community. Looking at the Archipeligo property, there is a couple of different options for retail in this space. He said the easy answer would be throw up a couple of buildings facing Franklin Street for retail and call it good. However, Morris Group sees this as an opportunity to do something special for Juneau and make an impact for the community which will allow for retail for the cruise ship passengers as well as year around opportunity for downtown. This project will require a lot of diligence and staying focused on the project and creating that opportunity to continue to grow and invest in downtown. The project from a private stand point has to stand on its own economically. With the Morris family, this is not just about the economics of the deal but investing in the community and creating something special and lasting. They are committed to Juneau and won't put their name on anything that is not a first class presentation. The reason he is here is because of the investment and progress already made on the waterfront downtown Juneau. This is the time to develop this site in a creative, disciplined manner that creates value for all the parties. The Morris group is impressed with Docks & Harbors approach and Corvus Design championing public input and making sure that is incorporated in the design having the public voice heard. They want to capture not just a retail space but also the character in the spirit of Juneau.

Board Questions –

Mr. Doneksaid looking at the preferred plan he does not have a problem. It has compromises from what he was looking for but does not have a problem with it. His question is how the partnership is going to work?

Mr. Uchytal said as far as process wise for today this is the unveiling of Docks & Harbors preferred alternative. Now that this is in the public domain we will ask at the next Board meeting on November 30th to approve this as the preferred plan moving forward. This will not

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require a motion tonight. How do we meet the desires of the owner and the needs of the public side of this project? Mr. Uchytel said there are more details to be worked out, but he is hopeful by November 30th they should be worked out.

Mr. Simpson said he is recusing himself from this discussion.

Mr. Lowell said generally speaking, Corvus Design and team did a good job on this preferred plan and incorporating all the comments from the earlier meeting. He thought there was a lot more food cart activity than what is in the design. Are there other locations in this development that operators would have available space for a food cart?

Mr. Gillette said the food carts currently on the Archipelago lot basically rented a parking space. Some used four or five spaces and some took less which ended up filling the property. It wasn't necessarily a money maker but we wanted to keep some opportunity. It is not realistic to dedicate that much square footage of that valuable property for the level of development and investment the food cart owners put in. There are some food cart spaces in the plan and can be tweaked a little because we do understand that is an important part. However, it will probably not be to the level there is currently.

Mr. Lowell said he understands that. He also questioned if the 150' float dock would be a problem for the float planes and if they have been notified on this plan? He asked if there was any consideration to phase the project to try to limit that issue.

Mr. Uchytel said it is important to state that this is a plan. With the reconfiguration plan for Marine Park, the location for the 150' floating dock may not be the best location. Access to the water is important which was heard from the Board, but the concern from Wings was the float that was previously perpendicular to the shore obstructed maneuverability. However, he did receive an email from Holly Johnson of Wings Airways and she expressed concerns with the new float design. We would like to keep it in the plan but not sure it will be executed. He also said with the expansion of the seawalk it could change this plan again.

Mr. Lowell said he likes the idea of the seawalk expansion. He said in addition to the geometric constraint that Wings had expressed was the promotion of small vessel activity in that location and conflict with their operations.

Mr. Borg said the 150' float would be used as moorage and not a lightering float.

Mr. Eiler said this is an impressive plan and gives the Board a lot to think about. Is the intention tonight to have full public testimony and comment and those worked into the plan again and then looked at again at the next meeting?

Mr. Donek said we will take public comment and not vote until next meeting.

Mr. Eiler asked if this plan allows for the status quo of Vendor Booths?

Mr. Gillette said yes and in the same locations as currently.

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Mr. Eiler asked what the reasoning was for positioning of the B-zone in this plan?

Mr. Gillette said he took the four concepts to three Engineers at DOT and their preference is in the location in this preferred plan. The Marine Park location because of the long curve and intersection activity they did not like that location. Another location was next to the parking garage. There was a lot of activity in that location with the pedestrian crossing and people coming and going from the library, road, and Red Dog parking lot. They did not like that opportunity there. The other idea was to just have a pull off South Franklin Street and then back on to South Franklin. With most of the cruise ship activity going away from downtown, the buses would need to turn around in another facility to head back the other way and that would add congestion so that did not seem appropriate. DOT will sign off on the location of the B-zone in this preferred plan.

Mr. Eiler said this is prime waterfront area for the future of the community and something that was said earlier is “if you plan for what the locals enjoy it will also attract visitors”. The position of the USS Juneau and the expansion of the seawalk are great. He thinks CBJ can look at more ideas for the parking garage.

Mr. Mosher said the Board needs to think about how the 150’ floating dock will affect Wings. He asked if this is approved next month, will construction start immediately? Is this plan a concept or mission?

Mr. Grinalds said we are on a mission.

Mr. Gillette said this is a plan and a concept of the plan. Each one of these buildings is going to be designed and detailed. They may change a little in location and detail as all this is put together. This is a place holder for the different functions. We will move forward once we receive the Board’s approval and the Assembly’s approval. There is still a lot of work to do, but this is the first step. This is a road map and the other details still need to be worked out. The process moving forward is figuring out budget and design costs.

Mr. Mosher asked if there was money to get started from the cruise ship tax?

Mr. Gillette said yes, there are funds identified to start with the next level of planning for this project. This is not a plan to put on the shelf because we have the funds.

Mr. Seng asked what the position of CBJ is to be able to partner effectively with a private sector to make all this happen? With Morris group being on a mission, what if CBJ isn’t able to hold up its end of the deal? Time kills deals. He wants to feel comfortable making a recommendation to the Assembly that we think we are in a position to move too. You can’t only execute half a plan.

Mr. Ridgway said looking at this design, is it just the parking that meets Docks & Harbors mission? In terms of entering a PPV with Morris Communication, what part of this plan meets Docks & Harbors mission?

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Mr. Gillette said the bus staging and pick up area for cruise ship passengers. Based on some of the economic trends heard from Meilani Schivens in the beginning of the process, the cruise industry is expected to grow. Larger ships are coming and not less calls which means more people. Some projections for the coming years are 200,000 or more passengers. Just having space for people to mingle, gather and get to their busses for their different venues is the open space that we have heard as a needed area which is in the plan.

Mr. Ridgway said he primarily wanted to know how this relates to Docks & Harbors mission? He asked if Mr. Gillette was saying the mission of Docks & Harbors is to support the cruise industry, open space and B-zone parking for the crew members.

Mr. Grinalds said with decking over the submerged lands, it makes more sense to do this from the uplands. If Morris moved forward with the development on the uplands, it would become more expensive to deck over the submerged lands connecting the seawalk to south Franklin Street in the future. There is value in the sequence in terms of communicating our intentions and understanding the long term desires of Docks & Harbors. Doing the deck over from the uplands will save a lot of money.

Mr. Ridgway said it was indicated that this plan was a place holder and not a design agreed upon tonight but subject to change. He asked for some indication of how much change this plan may undergo?

Mr. Uchtyl said staff is working on refining the Archipelago lot with the Morris Group and every week it is more solidified and Mr. Grinalds said time kills deals.

Mr. Grinalds said the geotechnical work has started. Morris is excited and serious about this project. He said now is the time and there is a lot of momentum. He said he won't say Morris' situation will be the same in two years. The Morris family is behind this project and they are enthusiastic about it. In terms of timeline, once there is an agreed upon structure for the property we are ready to go. There is a lot in terms of weather and other possible issues but an ideal situation would be to have retail open to the tenants in the summer of 2019. Morris is completely committed to this project. They want to be a part of the future of downtown.

Mr. Uchtyl said the Archipelago area of this plan is in reach and a short term goal, but the other parts of this plan are not ready to start immediately.

Mr. Ridgway asked Mr. Mertl if the deck over in Pier 49 in one of the initial four options? He asked if that area was currently under lease?

Mr. Gillette said there are lease areas by People's Wharf and the Jewelry stores, but they are built on already. The open area where Tracy's Crab Shack was this year is Docks & Harbors property not under lease and show a potential development there. The piece in front of Pier 49 is under lease and we don't know what their plans are. That is a potential deck over area for future development put in the plan as a placeholder.

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Mr. Donek said this planning process for this area started last spring, and the original thought was to have placeholders. Now with the potential partner coming in, the Archipelago property, which is the center area of this plan, has changed. We are now in a different situation than we were when we first started. The other parts of this plan are placeholders. Now we need to figure out how CBJ can work with a private developer.

Public Comment

Dennis Watson, Juneau, AK

He said he has had the opportunity to have dinner on Holland American ships in the harbor many times over the last few years in front of one of the most unattractive part of the harbor which is where the development is being planned. It is really ugly. This project will solve that problem. He is glad to see the public private partnership because this is a thing of the future and we better get on board. Private enterprise has had a much better track record in Juneau managing and operating businesses than the Borough ever has. There are some things he doesn't like in this plan but there is still more time to discuss that. Overall he thinks this is a great project and would like to see it move forward. He said he urges the Board to get more serious on what is good for Juneau. Take a look at this area from the waterside and it is not attractive. He said he came to Juneau in 1992 and this lot has been empty since then.

Greg Pilcher, Juneau, AK

He wanted it verified that the Vendor tour booth areas are to stay where they are located currently for the foreseeable future.

Mr. Mertl said that is the way they are shown in the plan.

Mr. Pilcher asked if the plan is what we are sticking to?

Mr. Mertl said that is what is in the master plan.

Mr. Gillette said that is the plan.

Board Discussion/Action

Mr. Eiler said there were two previous discussions he wanted to look at in the future –

- 1- Leaving open water space and not decking over the entire seawalk like in Ketchikan. This could be looked at with continuing the seawalk to Gold Street
- 2- He also would like to find a place for a playground around the Willoughby area. He suggested saying something to the City Manager to include in future plans.

He suggested to have CBJ put these plans on Facebook for comment. If the food vendor area is going to be limited, it should be communicated to these small businesses. If this is no longer the place for it, maybe develop placeholders between Marine Park & Taku because

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there are a lot of CBJ owned open space areas. He said he thinks the private public partnership will work but to bring the community along for the rest.

Mr. Mertl said based on the comments heard at the last meeting, the 150' float provided better access to the water and with the ships farther from the seawalk it provided the visual. As for the playground in the current plan there really is no room but we could put it in as a placeholder where the waterfront attraction facility is because we don't know when we will find another private partner who would want to take that on and don't even know what that facility will be. Finding another location may be better.

Mr. Mertl said there are eight food cart placeholders that are roughly 10' x 20'.

Mr. Uchtyl said this will come back on November 30th.

NO MOTION

VIII. New Business

1. Resolution 2017-01 in support of full funding (\$9,820,141) for the State of Alaska Municipal Harbor Facility Grant Program in the FY2019 State Capital Budget.

Mr. Uchtyl said this was brought before the Board in previous years. At AAHPA annual conference resolutions are drafted on what is important to this organization. The organization will then ask Municipalities to sign and have their Assemblies approve additional resolutions. The organization then packages all the communities that put the resolutions together and communicates with the Governor and the Legislature for support. This resolution is for the Harbor Facility Grant Program which is a DOT program 50/50 match. In the past, Docks & Harbors has been very successful with the program. With support of CBJ and other Municipalities we are hoping DOT funds all the programs for all the Harbors that have applied. On page 24 of the packet shows all who have applied for these funds.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MR. SIMPSON: THAT THE ASSEMBLY APPROVE A RESOLUTION IN SUPPORT OF FULL FUNDING (\$9,820,141) FOR THE STATE OF ALASKA MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY2019 STATE CAPITAL BUDGET AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Resolution 2017-02 in support of Senate Bill 92: An Act relating to Abandoned and Derelict Vessels

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Mr. Uchytel said this is another resolution that was adopted at the AAHPA October meeting. The Board approved this resolution last year. Senator Micciche from Soldotna proposed SB92 for derelict and abandoned vessel accountability. This will be discussed again in this upcoming Legislative session. This spells out that the State of Alaska has a derelict and abandoned vessel problem which is becoming more of a problem and needs tools to resolve this issue. It adds insurance requirements for commercial vessels over 30' and a funding stream somehow to resolve the existing abandoned derelict issues that will come forward in the coming years. On page 31 in the packet is a resolution which is SB92 from 1990 acknowledging abandoned and derelict vessel problems and they are a hazard to the environment and the State does not have resources. This resolution of support will help to put pressure on the Legislature to come up with solutions to resolve derelict and abandoned vessels in the State.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MR. RIDGWAY: THAT THE ASSEMBLY APPROVE A RESOLUTION IN SUPPORT OF SENATE BILL 92: AN ACT RELATING TO ABANDONED AND DERELICT VESSELS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

3. Fund Transfer Resolution \$200,000 to Harris Bathroom CIP

Mr. Uchytel said staff is asking the Board to approve moving money that is currently held in a CIP project for the Statter Harbor Breakwater deck project that has \$666,000 which has been appropriated over the last two years. Silverbow Construction was awarded that project which is only for two of the openings, and is currently working on this project installing the fiber-grates. Staff would like to move \$200,000 of the \$666,000 into a Harris Harbor bathroom recommission CIP project. On page 33 in the packet is the renovation design. This will require Assembly action to rededicate this money for this project.

Board Questions

Mr. Seng asked if we did approve moving \$200,000 from the Statter Harbor funds. Would the remaining balance be enough to complete the deck over project?

Mr. Uchytel said if Silverbow can do this work at 50% of what was estimated, it will need to be decided if the rest of the openings will be decked over.

Mr. Seng asked if the initial contract is to deck over two of the Statter Harbor Breakwater holes?

Mr. Uchytel said two of the 16.

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Mr. Seng said so there is 14 left and the current contract for the two is \$73,000.

Mr. Uchytel said that is correct.

Mr. Seng said multiplying \$73,000 times seven we would still be short to finish all 16 even if they maintained the current rate.

Mr. Uchytel said that is correct.

Mr. Donek asked what other source of funds are available to use for this project or to make up the difference for the Statter Harbor project?

Mr. Uchytel said the Harbors fund balance. If the Board decides to continue with finishing the breakwater open areas, this will need to go back out to bid. Docks & Harbors has lots of needs and finite resources.

Mr. Seng asked where in priority from the Boards priority list is the Harris restroom compared to the Statter deck over?

Mr. Mosher said he would like to see the Harris restrooms completed.

Mr. Seng said from the strategic retreat notes, Statter Harbor breakwater was first on the list under needs and \$100,000 allocated which meant it was only for the two that is currently being decked over.

Mr. Donek asked why take out of this CIP and not the fund balance?

Mr. Uchytel said it is the same.

Mr. Donek asked if the procedure was different?

Mr. Gillette said moving it from a CIP to a CIP it is a one meeting transfer with the Assembly. If you move from a fund balance to a CIP it is an appropriation which is two meeting with the Assembly.

Mr. Uchytel said we also want to protect our fund balance. It comes down to what the Board wants to do. If there is value in recommissioning the bathrooms then we should do that. If the will of the body is to live with Port a Potties, then we will move on.

Mr. Donek said the intent on the Statter breakwater project was to do the first two to try it and if it worked to continue on but only do another two at a time.

Mr. Uchytel said with the \$1M dollar estimate, staff decided to span this project out over three years setting aside \$333,000 per year.

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Mr. Donek said he wants to see the deck over survive the winter.

Mr. Ridgway said he would like to have restrooms in Harris. He asked what Mr. Borg thought Docks & Harbors would get more utility out of?

Mr. Borg said with the situation going on downtown with the homeless, he is leary about having the restrooms. However, telling transient visiting boaters that they have to go off site for a restroom and shower is difficult. This is the right thing to do and it needs to be done. The Statter Harbor breakwater deck over is a safety issue, but there has been no major incidents with people falling in. Doing the two openings on both ends of the breakwater is a good start and is a great test area. He said the Harris bathroom is a priority.

Public Comment

Board Discussion/Action

MOTION By MR. SENG: TRANSFER \$200,000 FROM THE STATTER HARBOR DECK OVER CIP TO THE HARRIS BATHROOM CIP AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

6:40 - 5 MINUTE BREAK

6:48 BACK FROM BREAK

IX. Items for Information/Discussion

1. Statter Harbor ESA Permitting

Mr. Uchtyl said Bre Austin is here from PND to go over the challenges and update us on the status for Statter Harbor phase III permitting. The dredging portion of the project involves blasting about 750 cubic yards of rock and dredging about 25,000 cubic yards of sediment and we have exhausted all realistic opportunities to get any portion of phase III of Statter in this winter.

Ms. Austin said she is the Environmental Specialist for PND Engineers. She provided a brief overview of the permitting challenges. The first phase of this project involves dredging and blasting. PND recommends that CBJ requests an Incidental Harassment Authorization (IHA) under the Marine Mammal Protection Act (MMPA) for the Humpback Whales, Steller Sea Lions and the Harbor Seal which are the three key species identified as being present in the vicinity. Obtaining an IHA can be a long process, sometimes taking between seven and nine months. PND has been in contact with Oceanus Alaska regarding obtaining an IHA. Oceanus Alaska biologists are available to assist PND with data acquisitions, analysis and preparation of the IHA. Oceanus Alaska has significant existing data and highly qualified staff members who would be able to help move the IHA along quickly with their expertise. The IHA process should be initiated immediately due to the short time window for construction to proceed by October 2018.

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Committee Discussion/Public Comment

Mr. Ridgway asked if the sound studies completed by Oceanus Alaska were for the blasting or pile driving?

Ms. Austin said the pile driving has become more of a regulatory focal point for the last several years. The sound study was done on the noise associated with pile driving.

Mr. Ridgway asked if different methods and means have been looked at?

Ms. Austin said the study was done on the vibratory pile driving. There are large costs in the studies and don't reduce the risk enough to avoid the IHA anyway.

Mr. Ridgway asked who estimated the time to obtain the IHA?

Ms. Austin said PND has been in contact with the Alaska Region and Headquarters regarding blasting. They said approximately six months to a year. PND Anchorage office and Oceanus Alaska's experience has been seven to nine months.

Mr. Ridgway said he was recently told it would take 16 months.

Ms. Austin said going through US Fish & Wildlife Service their process can take up to 18 months for certain animals. We are looking at strictly animals within the National Marine Fisheries Service jurisdiction which is a little shorter process.

Mr. Uchtyl said he wanted to bring this information to the Board. The plan is to move forward with an IHA and be in a position to award work commencing October 2018.

2. Notice of Intended Sale of Boat Shelter AG-024 by Stephen Crapo

Mr. Uchtyl said this is just letting the Board know staff received a notice that Mr. Crapo is intending to sell his half of a boat shelter AG- 024. I will let him know he has free will to dispose of his boat shelter.

Committee Discussion/Public Comment

3. Request for Information – Disposal of used Waste Oil

Mr. Uchtyl said Harbors has an annual cost to disposal of used waste oil that is taken in at Statter and Aurora Harbors. Staff has a Request for Information out asking the public and business if they have any ideas or proposals to deal with our waste oil. We are hoping to find a contractor to take it, use it, burn it, rather than Docks & Harbor moving it around at a considerable expense with Delta Western.

Committee Discussion/Public Comment

Mr. Donek asked if there was any help from the CBJ Hazardous Waste program?

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Mr. Borg said the cost is prohibitive and it still has to be transported. Currently it is \$1.50 per gallon to move from Statter Harbor to Aurora and \$3.50 per gallon if there is no room at Aurora and they store it for us. We are taking in about 450 gallons per week at Statter Harbor. Aurora Harbor has a burner that burns about 40 gallons per day but we just can't keep up.

Mr. Uchtyl said we are looking for a business that will be able to take this oil and burn it at no cost to Docks & Harbors.

4. Lumberman Status Update

Mr. Borg said the new owner has been sent a letter stating he has until October 18th to remove his vessel from our property. He has failed to remove the vessel. Staff contacted the Coast Guard to find out the overall condition of the vessel and using their pollution inspectors was their way to board the vessel. There was significant oil found in the bilges and old stuff found. They will get back to us on the actual amount found. They were on the vessel for seven or eight hours. They will get a report done in the next few days and he will brief the Board at the next meeting. Mr. Borg said he spoke with the owner and he indicated that he needed 30 more days and he intended to sell some items on the boat and get towed to Petersburg. He was not granted the 30 days. Moving forward, if there is a significant amount of pollutants on this vessel, the Coast Guard would be willing to make this safe. If Docks & Harbors does end up with this vessel, it will be an approximately \$200,000 effort to dispose of it. Mr. Borg has a request with CBJ Law for an impound process and he is waiting to hear back.

Committee Discussion/Public Comment

Mr. Eiler asked what is the next step to avoid this happening in the future?

Mr. Borg said the Anchoring Out Regulation is being reviewed by CBJ Law and after that comes back it will be advertised for 21 days, have a public hearing and then go to the Assembly for final adoption.

Mr. Simpson requested to bring that back to the OPS for review also.

5. Vessel Impounds

Mr. Creswell said staff has been working on getting vessels moving for about the last eight months with the construction coming up. There was a need to get a lot of vessels moved and there was going to be a crunch for space. Staff was also aware that there were a lot of vessels in the Harbor that have not moved with some upwards of 10 years. Our regulation requires a boat to leave the Harbor three times per year under its own power. Initially approximately 40 letters were issued to vessels that hadn't moved in over a year. Out of those forty letters, we currently have nine boats that have been impounded and one pending which are being stored on H float in Aurora Harbor. Probably eight of these boats will never run again and a couple of the boats staff did not even go on because of the sanitary conditions. He was happy to see this process worked as well as it did having 30 run out of the 40. Harbor Officer Mr. Holloway worked with the boat owners to get the boats running. The next process is sending the nine boats to auction. Anything sold will be sold with a caveat that they will leave the

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES
For Thursday, November 2nd, 2017

Harbor. We will move onto Harris Harbor next spring and go through the process all over again.

Committee Discussion/Public Comment

Mr. Eiler asked how many boats are currently impounded system wide?

Mr. Creswell said there are several standing impounds. If that boats shows up in the Harbor we can impound it. There are nine currently impounded.

Mr. Ridgway asked if there is a good estimate in terms of what these impounds cost CBJ in terms of time, wages, and costs of disposal?

Mr. Creswell said yes, but he does not have those numbers tonight. They are tracked on an excel sheet. Depending on the size of the boat it runs from \$1,000 to \$9,000. Clearing these boats out of the Harbor has resulted in seven or eight police calls a week down to zero. Other patrons have noticed and are happy with the results and staff is getting compliments daily.

Mr. Borg said it costs roughly \$6,000 per vessel and roughly \$60,000 to \$65,000 to clean up all of Aurora. These fees will go to collections, but we don't let anyone in collections come back in the Harbors.

Mr. Ridgway said the cleanup efforts are noticeable.

Mr. Uchytel asked for an update on the vessel Whimsea.

Mr. Borg said the Whimsea is a vessel that caught fire and sank in Statter Harbor recently. The owner contacted me and he is upset that the Coast Guard presented him with \$160,000 clean up fee. The owner did not have insurance. Harbors sent him a bill for a little over \$4,000 for disposal fees. He was very angry when he called because he has been paying the vessel disposal fee surcharge which is \$.25 per foot if you don't have insurance. When he was staying in Statter which is a transient harbor, you don't pay that. Only people with permanent assigned stalls pay the disposal fee. He was under the impression he had insurance with us. He is now saying that he had thousands of dollars of snap on tools on the vessel when it sank. Mr. Borg said he disposed of the vessel after the fire and after everyone inspected it. The owner claims he was not given time to recover the tools. Mr. Borg said he tried to explain the process but the owner did not want to listen. This event happened in June and this is the first he has heard from the owner.

Mr. Uchytel said Docks& Harbor incurred a little over \$11,000 in fees. We took that to CBJ Risk to run through our insurance and they covered everything except the \$5,000 deductible. We ended only billing the owner for \$4,000. This was the vessel staff thought the fire was arson. It burned to the water line and sank. Mr. Trucano raised the vessel and took to his yard where it sat until the investigators were done with it and then he was instructed to take it to the dump.

CBJ DOCKS AND HARBORS BOARD
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Mr. Donek asked if the impound vessels should go out to auction or is it a waste of time and just take to the dump?

Mr. Uchytel said this is required by ordinance to make them available.

Mr. Creswell said these boats will have several thousand dollars for their minimum bid to cover the impound fees.

6. Boat Insurance

Mr. Creswell said the vessel surcharge that we currently charge only applies to permanent stall holders. There are 1201 stalls and currently 551 permanent assigned stalls and 120 of these stall holders are paying the vessels disposal surcharge which ends up to be approximately 20% of our permanent stall holders that do not have insurance. In FY17 \$19,500 was collected for the vessel disposal surcharge. We did see a presentation on boat insurance at the AAHPA Conference in Petersburg and it showed us that vessel insurance is difficult. Washington has made it easier by having a State Law to fall back on. The Harbormaster and I will continue to work on this and talk with other Harbors to come up with a solution. As you hear tonight, this is very important.

Committee Discussion/Public Comment

Mr. Eiler suggested increasing the surcharge over time.

X. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, October 17th, 2017 - CANCELLED

2. ~~Finance Committee Meeting~~ CANCELLED

3. Member Reports

4. Assembly Lands Committee Liaison Report –

Mr. Eiler said the Lands Committee met and the primary topic of concern for Docks & Harbors was the land conveyance at Indian Point. The full report is online.

5. Auke Bay Steering Committee Liaison Report – No Report

XI. Port Engineer's Report – Mr. Gillette's written report is in the packet.

He said the ABMS transfer is pending the final stages of that transfer. The Department of Education has issued a quit claim deed to the University of Alaska and working on getting that recorded. MARAD is a little behind and MARAD attorney's and CBJ's attorney's need to talk to come up with a solution on language. After that is finalized it will be a couple of weeks before the quit claim deed is received to be signed and recorded. After that is recorded he will meet with the CDD and work on the subdivision process. He has already applied for a preliminary plat review. Staff is working on addressing comments.

Mr. Eiler asked the timeline on the Little Rock Dump Feasibility Study?

CBJ DOCKS AND HARBORS BOARD
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For Thursday, November 2nd, 2017

Mr. Gillette said staff did receive a preliminary report and he did distribute at the last OPS meeting. He will check in with PND to get an update.

XII. Harbormaster's Report

Mr. Borg reported;

Mr. Creswell is moving to Statter Harbor to be the Supervisor at that location.

Mr. Hinton is the Senior Harbor Officer. He took that position in July.

XIII. Port Director's Report

Mr. Uchytel reported;

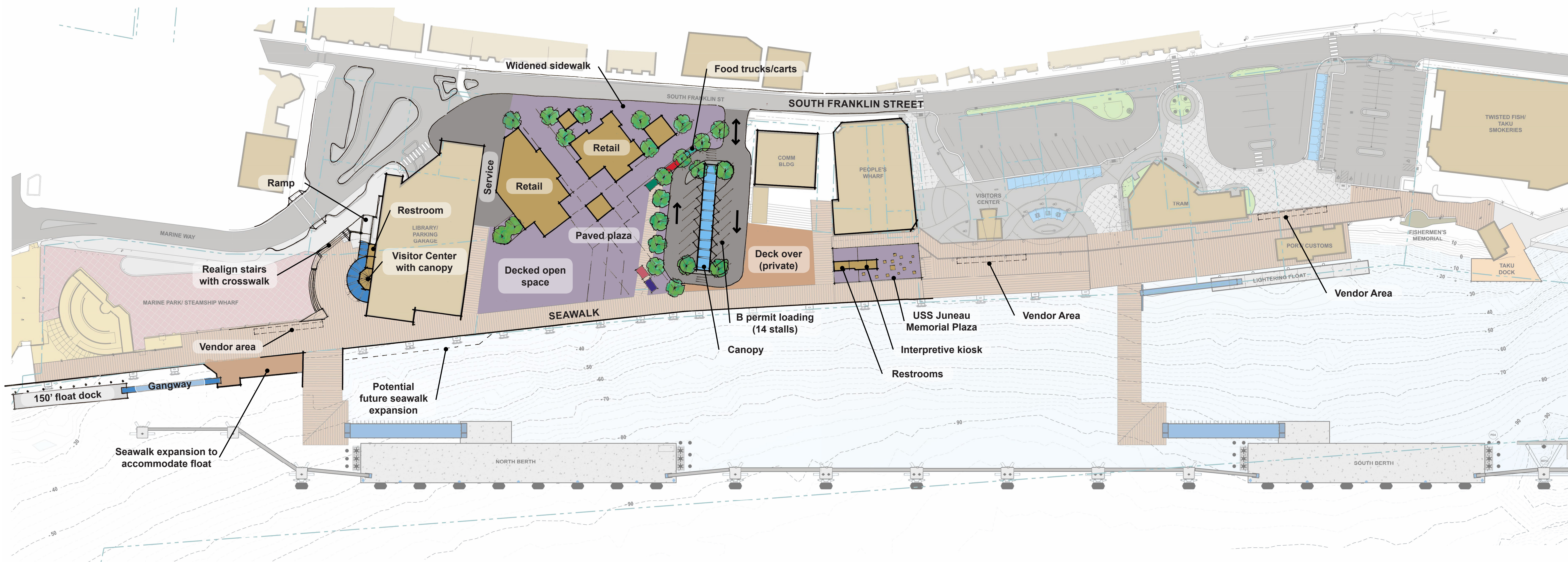
- NCS has mobilized for Aurora Harbor phase II, their crane is in the Harbor. The floats will start arriving mid-December. Their plan is to work six days a week and be complete on the substantial completion date of March 31st.
- Staff submitted three TIGER grants. Results will be known in the spring.
 - o Juneau Fisheries Terminal - \$25M
 - o Marine Services - \$25M
 - o Elevated Seawalk between Statter Harbor & ABMS - \$12M
- Working on a RFI for property management at the ABMS.
- Docks & Harbors new Assembly Liaison is Rob Edwardson.
- Mr. Gillette and I are working on a policy for the 1% for art light guidelines.

XIV. Assembly Liaison Report – None

XV. Board Administrative Matters

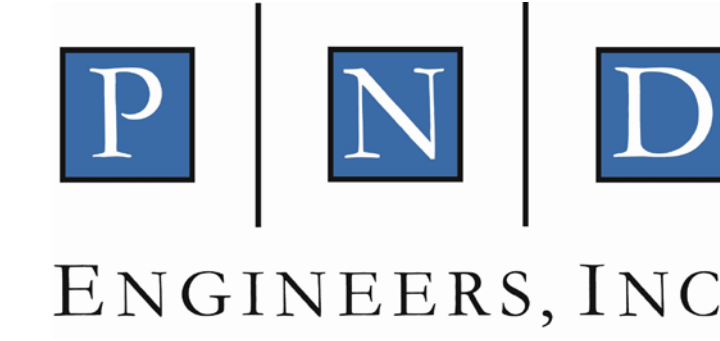
- a. Ops/Planning Committee Meeting – Wednesday, November 15th, 2017 at 5:00pm -
- b. Finance Committee Meeting – Cancelled
- c. Board Meeting – Thursday, November 30th, 2017 at 5:00pm –

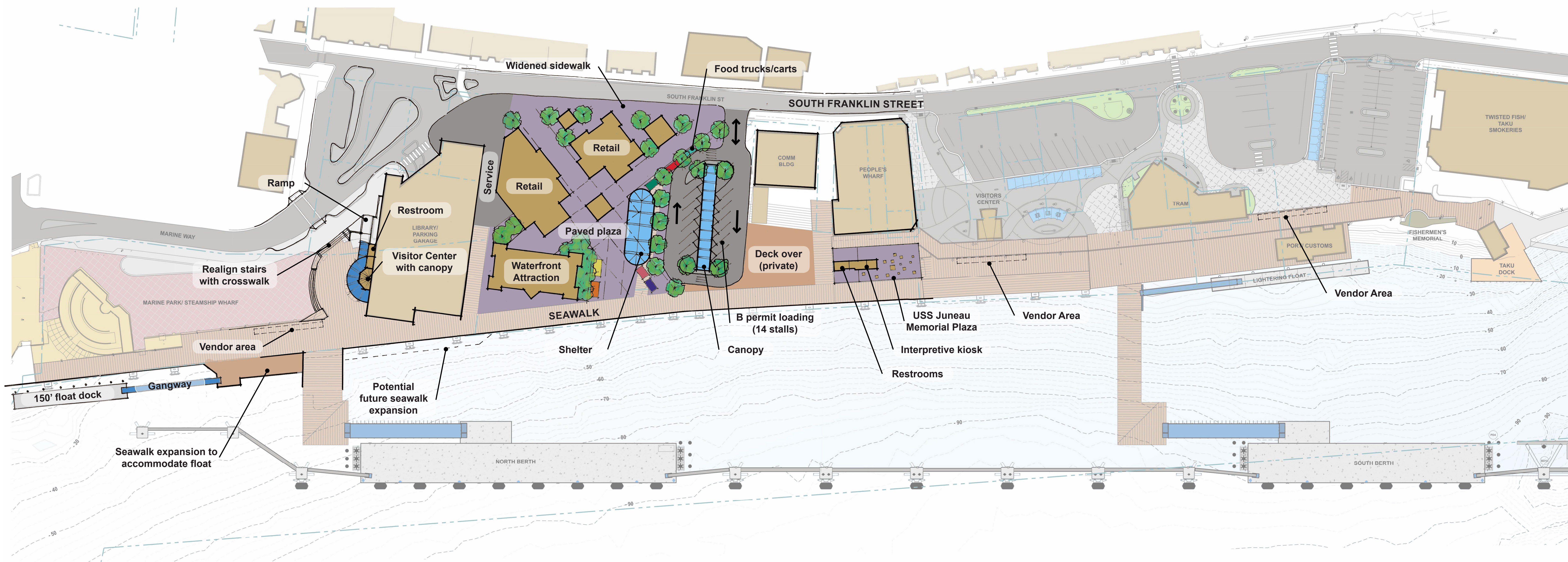
XVI. Adjournment – The regular Board Meeting adjourned at 7:47 pm.



Taku Dock to Marine Park Urban Design Plan

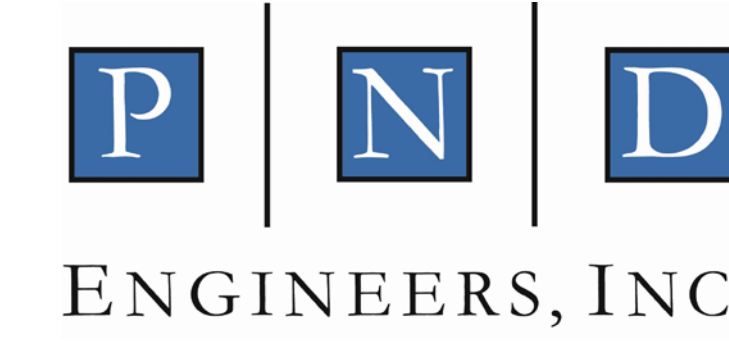
Preferred Master Plan - Phase I

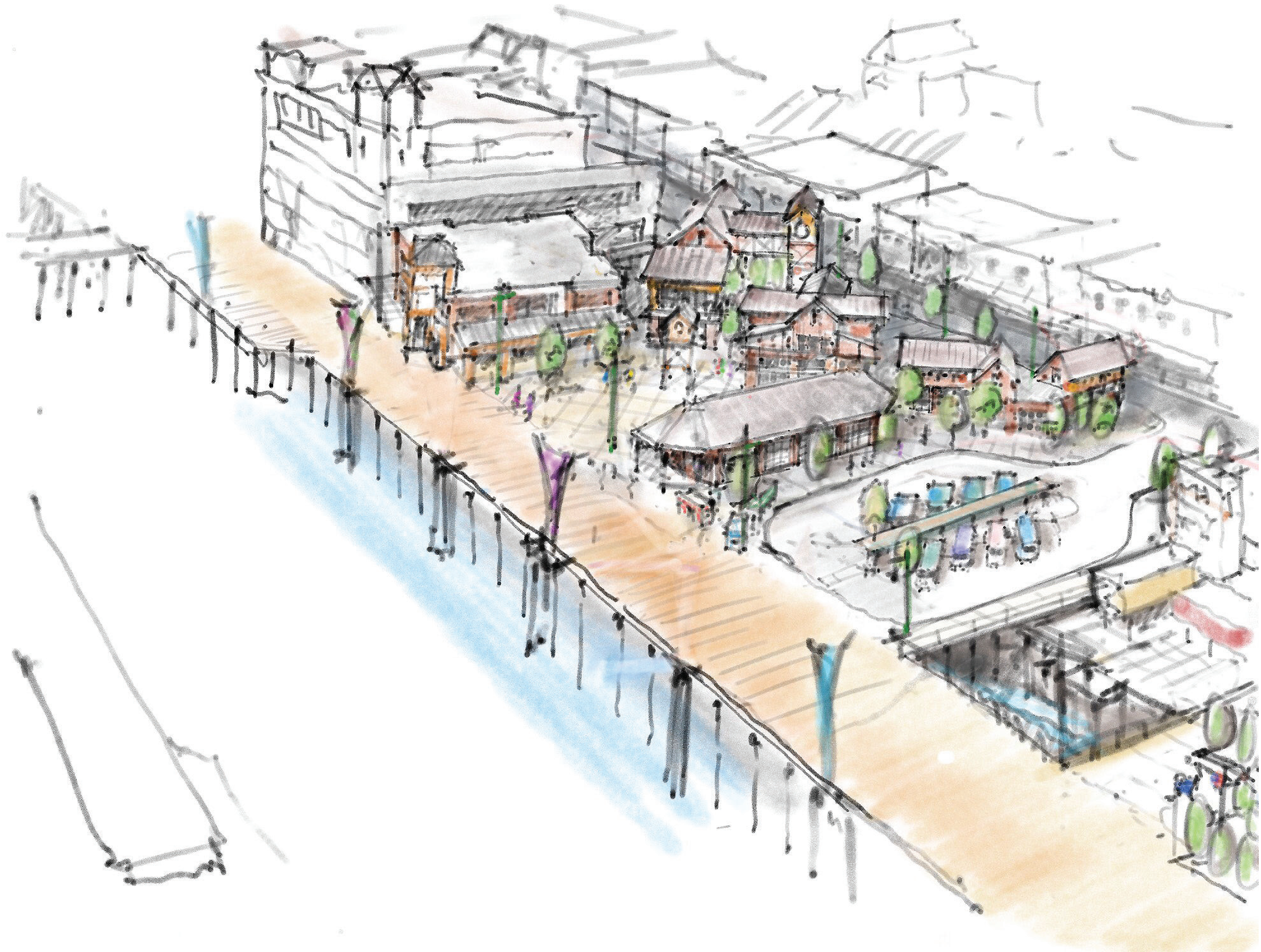




Taku Dock to Marine Park Urban Design Plan

Preferred Master Plan - Phase II





Taku Dock to Marine Park Urban Design Plan

Preferred Master Plan - Sketch



Gary Gillette

From: Deb Bergmann <blueanddeb1979@gmail.com>
Sent: Friday, November 17, 2017 6:34 AM
To: Gary Gillette
Subject: Waterfront project

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Gary,

About the new proposal to develop the lot on the waterfront next to the parking garage, I don't see much space to include the shops that have been operating there for several years. Especially the food vendors! Our daughter has the Alaskan Crepe Escape for the last 9 years there. Her business has become one of the favorite summer places for local and tourists alike! She opened her business 9 years ago and has followed all the city rules. She employs 12-15 high school and college aged kids every summer.

I understand that the property should be developed and we definitely need more public restrooms downtown but please don't squeeze out all the young people who have opened businesses there in the last several years. They have all been very popular places to go and with all the people who work in the downtown shops we need those options! Please make more space for them! We don't need anymore jewelry stores going into retail spaces!

Thank you,

Deb Bergmann

The Alaskan Fudge Co

195 So Franklin

Juneau, Ak

Sent from my iPad

Gary Gillette

From: Carl Uchtyl
Sent: Thursday, November 30, 2017 10:41 AM
To: Gary Gillette
Subject: FW: URBAN DESIGN PLAN - COMMENTS?

Follow Up Flag: Follow up
Flag Status: Flagged

From: Day, Kirby (PCL) [<mailto:kday@hagroup.com>]
Sent: Thursday, November 30, 2017 10:40 AM
To: Carl Uchtyl
Cc: Drew Green
Subject: RE: URBAN DESIGN PLAN - COMMENTS?

Carl -

Overall the plan looks good, interesting, and a very nice addition to the waterfront.

I am not giving an "official industry position" on this and these are personal comments. I assume industry will comment based on where MPF monies are planned to be spent.

A few personal comments:

- 1) is there a plan to install another mooring dolphin on north end of AS dock and/or utilize the northern most existing "left over" mooring station up on the wooden portion of the dock for larger ships that may wish to run addition head or stern lines?
- 2) what is the purpose of the new float on north end? tendering? tour boats? Will its use interfere with larger ships berthing at AS Dock?
- 3) the location of the new visitor center and canopy will likely cause similar issues as we experience at the entrance to the Tram. With that area in front of this new visitor center being the main area for ship and locally sold tour passengers to meet, I can envision the entire front portion of the visitor center and covered canopy taken up by passengers trying to get out of rain or even on sunny days, just standing and waiting for tours and thus, causing congestion at the entrance/front of the visitor center building.
- 4) Larger and larger ships coming will create further need for covered passenger staging area around AS dock and Marine Park coach staging - I don't see any additional covered area. (ref my comment #3 above)
- 5) will the new B loading zone accommodate the mini-bus (24') type vehicles in addition to vans?

6) is the new plan able to accommodate all the food and retail vendors who have currently been renting space in the Archipelago lot ?

7) is there really a need to spend the money to move the USS Juneau Memorial? Maybe this is small ticket item and simply centralizes it along with the main portion of the Juneau waterfront.

8) can the planned restrooms near the new location of the USS Juneau Memorial be incorporated onto the back side of the current Travel Juneau Visitors Center at CT?

9) will current rest rooms on street side of Library/Parking Garage remain in use?

10) identify streetside A zone coach staging area along Marine Park as an unloading AND loading area for A coaches, not just for dropping off. Will need the additional loading spaces for A size coaches with larger ships using AS -- (Emerald Princess, Grand Princess, etc.) Assume HAP and AK Coach Tours have weighed in on this.

11) is there any discussion of adding some covered passenger staging area to the Columbia/Tram lot along the curb in that area about 100+ feet in front of the vendor booths? Original plan years ago had a covered area here that ultimately never was built. This would also give passengers a covered place to congregate in sight of the buses for tours other than the AJ Dock Shuttle which already has a covered waiting space in the Columbia/Tram lot. I am not sure the portable (Costco) tents placed behind the tram got much use as it seems easier to stage passengers within sight of the motorcoaches they are boarding - in Columbia/Tram lot.

Thanks for the opportunity to provide my personal observations on the plan.
Rgds, Kirby Day

From: Carl Uchytel [<mailto:Carl.Uchytel@juneau.org>]

Sent: Wednesday, November 29, 2017 10:40 AM

To: Drew Green <andrewg@claalaska.com>; Day, Kirby (PCL) <kday@hagroup.com>

Subject: URBAN DESIGN PLAN - COMMENTS?

Drew/Kirby –

Any comments from the Industry before Thursday's meeting?

<http://www.juneau.org/harbors/agendas/20171122014019-a.pdf>

thx.

Carl

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For more information please visit <http://www.symanteccloud.com>

Gary Gillette

From: Paul DiCarlo <pauldicarlo23@gmail.com>
Sent: Sunday, November 19, 2017 6:59 AM
To: Gary Gillette
Subject: Waterfront Development

I believe it would be great if there were large covered areas to get out of the rain but still enjoy the area.

Sent from my iPad

Gary Gillette

From: Leslie Eagle <leslie.eagle@gmail.com>
Sent: Tuesday, November 21, 2017 4:15 PM
To: Gary Gillette
Subject: waterfront plan

I would like to make the following comment on the proposed plan for Juneau's waterfront:

Having lived in Aurora Harbor for five years now, I don't think Juneau needs another small boat harbor. The harbors we already have in the downtown area are never full. Even when a third of the harbor was torn out, the remaining slips were not completely full.

I think a better option would be to build a small float house/houseboat community so the houseboat owners can opt to be separated and treated as a community of **real estate owners** instead of being lumped in with people living an entirely different lifestyle. Floating home owners are investing as much as **100 thousand dollars or more** into their homes

Separating floating homes allows for a clearer separation of rules which govern them. For instance, I currently can't rent my houseboat out to someone else because it is treated like a vessel and falls under specific harbor regulation against it. A float house community should have different rules with the understanding the people who live there own their homes and consider their homes to be permanent home which will always be homes, and not vessels being used as homes temporarily.

A float house community would also add charm and a point of interest for tourists and citizens. Think of the Seattle waterfront.

Management of a float house community could be separated from the City of Juneau at some point via various avenues such as by home owners association, or sale to a private management company, or by selling off the slips into individual private ownership.

Consider that floating homes offer affordable housing and any project expanding upon Juneau's affordable housing may be able to become a joint effort across multiple funding sources rather than just the waterfront project.

Sitka, Alaska promoted house boats as affordable housing option in the recent past. The fact that we are surrounded by water should really be considered when looking for affordable housing opportunities. An affordable housing project and a waterfront beautification project need not be mutually exclusive.

Thank you for taking the opportunity to collect feedback on the current proposal.

Regards,

Leslie Eagle

Gary Gillette

From: Jessica Geary <jessicageary@gmail.com>
Sent: Wednesday, November 29, 2017 2:10 PM
To: Gary Gillette
Subject: Marine Park to Taku Dock Urban Design Plan

Dear Gary,

I hope this is the appropriate email to address concerns regarding the new design. It doesn't seem much consideration was given to the vendors that currently have food carts and buildings that have been operating for years in the current location. I can tell there is a small area under canopy's for them to go, but there would be no room to put the buildings they have already invested capital and blood, sweat and tears into. Some of the vendors have very sound and solid buildings that they spent a lot of money customizing and decorating for their purposes. They made the investment and they load them up every spring to bring downtown and haul away every fall after the tourists leave. They pay to store these buildings in the off-season. Who is going to buy these buildings from them? There is nowhere else in town to put them and their customers will miss them! Further, they depend on that income for their livelihood. What guarantee can you provide them that your new design takes them into account? Downtown depends on it's businesses and if we continue to make Juneau less friendly to operate a business, it will effect everyone in the end - including our precious tourism. Our economy is already on the decline statewide and that will continue to spread into the communities until the state considers new revenue. Why would we take more jobs away from people than we already have to? Thanks for the opportunity to provide comment.

Sincerely,

Jessica Geary

Gary Gillette

From: Lynda Giguere <lynda.giguere@gmail.com>
Sent: Tuesday, November 21, 2017 9:10 AM
To: Gary Gillette
Subject: New downtown development plans

Hello Mr. Gillette,

I was happy to see the plans for improving downtown Juneau's waterfront. I have long felt that the area was primarily for cruise ship passengers, and I haven't felt so welcome there as a resident. I also bemoan the fact that stores shut down every winter in what should be a vibrant downtown community. The town might have been "seedy" when I moved here in 1975, but it was definitely lively with shops, a cleaners, hardware store, outfitters and grocery store all catering to local residents, and I miss that.

So I support the plans in general; even though the food stalls still look like they're targeting summer businesses. I think giving locals more room to move around with summer visitors and year-round, will be great.

Thank you for the opportunity to comment.

Sincerely,
Lynda Giguere

Gary Gillette

From: Hagevig, Bill (HAP) <bhagevig@hagroup.com>
Sent: Friday, November 17, 2017 12:15 PM
To: Gary Gillette
Cc: Drew Green; Liz Perry
Subject: suggested changes for Marine Park/Taku Urban Design Plan
Attachments: Alternative design for Marine Park and Restroom location.pdf

Gary,

We've been going over the proposed plan for Marine Park and the Taku property and have some design suggestions that should address concerns.

In the original document a few concerns arise

1. JCVB Kiosk will be inundated with guest queries looking for their tours due to its proximity to the tour loading/staging area.
2. There doesn't seem to be a staging area for guests on excursions (like the current tent) unless that was going to share the kiosk space (problematic for JCVB).
3. Placing restrooms on the upper deck will also add to congestion (suggest eliminating them).

Drew Green and I recently met with JCVB and I think they share these same concerns. The bottom line is that they would like to be away from the traffic noise their current location has, but also not too close to the vendor/shore ex operations.

Placing all three of these functions on the upper deck may result in guest congestion and confusion unless they are separated out to the best that can be done.

Another area of concern is the location of the restroom near the proposed USS Juneau Memorial. That location may also add to congestion if lines form, and that may diminish the experience at the memorial. Adjacent to that proposed deck over is a fairly wide expanse (near the Visitor Center) that would be a better location for a kiosk-style restroom (similar, but smaller than what is down at Franklin Dock). There seems to be room there to allow for a double restroom kiosk that doesn't impact the visitor center.

The attached document gives a couple of options that could address these concerns -- personally I favor Option A because it clearly defines the location of the CVB kiosk, vendor sales, and shore loading from the guest perspective, and moving the shore ex staging space above the loading zone and closer to the ship will make it easier for tour operators to access the brickyard from both access points (minimizing congestion for vendor sales and the cvb).

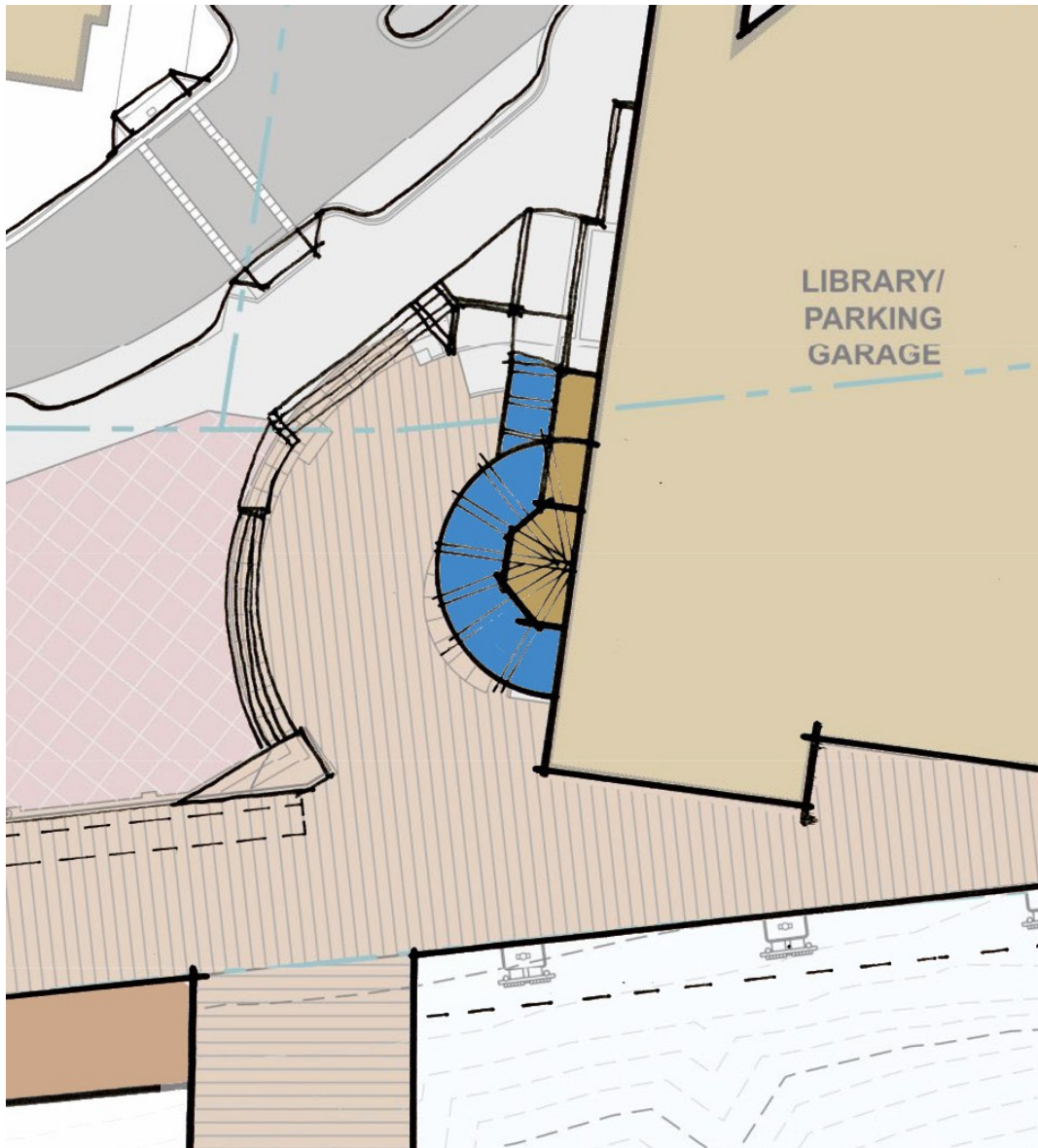
I'm happy to meet if you want to discuss further (maybe a walk through down at the site. Note that I couldn't tell from the drawing how the revised ramp would be set up, but that section looks wide enough to make space for a nice, inviting kiosk as guests make their way into downtown.

Thank you for taking this on, as overall I think this is a good use of the property.

Bill Hagevig, Division Manager HAP Alaska-Yukon
151 Mill Street Juneau, AK 99801 907-723-2430

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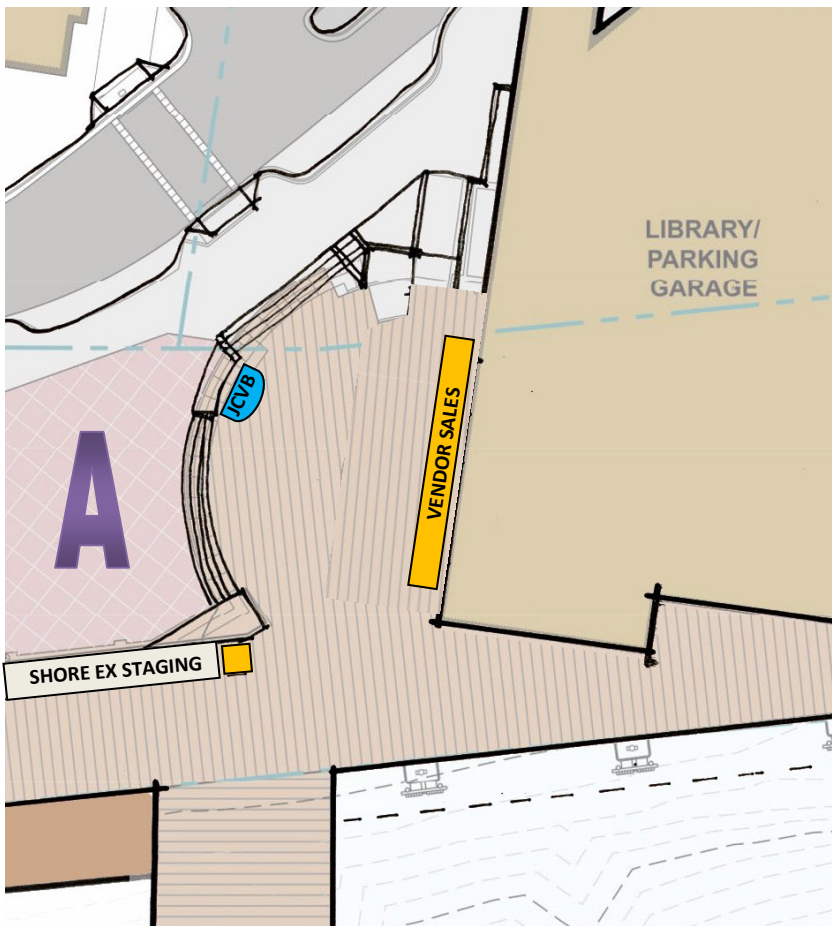
To the extent that the matters contained in this email relate to services being provided by Princess Cruises and/or Holland America Line (together "HA Group") to Carnival Australia/P&O Cruises Australia, HA Group is providing these services under the terms of a Services Agreement between HA Group and Carnival Australia.



Current design: Areas of concern.

- There doesn't appear to be a defined area for staging guests for tours — something that is currently widely used.
- Location of Visitor Center Kiosk will result in volunteers getting inundated with tour questions instead of their purpose.
- Currently the majority of the guest flows into downtown and the tour loading areas is from the upper deck via the stairs. The access ramp adjacent to Marine Park is largely under used.
- Restrooms aren't necessarily needed due to set at the end of the parking garage and a proposed set down the sea walk — lines at the restroom could also add to congestion on the upper deck.

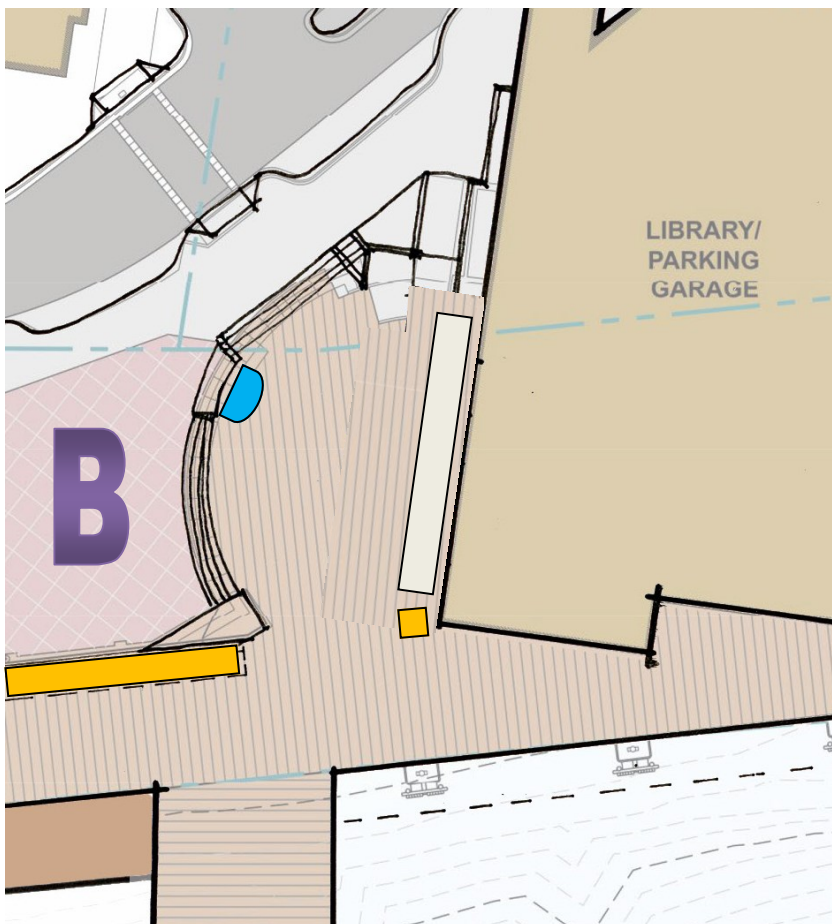
An alternative design would need to allow for the best access and use of the CVB kiosk, spread the pedestrian flow out to all access points, and allow for the various types of operations to function without walking over each other (as sometimes currently happens).



Option A:

- Moves vendor booths up against the parking garage (similar to where they used to be)
- Moves staging tent out on the sea walk near the shore excursion booth for guest grouping.
- Moves the Visitor Information Kiosk away from the guest staging area to a location that faces guests as they enter downtown through the upper corridor.
- Restrooms are eliminated.
- Juneau sign might need relocation to area near the ramp or stairs.

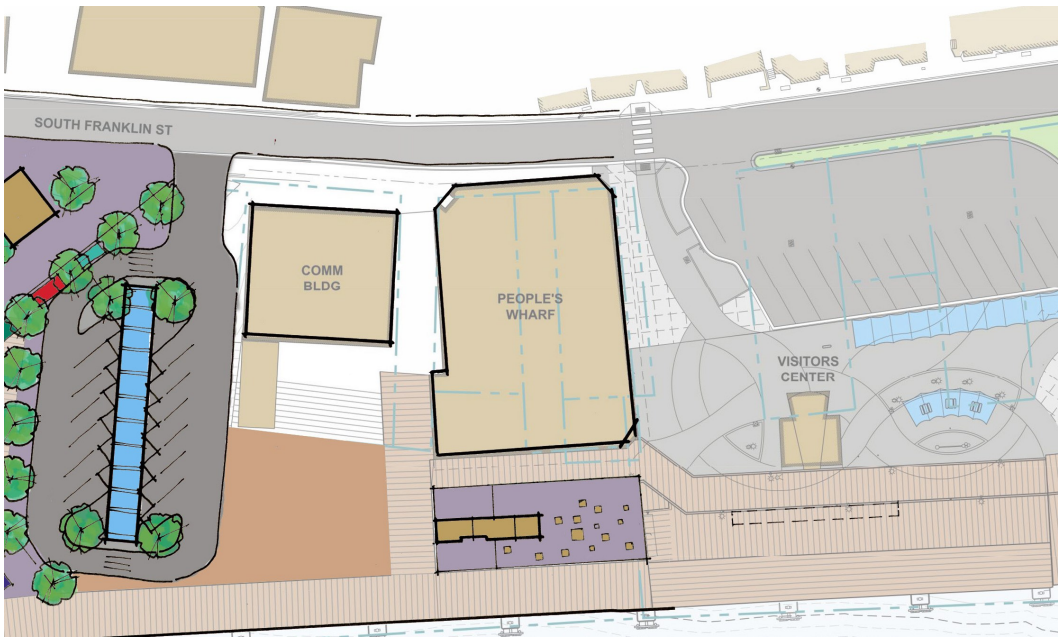
This plan results in a corridor that remains fairly open—even during peak operations. **Operators can load tours from the staging area at both ends of the loading zone and make better use of that section of the sea walk.** Visitor Kiosk is also separated from both staging area and vendor booths. Kiosk facing the main corridor with back to traffic will cut down on traffic noise currently experienced by volunteers.



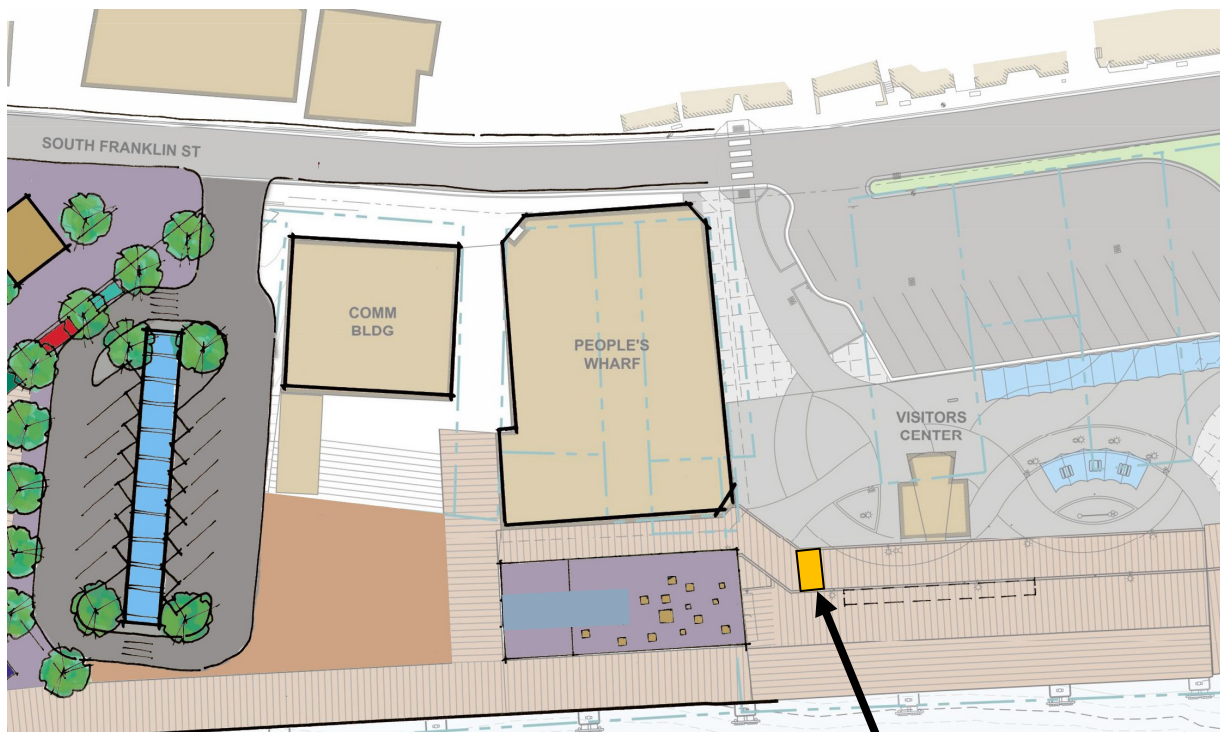
Option B:

- Keeps vendor booths where they are.
- Moves staging tent up against the parking garage to keep as much open traffic space as possible.
- Moves the Visitor Information Kiosk away from the guest staging area to a location that faces guests as they enter downtown.
- Restrooms are eliminated.
- Small Shore Ex booth is over next to the staging awning.

This plan results in a corridor that remains fairly open—even during peak operations. Visitor Kiosk is also separated from both staging area and vendor booths. Kiosk facing the guest corridor with closed back will cut down on traffic noise currently experienced by volunteers. There is still a likelihood that pedestrian congestion will occur during peak tour operations due to the majority of guest flows entering the loading zone from the stairs adjacent to lane one.



Above is existing plan, and restroom location seems like a expensive proposition as well as an area that may be narrowed in high traffic periods.



The above option would relocate the proposed restroom from the decked over space to the more open space that is closer to the Cruise Ship dock. This would likely be less expensive to install, and the back wall could serve as wayfinding (perhaps a map or some sort of interactive screen.

The existing location of the vendor booths would likely need to slide down closer to the CT Dock.

The deck over area adjacent to the USS Juneau Memorial could accommodate another memorial or commemorative site or a gathering area for people on the sea walk (tables & benches similar to what is down at Franklin Dock.) Other than what would fit on the back of the restroom structure, there really wouldn't be a need for any other visitor center program in this location since it's close to the current center.





Dear CBJ Docs & Harbors Board:

As a local, Alaskan born business owner and one of 14 tenants of the Archipelago lot, I would like to see a larger portion of the property dedicated to business opportunities. Based on the preferred plan drawings, it looks like there is very little space dedicated to food/vendor space. As a community member and Juneau Economic Development center loan recipient, it is important that Juneau fosters the development of business opportunity rather than hinder it. I am asking the board to please consider creating a site plan that provides a place to continue doing business.

Thank you so much for your time and consideration,
David McCasland

Gary Gillette

From: Brianne Mecum <briannemecum@gmail.com>
Sent: Thursday, November 30, 2017 1:07 PM
To: Gary Gillette
Subject: Comments re: public feedback on waterfront development plan

Dear Mr. Gillette,

Thank you for the opportunity to provide feedback on the future of Juneau's waterfront. After looking over the plans, I am intrigued as it looks like there are some exciting ideas in the plan that have the potential to really improve our waterfront. I have a couple concerns about the plan that I hope the city will consider as they move forward.

1. It looks like space for food carts has been drastically altered and decreased under this new plan. I hope that I'm reading this incorrectly and that the city is indeed prioritizing these small, local businesses as this plan moves forward. These small businesses are an exciting addition to Juneau's summertime commerce and give our downtown area character and variety. Our city should be doing everything it can to encourage these kinds of small businesses and the local entrepreneurs who run them. These businesses are an important component of our local economy.

2. Along those same lines, the city should be prioritizing local business in all aspects of this plan. From construction and development to the businesses which will ultimately end up in these new retail spaces, supporting local business should be our top priority. Juneauites are sick and tired of a downtown area that continues to be taken over by the cruise ship industry. In order to create a flourishing downtown area, you must also give locals a reason to patronize this area, NOT just tourists and cruise ship passengers. It goes without saying that cruise ship tourism is a vital part of our economy, but we also need to prioritize what locals want to see in their downtown. I believe that these two things are not mutually exclusive; we can create a downtown that Juneauites want to patronize year-round and that will also sustain our growing tourist economy. The long-term health of our local economy depends on this balance.

In summary, please prioritize maintaining adequate space for Juneau's growing food cart sector and prioritize and incorporate local businesses, public comments, and the needs of the citizens that live here year-round as you move this plan forward.

Thank you for taking the time to consider these comments, I appreciate the opportunity.

Sincerely,
Brianne Mecum
4024 Ridge Way
Juneau, AK

Gary Gillette

From: Meghan Nelson <timegnelson@gmail.com>
Sent: Tuesday, November 21, 2017 8:29 AM
To: Gary Gillette
Subject: Downtown Waterfront Development

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern:

I am writing in opposition to the city's downtown waterfront development. I feel that this change is an unnecessary use of city money. CBJ routinely complains of fiscal issues and it seems that this is a waste of city funds.

Additionally, I feel that this new plan caters more to the tourist industry and less to locals (who are fine with how our current waterfront functions). Local businesses would have fewer options for operating (in terms of those operating food carts as many have indicated that this new plan interferes with their ability to adequately operate) and it would destroy much of the charm our current harbor and surrounding streets possess.

In my opinion we should leave things as they are and only make minor improvements to the parking issues that plague all of downtown. This plan doesn't even begin to address the real problems many of us locals face when attempting to shop/visit the downtown area.

Thank you.

Sincerely,

Meghan Nelson
Juneau, Alaska

Sent from my iPhone

Gary Gillette

From: craig orsborn <theo@z@gci.net>
Sent: Sunday, November 19, 2017 8:22 AM
To: Gary Gillette; Craig Orsborn
Subject: Water front development

My name is Craig Orsborn I am a 50 year resident of Juneau. So here we go again with the city wanting to build more stuff for the tourist when we cant even take care of the people that live here. Front page of the Juneau Empire Budget Cuts Hit State Prosecutors Hard, in that article it stats that the city does not even prosecute misdemeanor drug crimes so that gives these creeps a free ride , we are all aware of the rampant drug problem ,shop lifting problem,car rifling,burglary and every other problem that goes with a drug use. I am sick and tired of the city telling me thy have no money just to have them turn around and dump millions of dollars on stupid stuff that does nothing improve my quality of living in Juneau. I bet that if you were to give the MILLIONS wasted on that wale to JPD thy would have the resources to take care of the many problems that the people face every day. So instead the city turns Juneau into a lowlife magnet ,behavioral therapist , warming shelters ,free housing ,free food, buss passes just to name a few but me a taxing paying citizen of Juneau that has to pay for all this what do i get for free a big fat (0). So lets get to some facts on just a few things that the City has wasted my money on , 1. spent 255,000 on a 4 wheel steer truck to haul sewage boxes to AML than drove the truck illegally until DOT told them thy could not cross over the lemon creek bridges do to axle spacing and bridge load limits 2. going to spend 500,000 to replace a time keeping system 3.thy chose to spend money to give to none union employees when a contract is set that thy have no legal binding reason to , their around 750 cbj employees of witch only 250 are union . 4 thy just spent 48,000 on a electric car just to make a few people good. These are just a few things that the city wastes MY money on , so when you want to wast more of MY money on crap for the tourist that does nothing to improve the quality of living for a 50 year resident that is a hard pill to swallow .

Gary Gillette

From: Donna Pierce <donnabpierce@gmail.com>
Sent: Monday, November 20, 2017 11:11 AM
To: Gary Gillette
Subject: waterfront plan

Hi Gary,

Thanks for the opportunity to comment. I generally like the preferred option, and I appreciate that it preserves the cruise/community compromise represented by the Marine Park Plaza (or "brickyard" as I think it is now referred to.)

Two comments on the Archipelago lot:

1. I think that the current lot (underutilized though it is) has served a valuable purpose in providing space for small "incubator" businesses. With better design, these could be attractive, several are successful, and it makes good economic sense to continue to provide space for them. I'd like to see this project help to promote local business, and more diverse businesses in this area. Tracy's is an obvious example of how a local entrepreneur, starting small, can grow a very successful business.

2. If the plan for a mural on the side of the parking garage/library goes ahead, it would be great if the layout of buildings could allow for an unimpeded view.

I hear you are going to retire soon. Very best wishes going forward!
Donna Pierce

Gary Gillette

From: Eric Forst <eric@reddogsaloon.com>
Sent: Tuesday, November 21, 2017 12:49 PM
To: Gary Gillette
Cc: Ken Koelsch
Subject: Archipelego design plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Gary,

I wanted to drop you a note regarding the development of the archipelago lot you are working on. As you and I discussed, I would strongly urge you to keep the "b" zone parking in front of the Red Dog once this project is complete. It currently works well for vendors and visitors alike as they can come see the Red Dog and catch their tour easily. Not to mention that even with the new loading area, there will still be a need for extra space moving forward given the growth we are expecting to see in the coming years. Please keep me in the loop with regards to ANY changes/decisions that may affect the lot directly in front of the Red Dog as any change will impact the operation we have built here.

In regards to the actual development, I like what you and Morris have come up with for the site. I can see a lot of thought and planning went into it. The widening of the sidewalk is great. One issue I see arising that I have not seen addressed is the increase in pedestrian traffic that is likely to occur in the roundabout. The design of the lot is naturally going to "pull" people off the dock area and lead them out near the front of the parking garage. While there is a small crosswalk there now, it is often ignored and many people walk directly into traffic in the round about. Increasing that flow of pedestrian traffic is going to compound the problem of people walking in the round about. I don't see any measures being taken to impede the travel of pedestrians in that area and direct them to the crosswalk. Signage does not work. I see that every day. There needs to be some physical barrier to entering the roundabout.

I would urge you to take a look at pedestrian traffic flow through that area with the design you are considering as that would be the ideal time to deal with it.

Thank you. If you have any questions, please let me know.

Eric Forst

General Manager/Partner

[Red Dog Saloon and Mercantile](#)

278 S. Franklin St.

Juneau AK, 99801

(907)463-3658 ext. 1

(907)723-1275 cell

eric@reddogsaloon.com



www.reddogsaloon.com

Gary Gillette

From: Sally Smith <sallysmith@mac.com>
Sent: Wednesday, September 06, 2017 12:23 PM
To: Carl Uchytel; Gary Gillette
Subject: Sea Walk and Waterfront Development
Attachments: This is how Big Oil will die perspiscacity.xyz.pdf; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Completed

Hi, Carl and Gary—Though I wish I could attend tonight's meeting, I have another commitment. As plans are discussed for further development along the Juneau waterfront, please consider the following issues as they impact Douglas Island.

Light. It would be marvelous if restrictions could be put on exterior lighting to assure it focuses only on the immediate activity. Too often we get light in our eyes over here in Douglas—the stadium lights from the rock dump, as well as work lights which are not properly positioned. A twinkling of amber light can be warm and pleasant; a blast of white light can be extremely annoying.

Noise. OMG. Please limit allowable noise and be infinitely certain that there are restricted times. Outdoor events too often impact Douglas when the band (it's usually a band) isn't under control. Water and atmospheric conditions amplify sound. Then, add the mountains and it just reverberates. Though I've never called in a complaint, I know of others who have.

Traffic. Long an issue in the South Franklin corridor, traffic conditions have been exacerbated since the marine transfer companies consolidated to the rock dump. One of the stated reasons the ferry had to move from downtown was to clear the area of trucks so tourism could flourish, yet truck/container traffic has multiplied in the years since the consolidation. Given increased tourism, conflicts are certain to worsen. As a long term goal (the shorter, the better), relocating the marine lines would have many positive effects.*

Park space or Parking? This, of course, is a bit of a conundrum and one which has plagued Juneau for a long, long time, especially since our flatland footprint is so limited. When I was mayor, we envisioned and developed Marine Park Plaza as a **drive through, pick-up/drop-off area** for tour busses and a recreational area for the community. The plan was to develop activities which would draw people downtown. As soon as I left office, the plaza was opened as a parking lot "to help ease the crunch" until the Main Street parking garage was built. It has never reverted back.

My point is that we keep using potential park area for parking, an expensive and questionable use of limited space. Before more land is allocated to parking, please consider the possibility that driverless cars are coming sooner than we think. Perhaps we would be better served by drop-off and pick-up areas. Interestingly, I have learned that revenue losses at O'Hare Airport are directly linked to a decline in airport parking. It is cheaper to

take Uber or Lyft. How much cheaper will it be when there's no need for a driver? This attached article provides interesting insight about the development and horizon for the driverless car.

Gary Gillette

From: Liz Perry <liz.perry@traveljuneau.com>
Sent: Monday, November 20, 2017 9:25 AM
To: Gary Gillette
Subject: Plan comments

Good afternoon, Gary!

We've been looking at the newest images that show the new kiosk placement, and have a couple of questions/comments:

Will the staging/excursion pick-up site be moved from the upper terrace, where the tent has been sited for the last couple of seasons? If so, the plans as shown would be acceptable for the new kiosk.

If not, there's potential for at least a few visitor service issues:

- the canopy as shown on the image can't handle being used as both a staging/pick-up area and a place for visitors to queue for information
- there will be a major bottleneck with no clear path to the visitor info site
- there will be too much noise for volunteers and visitors to communicate.

Would you please clarify the intended overall use of that area? And if the intent is to use that canopy and general area for staging, we'd like to meet and talk about options for moving the kiosk away from that staging area, perhaps closer to its current area, facing the water.

Thank you,
Liz



Liz Perry / President & CEO

Travel Juneau
(907) 586-1761
800 Glacier Ave Ste 201 Juneau, AK 99801
traveljuneau.com



Gary Gillette

From: Carl Uchytel
Sent: Tuesday, November 21, 2017 2:09 PM
To: Gary Gillette
Cc: Chris Mertl
Subject: Fwd: Tidelands Leasing

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: penny tripp <penny@pioneerjewelers.com>
Date: November 21, 2017 at 1:47:57 PM PST
To: Carl Uchytel <Carl.Uchytel@juneau.org>
Subject: Re: Tidelands Leasing

Hello Mr Uchytel

Thank you for taking the time to answer my email. I have looked at the waterfront development options and I agree that using the space for the Juneau Memorial and utilities is the best use for it. I would support that concept all the way.

To clarify my request a bit. In the event that this space was not used for the Juneau Memorial and utilities and instead was leased in part or in total to private individuals, then I would be interested in extending my currently leased area to include the portion of the open area that is directly behind my building. I would imagine that would also increase the time duration of the existing lease to whatever the new lease or extended lease would be.

If the open area along the waterfront is not parceled out, and the space is used as currently illustrated, I am very content with the situation. I will certainly take note of the November 30 meeting and the comments offered at that time. Again, thank you for your time and letting me clarify my thoughts on this. I appreciate the opportunity to converse directly with you.

Best regards

Penny Tripp

On Nov 21, 2017, at 11:40 AM, Carl Uchytel <Carl.Uchytel@juneau.org> wrote:

Ms. Tripp,

Thank you for your continued involvement in the planning process along the Juneau Waterfront. We typically identified the undecked/open area in the vicinity of the waterfront seaward of the buildings as "Peoples Wharf". This should not be construed as any proprietary relationship with the owner of the People Wharf Building, it is simply a landmark we have historically used. As you'll see in the proposed sketches, this 4700 sf area is currently be designated as an area for the Juneau Memorial with public restrooms.

When you state below: "I am absolutely interested in obtaining an extension of my existing tidelands..." Are you inquiring about a time extension or property extension? At the November 30th meeting, the Docks & Harbors Board will consider the public policy implications in making leased land available along the waterfront properties which is managed by the Department.

Please continue to stay abreast of the public process as it unfolds. Here is a link to the plan: <https://beta.juneau.org/newsroom-item/docks-harbors-wants-public-feedback-on-waterfront-development-plan>

Sincerely,

Carl Uchytel, P.E.

Port Director

-----Original Message-----

From: penny tripp [<mailto:penny@pioneerjewelers.com>]

Sent: Monday, November 13, 2017 4:34 PM

To: Carl Uchytel

Subject: Tidelands Leasing

Hello Mr Uchytel

This is Penny Tripp writing regarding the current developments along the seawalk behind my building at 428 S Franklin St. As a fast reminder, I have an existing tidelands lease in that area, as do others.

The last time we had contact on that area was early this year when Tracy's Crab Shack was being permitted. At that time there was some conversation regarding decking over the open area behind People's Wharf in the future by private users.

Now, I may be leaping to conclusions here, but in looking at the various options presented, I see that the approximately 4700 square feet of open space behind the

buildings occupied by Diamonds International, Effy (my building), and Peoples Wharf are all lumped into one unit, titled "Peoples Wharf".

As a property owner, I have not seen any public notices speaking to the possibility for private individuals leasing space in the open area.

Please let me be very clear here, in that I am absolutely interested in obtaining an extension of my existing tidelands lease when or if that becomes possible. I feel that continued free access to my building and the company that occupies it is critical to our future.

I have seen the concepts and various options being considered for the Urban Design plan and find them quite positive in the general sense.

I would sincerely appreciate being brought up to date on the current status of this area and the requirements to formally request an extension of my leased area. I would normally have telephoned you regarding this, but I felt that emailing would allow some

research prior to answering. I understand that you and staff are quite busy and I appreciate the attention to my request. In case my contact information is not current, I have included it below.

Thank you

Penny Tripp
1710 Shine Road
Port Ludlow, WA 98365
206 300 6196

Gary Gillette

From: Linda Vallie <elemvee60@gmail.com>
Sent: Tuesday, November 21, 2017 7:19 AM
To: Gary Gillette
Subject: Waterfront planning

Good morning. Quick comment: Locals would be more inclined to visit downtown during tourist season if there were parking places available. I've given up stopping downtown because of that.

Thanks for your work.
Linda Vallie

Gary Gillette

From: Jennifer Walker <paterjen@gmail.com>
Sent: Sunday, November 19, 2017 2:49 PM
To: Gary Gillette
Subject: Marine Park to Taku Dock Urban Design Plan: public input

Hello! A few items of input for the master plan for Marine Park to Taku Dock

1. I feel like parking, in general, has not been thought of for this area. In this congested area parking is already slim, tricky, and a pain to find (both for employees of the retail stores and restaurants and for locals or guests coming to our town any way except via cruise ship). By adding more retail locations and an awesome waterfront attraction eventually, where will all the new people park? Especially if tourist numbers go up, as they are projected to do. Marine Park Garage already isn't handling the load of people needing to park, how will it handle an anticipated increase in parking demand? I've always felt that when I want to visit particularly the end toward Taku Smokeries and the Tram, that parking just doesn't exist and I'm going to have to walk a LONG way to get to any of that stuff. Even the tram parking is so far from the building!!
2. will the "waterfront attraction" include anything for kids? I feel like this area, in general (waterfront from the bridge on down to the commercial area beyond Taku Smokeries) doesn't have much for kids. I've long imagined a park in this area, and I feel both locals and visitors to this area. I realize that complicates point #1, but that's what you and the geniuses on the planning commission are for!

Thank you for your interest.

Sincerely,
Jen Walker



November 16, 2017

Docks & Harbors Board
Docks and Harbors Department

Re: Taku Dock to Marine Park Urban Design Plan

Dear Board Chair Tom Donek,

Wings Airways has worked closely with the Docks and Harbors management and Board to adapt to the new face of the waterfront. In recognition of the safety hazard presented by the previous lightering float the Docks and Harbor Board removed the original lightering float allowing us to continue safe and orderly floatplane operations at our longstanding location. Valuable public waterfront access continued from an extensive facility at 16A and additional access at the new Whale Park. Without question the Docks and Harbors Boards decision to remove the previous lightering float was essential to our operation, and we sincerely thank you for that action. However, elements of the recent Preferred Master Plan- Phase II compromise safety of our operations. Specifically, the 150' public dock proposed. Please consider the following Wings Airways formal comments on these important issues.

Floatplane docking requires maneuvering aircraft in response to seas, currents, and winds. Given our operating parameters, almost all dockings require turning the planes to the west (toward Douglas Island) on final approach to the dock. The side of the dock closest to Marine Park. The current position of the proposed 150' lightering dock creates a blind approach from both marine vessels and our aircraft. Neither of which can stop with the same urgency as a wheeled vehicle. This proposed dock, which is larger than the removed lightering float, would present a considerable threat to safe and orderly floatplane and vessel operations in an already congested location.

Wings Airways is the current user of the Juneau Seadrome, which has been an active float plane base since the 1920's. We have made considerable investment in both shore facilities and aircraft to become a more professional and community friendly floatplane operator on the Juneau waterfront. We are proud to be a part of this community and want to do our part to enhance the downtown experience. Please note we are willing to continue working with special events such as the Maritime Festival and Celebration to allow temporary use of our dock facilities.

In the interest of continuing the 100-year tradition of safe and efficient seaplane commerce on the Juneau waterfront we respectfully ask for the removal of the 150ft proposed Marine Park public docking facility from the Urban Design Plan.

Thank you in advance for your consideration and support,

Holly Johnson & the Wings Airways/Taku Lodge Ownership Team

President
Wings Airways Inc.

FY19 CAPITAL IMPROVEMENTS

<u>Enterprise</u>	<u>Division</u>	<u>Priority</u>	<u>Project</u>	<u>Funding Source</u>	<u>Amount</u>
<u>Docks & Harbors</u>	Docks	1	Marine Park Sheet Pile Coating - Phase III of III	City Marine Passenger Fees	\$150,000
		2	Visitor Information Kiosk Replacement - Const.	City Marine Passenger Fees	\$120,000
		3	Archipelago Property (Acquisition/Development)	State Cruise Passenger Fees	\$7,000,000
		4	Downtown Restrooms - Construction	City Marine Passenger Fees	\$500,000
		5	Security Checkpoint Shelters	City Marine Passenger Fees	\$300,000
		6	Auke Bay Passenger For Hire - Cost Share	Dock Funds/Harbor Funds	\$690,000
	Docks Total Funding:				\$8,760,000
	Harbors	1	Statter Harbor Breakwater Safety Improvments	Harbor Funds	\$333,000
		2	Areawide Annode Installation Matching Funds	Harbor Funds	\$300,000
		3	ABMS D&H/UAS Cost Share Agreement	Harbor Funds	\$350,000
		4	Cost Share w/ ACOE for Breakwater Feasibility	Harbor Funds	\$500,000
	Harbors Total Funding:				\$1,483,000

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS

<u>Division</u>	<u>Project</u>	<u>Priority</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>FY23</u>	<u>FY24</u>	<u>Future</u>
Docks & Harbors									
Docks									
	Marine Park Sheet Pile Coating - Phase III of III	1	\$ 150,000						
	Visitor Information Kiosk Replacement - Construction	2	\$ 120,000						
	Archipelago Property (Acquisition/Development)	3	\$ 7,000,000						
	Downtown Restrooms	4	\$ 500,000						
	Security Checkpoint Shelters	5	\$ 300,000						
	Auke Bay Passenger for Hire - Cost Share	6	\$ 690,000						
	Shore Power at Cruise Ship Berths	7							\$ 25,800,000
Docks Total:			\$ 8,760,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,800,000
Harbors									
	Aurora Harbor Rebuild-Phase III	1		\$ 7,000,000					
	Area Wide Annnode Installation Matching Funds	2	\$ 300,000						
	Statter Breakwater Safety Improvements	3	\$ 333,000						
	Amalga Harbor Fish Cleaning Float	4		\$ 300,000					
	Auke Bay Net Repair Float	5		\$ 300,000					
	Aurora Harbor Dredging	6		\$ 350,000					
	Wayside Float Maintenance Dredging	7		\$ 350,000					
	ABMS D&H/UAS Cost Share Agreement	8	\$ 350,000						
	Cost Share w/ ACOE for Breakwater Feasibility	9	\$ 500,000						
	Aurora Harbormaster Building and Shop	10							\$ 3,000,000
	Douglas Harbor Uplands Improvements	11							\$ 2,000,000
	North Douglas Boat Ramp Improvements	12							\$ 1,000,000
	Juneau Fisheries Terminal Development	13							\$ 10,000,000
	Fish Sales Facility/Seaplane Float	14							\$ 1,000,000
	Marine Services Center	15							\$ 10,000,000
	Taku Harbor Stockade Point Float Replacement	16							\$ 300,000
Harbors Total:			\$ 1,483,000	\$ 8,300,000	\$ -	\$ -	\$ -	\$ -	\$ 27,300,000
Docks & Harbors Total:			\$ 10,243,000	\$ 8,300,000	\$ -	\$ -	\$ -	\$ -	\$ 53,100,000
6 Year Improvement Totals:									
			\$ 10,243,000	\$ 8,300,000	\$ -	\$ -	\$ -	\$ -	\$ 53,100,000



Port of Juneau

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

From: Port Director
To: Assembly
Thru: Docks & Harbor Board
Copy: CBJ Manager
Date: November 30th, 2017
Re: FY2017 Review - Docks & Harbors Operations

1. In accordance with 85.02.045, Docks and Harbors Board shall, no later than November 30 each year, provide the assembly with a written review of docks and harbors department operations during the preceding fiscal year.

2. The FY17 end of year financial report suggest the department is fiscally sound:

	Harbor Enterprise	Docks Enterprise
Revenue	\$4,211,660	\$1,983,131
Expenditure	\$2,477,379	\$ 1,637,167
FY17 Net	\$734,281	\$345,964
Fund Balance	\$ 1,485,517	\$ 3,609,037

3. The number of cruise ship passengers who arrived to the Port of Juneau continues to increase:

	2013	2014	2015	2016	2017
Large Cruise Ships	940,447	944,239	965,731	992,092	1,046,587
Small Cruise Ships	5,459	10,216	11,426	8,727	8,658
Total	945,906	954,455	977,157	1,000,819	1,055,245

4. Docks & Harbor has been engaged in several capital improvement projects in the course of FY17.
 - a. New Cruise Ship Berth Project. In May 2017, Manson Construction Company completed the \$54M infrastructure improvement project. The project was completed on time and with only 0.12% in change orders. Cliff Garden completed installation of the 10 *Aquilean* structures in September 2017 precisely following the procedures established in 62.65 Art in Public Places.
 - b. Don D. Statter Harbor (Phase II). Miller Construction was awarded the \$12M contract in November 2014 to construct the new launch ramp facility. The project was completed in early

2017 with change orders less than 2.3% and a ribbon cutting ceremony memorialize the project in May.

- c. Mike Pusich Douglas Harbor Rebuild. After a decade of planning and permitting and after the US Army Corps of Engineers dredged the harbor for \$6M, the floats installation was completed in April for this \$4M project with less than 1.5% in change orders.
 - d. Statter Harbor Phase III (For Hire Commercial Float and associated uplands). This project is currently in the permitting phase and we are applying for an Incidental Harassment Authorization (IHA). Recently enacted NOAA National Marine Fisheries Service guidelines are requiring additional permitting and monitoring in waters in which protected marine mammal species are present. The IHA will delay and require D&H to phase the work over two winters beginning in October 2018.
 - e. Aurora Harbor Rebuild (Phase II). This \$4M project is currently under construction and will replace E, F & G main floats. The project is funded with Harbor funds and a \$2M ADOT Harbor Grant. The substantial construction completion date is March 31st, 2018.
5. In March, Docks & Harbors completed the Land Use Master Plan Bridge Park to Norway Point. This planning document was intended to provide guidance to develop the limited uplands side of adjacent to Harris and Aurora Harbors.
 6. In April, Docks & Harbors embarked on another public planning process to evaluate the opportunities along the downtown waterfront from Marine Park to Taku Dock. An impetus behind this effort was to ensure adequate open space and bus staging to accommodate the cruise ship industry growth. A preferred Urban Design Plan was considered at the November 30th Board meeting.
 7. In 2016, Docks & Harbors applied through the Maritime Administration (MARAD) Port Conveyance program to acquire the Auke Bay Marine Station (ABMS). In July 2017, an agreement between CBJ and UAS led to dividing the 4-acre property in half. Docks & Harbors is awaiting the quit claim deed from GSA which is anticipated before the end of the year.
 8. In October and resulting from aforementioned planning efforts, Docks & Harbors submitted three federal DOT TIGER VIII grant applications:
 - \$25M for Marine Services Yard
 - \$25M for Juneau Marine Fisheries Terminal
 - \$12M for an elevated “bay-walk” between Statter Harbor and ABMSDocks & Harbors has been unsuccessful each of the past 3 years when applying for a \$3M TIGER grant to expand the downtown Juneau Fisheries “crane dock”.
 9. The fee schedule for FY17 is attached as enclosure (1).
 10. The Board looks forward to a joint meeting with the Assembly in the very near future.

#

Encl: (1) FY2017 & FY2018 Fee Schedule



DOCKS & HARBORS
 155 S. Seward St.
 Juneau, AK 99801
 (907) 586-5255 tel
 (907) 586-2507 fax
www.juneau.org/harbors

FY18 Moorage Rates

DOUGLAS, HARRIS AND AURORA HARBORS		
	Effective thru June 30, 2017	Effective July 1, 2018
Skiff	\$300 per calendar year	\$300 per calendar year
Daily	55¢ per foot	55¢ per foot
Calendar Month	\$4.25 per foot	\$4.25 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 6-month advance payment 10% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on 12-month advance payment

STATTER HARBOR		
	Effective thru June 30, 2017	Effective July 1, 2018
Skiff	\$300 per calendar year	\$300 per calendar year
Daily	55¢ per foot	55¢ per foot
Calendar Month	\$7.15 per foot	\$7.15 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 6-month advance payment 10% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on 12-month advance payment
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65' Other Vessels ≥ 65' Other Vessels ≥200'	\$0.75 per foot \$1.50 per foot per day \$2.50 per foot per day \$3.00 per foot per day

INTERMEDIATE VESSEL FLOAT (IVF)		
	Effective thru June 30, 2017	Effective July 1, 2018
Daily (Oct. 1 – Apr. 30)	55¢ per foot	55¢ per foot
Monthly (Oct. 1 – Apr. 30)	\$4.25 per foot	\$4.25 per foot
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65' Other Vessels ≥ 65' Other Vessels ≥200'	\$0.75 per foot \$1.50 per foot per day \$2.50 per foot per day \$3.00 per foot per day

Residence Surcharge

Per Month	\$69 +\$23/person above four persons
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- A 5% City & Borough of Juneau sales tax may apply to all fees

Launch Ramp Rates

Recreational – Calendar Year (includes Kayaks) Matching registrations are required to obtain two additional permits. Please see 05 CBJAC 20.060 – Recreational Boat Launch Fees.	\$90 \$5 per additional permit
Recreational – Day	\$15
Commercial – Calendar Year	\$250 per trailer
Commercial – Day	\$30
Freight Use – Commercial	Up to 1 hour \$60 Over 1 hour \$30 for each additional hour

Parking Rates

Douglas, Harris, Aurora Harbors	Free w/ permit (permits available at Aurora Harbormaster's office)
Statter Harbor – Summer (May, June, July, August, September)	\$1 per hour/\$5 per calendar day
Statter Harbor – Winter (October through April)	Free w/permit (permits available at Statter Harbor office)
Downtown Taku Lot - Summer	\$2 per hour/3 hour limit

Shorepower

Connection Type	Daily Fee
20 amp (120V, 1 phase)	\$6.00
30 amp (120V, 1 phase)	\$9.00
50 amp (208V, 1 phase)	\$25.00
50 amp (208V, 3 phase)	\$52.00
100 amp (208V, 3 phase)	\$86.00
100 amp (480V, 3 phase)	\$198.00

Connection Type	Summer Liveaboard Monthly	Summer Non-Liveaboard Monthly
20 and 30 amp	\$90.00	\$54.00
50 amp	\$180.00	\$108.00
100 amp/208 volt	\$420.00	\$252.00

Connection Type	Winter Liveaboard Monthly	Winter Non-Liveaboard Monthly
20 amp	\$120.00	\$72.00
30 amp	\$162.00	\$96.00
50 amp	\$300.00	\$180.00
100 amp/208 volt	\$720.00	\$420.00

Services Provided

Power

Potable water (Year round downtown and Statter A&B Floats)
Restrooms (Statter Harbor & Aurora Harbor)
Showers (Statter Harbor, Harbor Washboard, Augustus Brown Pool)
Free Sewage pump-out (Aurora, Douglas, Harris, and Statter)
Sewage pump-out cart available at Aurora Harbor.
Harris Harbor Grid (Fee: \$1.00 per foot per day)
Please make Grid reservation at Aurora Harbor Office.

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Project	Status	Schedule	Contractor	Notes
Boat Yard at ABLF				
Construction	Complete		ACC	Contract Close-Out
Construction Admin & Inspection	In Progress		MRV	Contract Close-Out
Auke Bay Loading Facility - Phase II				
TIGER Grant Close-Out	On-Going	Sept. 2018		Annual equipment depreciation report
Statter Harbor Launch Ramp				
Construction	Complete		Miller	
Statter Tidelands Survey	In Progress		PDC	Awaiting Final Plat Mylar
Port of Juneau Cruise Berths				
1% for Art - Install Sculptures	Complete		Garten	Contract Close-Out
North Berth - Construction Administration	In Progress		PND	Project Close-Out
Vibration Monitoring Services	Complete		AS&E	Awaiting Final Report
DNR Tidelands Survey	In Progress		DOWL	Awaiting preliminary plat
Archipelago Lot Easement	In Progress		Staff	Preparing MOA for owner
Aurora Harbor Re-Build - Phase II				
Fabrication Inspection	In Progress		PND	Floats and Steel in Production
On Site Construction	In Progress		NCS	
Substantial Completion	Hold	3/31/18		
Final Completion	Hold	4/30/18		
Statter Master Plan Phase III				
Planning	In Progress		PND	
Army Corps of Engineers Permit	In Progress		PND	
Archipelago Property Improvements	Hold		Staff	Awaiting Board Direction
Archipelago Property Procurement	Hold		Staff	Awaiting funding
Amalga Harbor Fish Cleaning Station	Hold		Staff	Re-visit in Jan 2018
Aurora Harbor - Dredging on A Float	Hold			Awaiting funding
Aurora Harbor - Annodes on Piling	Hold			Awaiting funding
Auke Bay Marine Station Acquisition				
Acquisition	In Progress		Staff	Awaiting MARAD Quit Claim Deed
Subdivision	In Progress		Staff	Completed After Receipt of Quit Claim Deed
Survey of Tidelands	In Progress			
Norway Point to Bridge Master Plan	Complete		Corvus	Presentation to Planning Commission-no date
Marine Park-Taku Dock Urban Design Plan	In Progress		Corvus	
Final Plan Presentation to Board		11/30/17	Corvus	Seeking Board Approval

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Harris Harbor Restrooms and Showers	In Progress		JYL	Design in progress
Cruise Dock Decking Repair	In Progress		ACC	
Marine Park Cathodic Protection	In Progress		Tinnea	Reviewing Drawings and Specifications
ADOT Grant Application - Annodes	Hold		PND	Awaiting Legislative Action
Little Rock Dump Feasibility Study	In Progress		PND	
Statter Breakwater Safety Improvements	In Progress		Silverbow	
Fisheries Terminal Completion	Hold		PND & Staff	TIGER Grant Application
Marine Services Yard	Hold		PND	TIGER Grant Application
Pedestrian Link - Statter Harbor to ABMS	Hold		PND	TIGER Grant Application