

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA

For Wednesday, August 17th, 2022

CBJ Room 224 and

Via Zoom Meeting - <https://bit.ly/3xNZeMu>

Meeting ID: 811 5407 2938

Passcode: 598196

Call In: (253) 215-8782

- I. Call to Order** (at 5:00 pm in CBJ Room 224 and via Zoom)
- II. Roll Call** (James Becker, Lacey Derr, Don Etheridge, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Debbie Hart and Mark Ridgway).
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED
- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total)
- V. Approval of Wednesday, July 20th, 2022 Operations/Planning Meetings Minutes**
- VI. Consent Agenda** - None
- VII. Unfinished Business**

- 1. Goldbelt, Inc Seadrome Development Plan
Presentation by Steve Sahlender, Goldbelt VP Alaska Group

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO RECOMMEND THE FULL BOARD DIRECT STAFF TO INITIATE AN APPRAISAL AND ESTABLISH PROCESS TO ADVANCE GOLDBELT'S EFFORTS TO DEVELOP THE SEADROME PROPERTY.

- 2. Proposed Condominiums on Auke Bay Harbor Road
Presentation by Corey Wall, Jensen-Yorba-Wall Architects

Committee Questions

Public Comment

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Committee Discussion/Action

MOTION: TO SUBMIT AGENCY COMMENTS TO CDD AS DISCUSSED.

VIII. New Business - None

IX. Items for Information/Discussion

1. [Blueprint Downtown Area Plan](#)

Presentation by Beth McKibben, CDD Planner

Committee Discussion/Public Comment

2. [Dock Electrification Study](#) - Final Document & Next Steps

Presentation by Port Director or Port Engineer

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, September 21st, 2022**

XII. Adjournment

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CBJ Room 224 and

Via Zoom Meeting

- I.** Mr. Ridgway called the July 20th meeting to order at 5:00pm in CBJ Room 224 and via zoom.
- II.** **Roll Call** – The following members attended in CBJ Room 224 or via zoom, James Becker, Lacey Derr, Don Etheridge, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Debbie Hart and Mark Ridgway.
- III.** **Approval of Agenda**
- MOTION By MR. ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.**
- Motion passed with no objection
- IV.** **Public Participation on Non-Agenda Items** - None
- V.** **Approval of Wednesday, June 22nd, 2022 Operations/Planning Meetings Minutes**
Hearing no objection, the June 22nd meeting minutes were approved as presented.
- VI.** **Special Order of Business** – Open Meetings Act Compliance.
Mr. Ridgway said in the packet are emails that were exchanged outside a meeting and are now part of the minutes.
- VII.** **Unfinished Business** - None
- VIII.** **New Business**

1. Proposed Change to 85.02.063 – Docks & Harbors Land Management Plan
Mr. Uchtyl showed a power point presentation on planning requirement included in the minutes. The presentation was an overview of CBJ Plans, 2013 Comprehensive Plans [18 Individual Chapters, Comp Plan Layout, Policy 5.6, Standard Operating Procedures 5.6, Development Guidelines 5.6, Implementing Action 5.6, Implementing Action 5.6 continued, Policy 5.9, Policy 5.9 continued, Policy 5.14]; CBJ Land Management Plan [CBJ Land Atlas 2016, a page with parcel numbers and descriptions with retention status]; Long Range Waterfront Plan 2004 [Juneau Waterfront 2025 Concept Plan, Long Range Waterfront Plan, Subport]; Subport Vicinity Revitalization Plan [Subport Vicinity Revitalization 2003]; Waterfront Design Guidelines; Juneau Small Cruise ship Infrastructure Master Plan; Blueprint Downtown area plan [Blueprint Downtown, Goals]; 85.02.063 Land Management Plan 2004; and, Options to address 85.02.063 Deficiency.

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Committee Questions

Mr. Ridgway asked if all CBJ Docks & Harbors status is to retain ownership?

Mr. Uchytel on the page in the presentation they are all to retain but he did not go over all the Docks & Harbors managed lands.

Mr. Larkin pointed out on slide 13, goal #1 is to continue the land disposal program which systematically places CBJ land into private ownership.

Ms. Hart asked if it was possible to have a site visit to all CBJ Docks & Harbors land ownership areas. This would give eyes on the ground and a better view of what we are responsible for.

Mr. Uchytel said we lease 45 parcels we could do a field trip but we would have to navigate the Open Meetings Act.

Mr. Uchytel continued on with the presentation and pointed out that on slide 27 shows a land management plan that Docks & Harbors “shall” do and have it approved by the Assembly but we have never done one.

Mr. Uchytel discussed the following options to address 85.02.063 deficiency—

- Complete Docks & Harbors Land Management Plan
Probably 1 year effort
Outsource to contractor
- Delete requirement for Docks & Harbors Land Management Plan
Require Assembly approval
- Amend 85.02.063 to leverage CBJ Land Management Plan
Require Assembly approval
Maintains intent of original 2004 language

Ms. Derr asked if staff has talked to the zoning people about the Hansen & Gress property issues?

Mr. Uchytel said this may be addressed at a later time in the meeting.

Mr. Grant understands from the Hansen & Gress proposal their issues could be addressed with some kind of variance. CDD decided that they will not grant a variance if they cross property lines which is their mandate and he said he believes Docks & Harbors should not dispose of tidelands except under exceptional circumstance that he does not believe has been met. How do we decide who is right on two equal branches of government?

Mr. Ridgway said if we were to adopt these changes for the land management plan, how would it change the Hansen & Gress issue?

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Mr. Uchtyl said his preference is to talk about the Hansen & Gress separate from the Land Management Plan changes.

Mr. Brown said the specific plan that applies to the Docks & Harbors Board 85.02.063 section (a) says after the Board deliberation the Board will forward to the Planning Commission and Assembly for adoption. Section (b) says that process will be guided by four principles with one of which is not in favor of sale of tidelands and recommends leasing for only water related uses. However, he does not believe the Board can consider to be under a mandate to lease only for those water related or dependent purposes and not ever to sell. The statute says that shall be considered when a plan is adopted. CBJ Law is ready to help implement what the Board decides from the three options to address the deficiency in 85.02.063.

Mr. Ridgway asked if staff was recommending the third option which is to amend 85.02.063. He asked Mr. Uchtyl how the Land Management Plan and the Long Range Waterfront plans are connected? If the Board decided on option three, how would it help in the decision for the Hansen & Gress property?

Mr. Uchtyl said the words put into this draft is to say we will be guided by the CBJ Land Management Plan. There are common themes that as an organization we can choose to do. This body has a great deal of discretion to make community calls from the plans already out there.

Ms. Hart said in light of the different plans and the cautions said tonight, is there a feeling we need to capture our planning efforts under the new vision, or is it already captured and we just need to give approval for the different plans.

Mr. Uchtyl commented that we have several different plans and have been successful in managing properties. We are still able to operate without having a Land Master Plan but someone has determined all these plans were necessary at some point.

Mr. Brown said a big part of having plans is so people do not leave it to “hope” that all things will turn out beneficially. He said looking at option one it would take over 1 year and over \$10,000 in consultant fees. Having the Docks & Harbor management plan would inform the other plans what the Board wants to have happen and that would be a good reason to have option one. The code, transferred to the Docks & Harbors Board through the Port Director, empowers the Board to make the decisions under 53.09.200 which is the land disposal section that applies to everything except Docks & Harbors lands. One of the provisions is that land should not really be sold unless it is in a land management plan. He said he would take the recommendation of the Port Director to alter an existing plan for all the Docks & Harbors properties and that might be a lot quicker and more efficient.

Mr. Ridgway commented that the Board is to make decisions based on a plan but we do not have a plan. He said he heard staff say we have done well without a plan. With the

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fact we can operate without a plan, why would we need to do any of the three option put before us?

Mr. Brown said because the “shall” in 85.02.063 mandates the Board to do the Land Management Plan. Docks & Harbors has managed land well since this code and it has proven that not having a Land Management Plan is not fatal to operating. If this code is going to be disobeyed he would recommend changing it. Another thing problematic is the other plans do not include Docks & Harbors lands and that is a glaring omission. It is not good to have a code provision that you are ignoring.

Ms. Derr asked if we were to do our own Land Management Plan, how often would it be required to be updated?

Mr. Brown said it would need to be updated every five years or sooner if a major event happened. The five year requirement could also be amended to 10 years.

Mr. Grant commented that the third option is the one he would like to pursue. He looks at 85.02.063 as guidance to the Board. He does not think Docks & Harbors needs our own plan. He believes 85.02.063 has the principles that point us in the right direction.

Mr. Ridgway asked if Docks & Harbors adopts the 85.02.063 Land Management Plan, and someone comes before the Board and they have a building setting in the middle of property lines, and the Board is asked to sell land to make the private owner land whole, as a Board member, where would I seek guidance to make the right decision. Would it be from 85.02.063 and how would I utilize it to make an effective decision.

Mr. Brown said if there was a Land Management Plan under the existing 85.02.063 then that parcel of property would have been addressed and there would have been a recommendation to do something. It would be either the City buy the land and lease the entire parcel to the land owner or sell the CBJ tidelands to the land owner with restrictions for the water dependent or water related addressed. At this point, when the Board makes a decision, you are not anymore beholden to 85.02.063 as you are to the full Land Management Plan. This is a plan for a plan. Working with a plan already in place and altering to the Docks & Harbors wants is in the best interest of Docks & Harbors because they are already in place and been vetted. Using 85.02.063 is just one possible source for using a plan already in place.

Public Comment - None

Committee Discussion/Action

Mr. Brown said there could be a motion tonight instructing the Port Director to work with CBJ Law to draft an ordinance for option three.

Mr. Grant suggested to set this aside for tonight because there is a lot of word smithing that needs to happen and to have staff and Mr. Brown do that.

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Ms. Smith asked by changing how we do things now, will it affect the current request for the Hansen & Gress issue?

Mr. Brown said no. The Board will have to make an answer without the benefit of the Land Management Plan. What is in 85.02.063 is something good to look at but the decision will need to be made without that being implemented.

Mr. Larkin said a comment on Mr. Grant's comment is that he disagrees that Docks & Harbors should not sell property. With the word "should" that is more of a recommendation and not a directive. There are other places that it talks about that Docks & Harbors administers and disposes of land. Disposal is in there a few times and also in the slides from tonight from goal one was to dispose of some land back to private use. There was another thing that said all public lands need to be at the benefit of the people. The Board should lean toward keeping property but there may be times to release it to private use.

Mr. Etheridge said one of the things pushed by the Board and Assembly has been picking up tidelands. There was even a fund created at one time to buy any available tidelands. He said he has a hard time going to the Assembly and recommending the sale of this property but trying to purchase a piece of property not even a mile away.

Mr. Ridgway said Docks & Harbors has missions to serve or ideas to support and we are also a leasing agency and we have to manage the goals set up before us.

Ms. Hart asked what our options are instead of selling this can we lease it or create an easement.

Mr. Ridgway commented the item on the agenda is about establishing a land management plan.

Mr. Brown said at this point the Board needs to decide on the three options to address the deficiency in 85.02.063. As far as other options for Hansen & Gress, he believes Hansen & Gress has to own the entire area where their building sits to do the improvements they want to do. CBJ can purchase their parcel and lease back the entire piece or they can purchase the CBJ parcel but they have to have the whole building area as one.

Mr. Becker requested looking at option three and they can make it work.

MOTION By MS DERR: MOVE TO FORWARD 85.02.063 TO THE FULL BOARD TO BEGIN REVIEWING AMENDMENT TO ADOPT A MANAGEMENT PLAN AND ASK UNANIMOUS CONSENT.

Mr. Grant Objected. He believes there needs to be clarity on what plan is being adopted and what we are voting on.

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Ms. Derr said the motion was to move this forward to the full Board so we can start wordsmithing this. We are not looking to delete it but amend it.

Mr. Larkin said his recommendation on the motion would be to rephrase the motion along with the third bullet point about amending the land management plan.

Mr. Brown said Ms. Derr and Mr. Grant are not far off. He believes the intent of the original motion was to have the Operations Planning Committee recommend to the full Board to consider an ordinance that implements option three.

Mr. Grant removed his objection with the understanding of what Mr. Brown just said.

Ms. Derr withdrew her motion and restated.

MOTION By MS. DERR: TO GO WITH OPTION THREE TO AMEND 85.02.063 TO LEVERAGE THE CBJ LAND MANAGEMENT PLAN AND MOVE THAT TO THE FULL BOARD FOR REVIEW AND ASK UNANIMOUS CONSENT.

Motion passed.

2. Proposed Change to 05 CBJAC 25.060 - Summer management [Statter Harbor]
Mr. Uchytel said this was put on the agenda to see if the Board wanted changes to this regulation. This is on page 22 in the packet and the changes are indicated in red. The changes are to encourage turn over. The new changes will assess daily fees after 10 days if you have not moved.

Committee Questions

Ms. Derr asked if it includes the language that the vessel needs to move on its own power.

Mr. Uchytel said yes.

Mr. Leither said he likes this idea in general but wanted to know what the penalty is now if you do not move your boat?

Mr. Uchytel said the management would be a financial incentive to move and not just receiving letters.

Mr. Leither verified there is no financial incentive now?

Mr. Uchytel said correct.

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Ms. Smith said she has had some tough question with the public and we all know it is very crowded in Statter but some boats are given special treatment and everyone knows the big tug that has not moved in a long time. The public has this perception that the ones that do not have to move are friends with the Harbormaster. There was ugly accusation over this weekend that she is not sure how to address. Should we take the freedom of the Harbormaster to determine what vessels need to follow the ten day rule? She would like guidance on how to address these questions.

Mr. Etheridge said he talked to staff and they are trying to get the non-moving vessels to move but they have nothing in our ordinance to make them move. The only thing staff can do is send letters and there has not been an incentive for them to move. This change will now give an incentive for a person to move and not ignore the letters. The Harbormaster is not just letting them stay because they are good buddies.

Ms. Smith said adding this penalty she does not believe this will be an incentive to move. If we have rules that people decide they are not going to follow and there is nothing we can do about it than why do we have the rules and if we are going to add an incentive it should be a painful incentive for them not to follow the rules.

Mr. Etheridge said vessels the size of the big tug boat will probably be over \$1,000 a month and that will have them think twice about doing it again.

Mr. Grant said it becomes a great incentive once the cost is raised up and then a non-payment of Harbor fees is a reason to kick out a patron. This is a good place to start. Where did the six hours being out of the Harbor come from and not a longer period of time.

Mr. Uchytel said he thinks it is just an arbitrary time.

Mr. Etheridge said originally it was overnight. The argument was they can be gone for the day out fishing and come back and find a spot. The Board at the time went with the six hours for the time spent out fishing in a day.

Mr. Larkin said in this proposed wording he does not see they will move. If the idea is to get them to move, there needs to be additional wording that they still have to move even being charged the higher fees.

Mr. Uchytel commented that pointing to a rate we already have in place is more efficient for staff. Once you go to a fee or a fine there are more challenges.

Mr. Grant pointed out the word in the red should be “assessed” and not “accessed”.

Mr. Ridgway commented if this is not adequate, the Harbormaster would contact the Board and we would go through this process again. This is an interim approach.

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Public Comment - None

Committee Discussion/Action

Ms. Derr said she is in favor of assessing the daily fees in 05 CBJAC 20.070 in addition to until your vessel moves.

MOTION By MR. ETHERIDGE: MOVE TO FORWARD THE FEE PROPOSAL IN 05 CBJAC 25.060 TO THE FULL BOARD FOR ACTION AND ASK UNANIMOUS CONSENT.

Mr. Leither objected for discussion. He said he supports this but his caveat is to not berth the empty reserved spots and that will take pressure off the rest of the Harbor. All the side ties can cause safety issues.

Mr. Leither removed his objection.

Motion passed.

3. Regulation/Ordinance Change

Mr. Uchytel said on page 23 in the packet are the latest regulation changes. If passed tonight this will go to the Board next week for approval. There were slight changes not in the packet but provided on a separate page.

Mr. Brown said ordinances are supposed to address a single subject and when this came to us the vessel registration and domestic animals were together. Added to the domestic animal ordinance was the requirement to clean up after the dog. Both are now ready to go to the full Board for recommendation. The Harbor summer management incurring daily fees should be rolled in the draft with the summer management regulation change which is in the regulation packet being proposed.

Committee Questions

Mr. Ridgway asked if there can be language added to say any Docks & Harbors owned property so it can include parking lots and walkways and not just the float structure.

Mr. Brown said if that needs to be further refined that can happen. There is no 21 day notice on this. This is forwarded onto the Assembly and the manager introduces it and then there are public notices for that.

Ms. Smith said we do not seem to enforce animals being leashed even though there are signs and humans leaving animal waste on the dock. If we make these changes are we going to enforce this?

Mr. Uchytel said staff has written tickets for people not picking up after their dog but he does not have a good answer. If staff sees a violation they should cite that individual. This is guidance the Harbormaster would like to amend moving forward.

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Mr. Grant wanted to be clear that this is not just for the docks and ramps but Harbor wide. In one sentence it reads “while on the dock” he wants that to be more Harbor wide.

Mr. Brown said if this Committee supports the concepts to the full Board there can be a revised version taken into account the recommendation being made by that meeting.

Public Comment - None

Committee Discussion/Action

Mr. Larkin recommended in 05 CBJAC 07.010 the inactive vessel management to strike the middle sentence that specifies the specific areas, (east side of the head float in Aurora) and leave the sentence that says there are certain areas, and you can have a map of those areas in the harbor offices. By striking that it allows the staff in the future to make changes to that area as needed without having to go back and change the regulation.

Ms. Derr said having this regulation gives other CBJ Departments the ability to write tickets as well.

Mr. Brown said he talked to Mr. Creswell about the certain area and he agreed to leave the specific area in.

Mr. Ridgway asked if the motion in the packet was made we could still slightly change some of the language before it goes to the full Board?

Mr. Brown said everything being discussed with changes is just word smithing and fine tuning.

MOTION By MR. ETHERIDGE: TO RECOMMEND THE BOARD COMMENCE THE REQUISITE 21 DAY PUBLIC NOTICE PERIOD WITH PROPOSED REGULATION & ORDINANCE CHANGES AND ASK UNANIMOUS CONSENT.

Motion passed.

4. Hansen-Gress Building Improvement Challenges

Mr. Uchytel said this item starts on page 32 in the packet. There was a meeting held today at CDD with the Hansen & Gress building representatives. The document on page 32 was prepared by a CDD planner and on the top of page 34 it states that a variance will not be an option due to the lot line concerns. The plausible outcomes could be that the Board elects to purchase their property and do a lot consolidation. The Board agrees to sell property or the Board takes no action and leave Hansen & Gress to pursue other options.

Committee Questions

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Mr. Ridgway said on the bottom of page 33. Non-Conforming Situation – CBJ CDD recommends that the owners of the structure at 1000 Harbor Way acquire a Non-Conforming Certification in order to maintain the existing condition of the property. He asked what that means?

Mr. Schaal said this has to do with the historical nature of the building. It is out of compliance with today's zoning requirements. It is waterfront commercial zoning and mostly water dependent uses need to be associated with it. This is semi-water dependent use so CDD is satisfied with the currently non-water dependent use as an office space to apply for this non-conforming certification which cleans up some of the current uses for the zoning of this facility. It will make it a non-issue for the rest of the consideration for this project.

Mr. Ridgway said even though CDD says this is non-conforming, that does not say the Planning Commission cannot grant it. Can Hansen & Gress go before the Planning Commission and be granted permission to move forward with their project?

Mr. Uchtyl said he understands CDD would not recommend advancing something to the Planning Commission.

Mr. Schaal said if CDD staff does not feel comfortable moving this to the Planning Commission, that is a huge hurdle but if it did go to the Planning Commission and staff wrote that they do not support this, they are quasi-judicial and very limited to what code says. They do not get to make emotional decisions.

Mr. Ridgway said the way he reads the outcome is they were asking for lot consolidation and not just improvements to their building.

Mr. Uchtyl said this was written before the pre-application conference and the merits of the application were not discussed line by line.

Mr. Schaal said the Planning Director directed Mr. Peterson to put this together based on her understanding of the application. The director may have put this together from what was going to be possible and through Mr. Peterson the only way this application was going to be eligible was by lot consolidation.

Ms. Derr said she is not seeing our question to CDD. We have it written in ordinance that Docks & Harbors is not supposed to get rid of tideland and now they are telling us there is nothing we can do to let Hansen & Gress put siding on their building.

Mr. Uchtyl said the only thing that can be done is a lot consolidation with a purchase and sales agreement. If you look on page 34, they can do all the work they want inside and window and siding but any deck or canopy or anything protruding from the building would not be acceptable.

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Mr. Etheridge asked if there was an appeal process for this?

Mr. Brown said Hansen & Gress would need to go through some more administrative remedies before being in a position to protest CDD decision. This pre-application meeting took place due to Docks & Harbors wanting to make sure there was not any other way other than selling the property. The owners at this point need to decide what they want to do next.

Mr. Uchytel commented that if Docks & Harbors wanted to sell the property there could be language that CBJ would have first right of refusal to buy it back.

Mr. Larkin asked if the whole reason they wanted to purchase the CBJ land was because the deck was going to be too close to the line?

Mr. Schaal said it is at the property line now and any scaffolding or deck will be over the property line.

Mr. Larkin asked if we could extend the lease on that side out farther, would that fix the problem?

Mr. Hansen said there are three issues, the deck, awnings, and roof brow. The additional lease area on the waterside would only address the deck.

Public Comment - None

Committee Discussion/Action

Ms. Derr said getting rid of tidelands is really hard. This is really frustrating but we are running out of options and she is in favor of hearing the options of selling the land with the caveat for the Seawalk access.

Mr. Etheridge commented that he has a lot of problems with this. With adding the caveat that we have first right of refusal, we have done this in the past for the boat shelters and every time this comes forward we have never had the funds to buy them back. That would be the concern with this property. There needs to be a lot more focus on CDD to get them deeper involved before he is willing to support selling this property.

Mr. Larkin said if this was sold we could start a fund to buy land in the future. Selling land should always be the last resort. He can see nothing Docks & Harbors can do with this land except to continue to lease it. We are not losing anything if this small piece of land is sold.

Mr. Grant said his view is we do not sell tidelands. He is not convinced one pre-planning meeting with CDD exhausts all the possibilities. There are administrative steps the developer can take. He is not opposed to considering a lease for the walkway and the other two things wanted for the building are not things to part with tidelands.

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Mr. Ridgway said he would be willing to go to CDD with the Board Chair to find out all options for this project in detail.

MOTION By MR. ETHERIDGE: MOVE THIS TOPIC TO THE NEXT FULL BOARD MEETING AND FINISH DISCUSSION THERE AND ASK UNANIMOUS CONSENT.

Motion passed.

Break 7:20pm – 5 Minutes

Back in session – 7:26

5. Clean Vessel Act (CVA) – Amending Cooperative Agreement with ADFG
Mr. Schaal said we are eligible to receive almost \$10,000 more from the ADFG. Originally it was a 75/25 match with a total of \$100,000. This was split between the Harris and Statter Harbor pump out projects. We were able to come in under budget for the Harris pump out project because it was all done in house. The left over money was transferred to the Statter project. In the whole grant, ADFG said they had left over money and we are in need of more money so if the Board agrees to want to send this through the Assembly process we could accept these funds and add to the Statter Harbor project.

Committee Questions

Mr. Grant said if the \$31,000 match has already been provided?

Mr. Schaal said yes.

Ms. Smith asked if any of the money will go toward getting the second pump out station in Statter working?

Mr. Schaal said it is now operational.

Mr. Ridgway asked if this ties our hands in anyway.

Mr. Schaal said there are rules already in place but nothing out of normal.

Public Comment - None

Committee Discussion/Action

MOTION By MR. ETHERIDGE: TO AMEND EXISTING COOPERATIVE AGREEMENT WITH ADFG TO RECEIVE AN ADDITIONAL \$9,562.63 IN CLEAN VESSEL ACT GRANT FUNDING FOR THE STATTER HARBOR PUMP OUT PROJECT AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

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6. Assembly Resolution in support of Juneau District Heating

Mr. Uchytel said last month we put together a resolution reassuring Alaska Department of Fish & Game that we would be supportive of their requirements at the NOAA Docks should that property be conveyed to CBJ. Now Juneau District Heating wants similar assurance should they develop their needs, the City will work with them so they could be successful with the vision they have.

Committee Questions

Mr. Becker asked for the timeline for this?

Mr. Uchytel said Senator Sullivan entering this property conveyance is his top priority.

Mr. Grant asked who are the customers for the heating district?

Mr. Uchytel said the customer would be the SOB and Capital building.

Mr. Schaal commented it would also be the Willoughby district.

Mr. Uchytel said the urgency is to get this before the Assembly at their August 1st meeting. CBJ Law has not seen this yet.

Mr. Leither asked committing to allowing a different organization through this area seems like a different step than finding a space for a boat?

Mr. Uchytel said they indicated they would have a sub-surface pipe. There will still be a need for an easement from the Harbors but we do not want to put hurdles in front of a company that will provide clean renewable energy.

Ms. Hart said she wanted to remove herself from voting on this topic.

Public Comment - None

Committee Discussion/Action

Mr. Uchytel said the Assembly has written letters of support for this project.

**MOTION By MR. ETHERIDGE: TO RECOMMEND APPROVAL OF
RESOLUTION SUPPORTING THE INFRASTRUCTURE NEEDS OF JUNEAU
DISTRICT HEATING ACROSS CBJ CONTROLLED PROPERTIES AND ASK
UNANIMOUS CONSENT.**

Mr. Grant objected to ask if there is any reason why the other entities that are pursuing similar projects are not included in this resolution?

Mr. Uchytel said he does not know but they are all the same entities.

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Mr. Schaal said they just have different LLC's.

Mr. Grant withdrew his objection

Motion passed.

IX. Items for Information/Discussion

1. Goldbelt, Inc Seadrome Development Plan

Mr. Steve Sahlender, Goldbelt VP of Alaska Group showed a power point presentation which are added to the minutes.

Committee Discussion

Mr. Etheridge asked what the timeline is for this?

Mr. Sahlender said we would have someone come in and survey the land, assess the land, assess the costs then there would be another presentation of value versus value. The first step will be a survey and appraisal. This presentation is a preliminary to get to that point. This Board will need to let Goldbelt know they like the concept of the idea and support moving forward and we will need to know that sooner than later.

Mr. Etheridge wanted to know if Goldbelt was just looking for support from this Board at this time?

Mr. Sahlender said yes at this time.

Ms. Smith commented that we would be losing waterfront footage in the presentation and asked to talk about that.

Mr. Sahlender said initially CBJ will, but in the final phase, CBJ will gain it back when the Seawalk goes in which is illustrated on page seven of the slides.

Mr. Ridgway would like to get an idea what the request will be for the Board.

Mr. Sahlender said Goldbelt's first action item would be the exchange of property but you cannot just exchange property for property but need to do an evaluation through an appraisal process. The ask from the Committee to move this to the Board was that the Committee looks at the long range plan of what we are trying to achieve and that there is fair and equitable exchange of property and real property as well as floats. The ask would be to support an appraisal and someone coming in to determine the values of the different parcels. This presentation is information but maybe if we could get on the next Operations meeting as an action item and decide at that time if it were to move forward to the full Board. This is fair and supports all plans to date.

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Mr. Ridgway asked why Goldbelt chose an even land exchange?

Mr. Sahlender said the even land exchange created the footprint needed for the building and the ask is simpler. We are not taking, but reorganizing. With the current property lines the parcels are unusable and we also want to have a good working relationship with Docks & Harbors and Goldbelt wants this beneficial for all parties involved.

Mr. Uchytel asked Mr. Sahlender when the Board needs to say this is a viable project and to start the process to move forward.

Mr. Sahlender requested to bring this back to the next Operations Committee as an action item to move to the full Board. If approved he could present at the Board and he would also need to take back to his Board. His Board meets every month. The sooner the better with the approvals and then we can start to get better timelines.

Mr. Uchytel said we do have a term contractor for appraisal and if the Board approved we could start that process.

Mr. Sahlender said we do not want to get to a point that CBJ owes Goldbelt money or Goldbelt owes CBJ money. Goldbelt wants to get to the point to start breaking ground and we have the funds to do that now.

Mr. Ridgway requested to add this to the next and future Operations Committee meeting agendas until this is figured out.

Ms. Hart asked if there is a need to move this forward to the full Board.

Mr. Ridgway said there will be no action tonight being under information items.

Public Comment –

Mr. Kirby Day, Juneau, AK

Mr. Day asked about the DOT crosswalk in front of the Seadrome that is kind of in a weird place. He said he would like the in and out to this facility addressed with the location of the crosswalk considered. How is the berthing space with this project compared to the CBJ Small Cruise Ship plan?

Mr. Uchytel said MRV took what PND proposed and added the same layout to the proposal tonight.

The MRV representative (Zane Jones) said there was consideration for the crosswalk and the in and out to this building. It was all cleaned up.

Mr. Uchytel commented that we are going to continue our efforts to secure the NOAA dock but what if we fail. Would Goldbelt build the building without the other development?

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Mr. Sahlender said yes.

2. Aurora Harbor Phase III – Proposed Layout, there was a presentation starting on page 61 in the packet.

Mr. Schaal said the master plan was updated in 2015. There was a change at that time to only have four floats instead of five. The north approach dock was extended to accommodate for the shallow area and boat slips sizes were changed. The north slips were removed by staff so the Army Corps could come in and dredge both Harris, Aurora and Douglas and we did not want them to dredge around the old floats. Aurora Harbor was dredged to -14 feet and -16 feet. The corner has a shallow area due to bedrock issue. Phase I proposal is to build out the headwalk and the configuration on page 65 of the packet. The 24' foot size slips are not put back into this plan but the larger slips are added to provide the space for the vessels on the waitlist.

Committee Discussion

Mr. Etheridge asked for the timeline to build this out?

Mr. Schaal said staff has a goal to design in-house and have in time to apply for the next ADOT grant.

Mr. Etheridge asked if the section being discussed right now can be completed with the ADOT money now?

Mr. Schaal said yes.

Mr. Ridgway recommended to bring this back for an action item and asked Committee members to review the plans.

Ms. Derr commented she has heard patrons want a premium harbor and would pay for that. Has there been design for a premium harbor and it was shown it would not pencil out?

Mr. Schaal recommended to have bullet points on what makes a premium harbor.

Mr. Ridgway said if there needs to be a motion at the next Operations Committee meeting to look into the extra expense for a premium harbor we can do that. This has been discussed in the past and he is not sure if it is worth doing.

Mr. Uchytel said we are resource limited and we have \$4M. If the Board says they want something specific, those are things that can be done if they are identified soon enough. What does the Board want to weigh in on? We can bring this back next week and talk about the plan some more. In reviewing the Comp Plan earlier in the meeting, he discovered in 5.9 Implementing Action 5.9, it says evaluate methods for shore side security without using fencing or security gates on CBJ owned Docks & Harbors and

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recreational facilities. Mr. Uchytel said gates have been talked about but this is embedded in the Comp Plan.

Mr. Ridgway commented this information is for decision making and this Board has a lot of latitude. He always wants to make sure we are on the right path. This is a big step and he would like to see this again at the Board meeting.

Mr. Grant commented there could be some push back from the public losing a lot of the 32' slips.

Mr. Larkin commented the easy answer to that would be the depth of the water.

Ms. Smith said she would like to see at least some of the extras that people have asked for addressed. She would like it shown that if certain items are added it would add X more to the project and would need to increase rates to X. It is not unreasonable to add some of the things people have been asking for.

Public Comment – None

Ms. Smith left the meeting 8:55pm

3. Dock Electrification Study - Update

Mr. Schaal said we will be taking this study to the Assembly Committee of the Whole on August 8th. Staff has been working through the public comments and making a matrix that outlines the comments received and what we did with them. This is almost complete. We have a modified updated draft that has answered questions or corrected minor discrepancies in details about whose facilities are called what. Mr. Haight put together a small memo that answered the larger questions that will be brought to the Board next week to look at and be placed on the website and placed in the Assembly packet.

Committee Discussion - None

Public Comment - None

4. Preparation for Docks & Harbors Annual Board Meeting (July 28th, 2022)

Mr. Uchytel said next week is the annual Board meeting and wanted to have the members be thinking about nominations. The By-Laws are in the packet so they can be also reviewed before the meeting next week. Assignments to sub-committees should also be thought about.

Committee Discussion

Mr. Ridgway asked if the Board is required to have a Finance Committee?

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Mr. Uchytel commented that the Board has a standing Finance Committee in the By-Laws. The Chair can assign a sub-committee that is less than the full body.

Public Comment - None

X. Staff & Member Reports

Mr. Uchytel commented that the boat sank in Statter Harbor just earlier tonight is raised already.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, August 17th, 2022**

XII. Adjournment – The meeting adjourned at 9:03pm

Overview City & Borough of Juneau – Plans

- [CDD – Plans and Studies – City and Borough of Juneau](#)
- [CDD – Comprehensive Plan 2013 – City and Borough of Juneau](#)
- [CBJ Land Management Plan - 2016](#)
- [Long Range Waterfront Plan -2004](#)
- [Support Vicinity Revitalization Plan -2003](#)
- [Waterfront Design Guidelines -2008](#)
- [Small Cruise Ship Infrastructure Master Plan-2021](#)
- [Blueprint Downtown Area Plan – July 2022 Draft](#)

2013 Comprehensive Plan

- The *Comprehensive Plan* (also referred “*Comp Plan*”) is a long-range blueprint designed to guide the growth, development, and conservation of valued resources within our community over the next 20 years (to 2033).
- Collaborative document, incorporating input from diverse sectors of the community with the support and coordination by CBJ staff.
- Embodies both a long term vision of where we are going as well as concrete policies and actions to get us there.
- Guides CBJ staff, elected officials and appointed Boards and Commissions in shaping a better community through allocation of resources in ways that reflect the community’s aspirations, values, and needs.

Individual Chapters

- Chapter 01 - Introduction and Background
- Chapter 02 - Sustainability
- Chapter 03 - Community Form
- Chapter 04 - Housing Element
- Chapter 05 - Economic Development
- Chapter 06 - Energy
- Chapter 07 - Natural Resources and Hazards
- Chapter 08 - Transportation
- Chapter 09 - Parks and Recreation Trails and Natural Area Resources
- Chapter 10 - Land Use
- Chapter 11 - Land Use Maps
- Chapter 12 - Public and Private Utilities and Facilities
- Chapter 13 - Community Services
- Chapter 14 - Community Education and Services
- Chapter 15 - Cultural Arts and Humanities
- Chapter 16 - Historic and Cultural Resources
- Chapter 17 - Community Development
- Chapter 18 - Implementation and Administration

Comp Plan - Layout

Each chapter contains:

- One or more subject Policy Statement
- Implementation of Standard Operating Procedures (SOPs)
- Development Guidelines (DGs)
- Implementing Actions (IAs)

Example: Private Yachting and Small Cruise Ship Tourism (Chapter 5 – Economic Development)

Private yachting and small cruise ship visitors are another primarily summer market. The economic benefits come in the form of the use of air service, food service and overnight lodging as well as support services throughout town. As a major marine town along the Inside Passage, capital city, retail center and airline connection, these visitors find Juneau to be a coveted port to visit. These visitors' time in the developed areas of Juneau generally ranges from overnight to multi-week stays. These modes of transportation also allow many of their guests to spend time in the community twice, as both a starting and ending location for their itinerary. These guests tend to be higher dollar-spent-per-person-per-day additions to the economy than day visitors; their longer stays also allow them to attend and participate in community events not typically frequented by cruise passengers, supporting local performing arts and other organizations that do not usually receive financial support from non-residents.

Policy 5.6

TO ENCOURAGE TOURISM, CONVENTION AND OTHER VISITOR-RELATED ACTIVITIES THROUGH THE DEVELOPMENT OF APPROPRIATE FACILITIES AND SERVICES, WHILE PROTECTING JUNEAU'S NATURAL, CULTURAL AND ECONOMIC ATTRACTIONS FOR LOCAL RESIDENTS AND VISITORS ALIKE, AND TO PARTICIPATE IN THE ACCOMMODATION OF THE FUTURE GROWTH OF TOURISM IN A MANNER THAT ADDRESSES BOTH COMMUNITY AND INDUSTRY CONCERNS.

Standard Operating Procedures 5.6

- 5.6 - SOP1 Strengthen the local economy by enhancing and marketing Juneau as a year-round visitor destination
- 5.6 - SOP2 Encourage recognition of the value of historic resources and their preservation to tourism in the community and promote accurate representation of the Juneau area's unique cultures. Utilize the Juneau-Douglas City Museum, and work with the Alaska State Museum and other groups such as the Gastineau Historical Society and Juneau Convention and Visitor's Bureau for dissemination of accurate Juneau area history.
- 5.6 - SOP3 Focus primary marketing efforts on cultivating over-night leisure and convention visitors.
- 5.6 - SOP4 Develop Eaglecrest as a year-round local and regional recreation and tourist facility.
- 5.6 - SOP5 Work with the tourism industry to create and market shoulder season (October through May) activities and recreational opportunities community-wide.

Development Guidelines 5.6

- 5.6 - DG1 Develop a long-range plan to ensure that areas that are unique or locally important, such as Treadwell, Last Chance Basin and Perseverance Trail, Mendenhall Glacier, and the Auk Village area are not adversely impacted by commercial use.
- 5.6 - DG2 When considering capital improvements and when reviewing permit applications for tourism related developments, assess the costs and benefits of the proposed projects against the policies of this Comprehensive Plan and any CBJ-adopted Tourism Management Plan or BMPs.

Implementing Action 5.6

- 5.6 - IA1 Adopt a Tourism Management Plan or Best Management Practices (BMPs) for Tourism and maintain an entity to carry out its provisions. This plan should outline a process by which the comprehensive impacts of tourism, as identified by the assembly and its subcommittees, will be evaluated, and negative impacts mitigated on: (1) an individual project or service basis to address the impacts of specific undertakings; (2) a sector basis such as the cruise sector, the convention sector or other sector if the negative impact is attributable to a particular sector; and (3) an industry-wide basis if the impact is attributable to the entire industry. The Tourism Best Management Practices Program (TBMP) is an example of a sector-wide mitigation program.
- 5.6 - IA2 Expand the Centennial Hall Convention and Civic Center facilities as needed in coordination with a combined or separate performing arts complex within a cultural campus area of downtown Juneau generally bounded by Gold Creek, Willoughby Avenue and Egan Drive. This cultural campus will provide much-needed venues for arts and cultural performances for residents and summer visitors to enjoy as well as additional exhibition and meeting space for events, conventions and meetings held at Centennial Hall and additional space for legislators, staff and visitors to the Capital City. The State Library, Archives, and Museum project is a component of this cultural complex.

Implementing Action 5.6

- 5.6 - IA3 Work with representatives from the cruise line and yachting industries, private developers, Juneau Convention and Visitors Bureau, and other tourism-related businesses to plan and develop additional or improved moorage and berthing facilities for private yacht charters and large pleasure craft, including additional lightering and short-term moorage facilities.
- 5.6 - IA4 Establish a covered walkway network throughout downtown.
- 5.6 - IA5 Conduct frequent appraisals of public and private transportation facilities to ensure they meet local and tour-related uses and demands.
- 5.6 - IA6 Encourage local private businesses to meet demand for varied and interesting tourism experiences.

POLICY 5.9. TO FACILITATE AVAILABILITY OF SUFFICIENT AND SUITABLE WATER-BASED FACILITIES {...}THROUGH DEVELOPMENT OF WELL DESIGNED PORT FACILITIES.

Standard Operating Procedures

- 5.9 - SOP1 Protect from land use conflict and/or displacement, potential new, existing, or expanded port and water-dependent industrial, commercial, governmental, and recreational facilities.
- 5.9 - SOP2 Encourage the expanded use of, and home porting in, Juneau by state and federal government vessels, including NOAA oceanographic and fisheries research vessels, and cooperate with those agencies in the development of adequate water dependent port and related upland facilities to meet present and future needs.
- 5.9 - SOP3 Evaluate the effect of changes in state and federal laws on water-related and water-dependent 2013 CBJ Comprehensive Plan Update 57 Chapter 5 facilities such as fuel docks, tidal grids, upland boat storage and repair yards, and seafood processing plants, and the role of the CBJ government in facilitating compliance with those laws through the planning and zoning process.
- 5.9 - SOP4 Utilize the Capital Improvement Program to prioritize and schedule improvements or acquisitions necessary to the sustainable waterfront development and use called for in Policy 5.9.

Development Guidelines

- 5.9 - DG1 Assure public access to the shoreline and water when reviewing development applications.
- 5.9 - DG2 To the greatest extent practicable, orient new structures and facilities located on the waterfront in such a way as to preserve views of the water from public roadways and vista points.
- 5.9 - DG3 Deep water ports and navigable waters are valued assets and are critical to the sustainability of our economy and livability. New development along the shoreline should ensure that deep water navigable lanes and deep water port sites for marine vessels critical to the local economy are protected from encroachment from incompatible uses or obstructions.

POLICY 5.9. TO FACILITATE AVAILABILITY OF SUFFICIENT AND SUITABLE WATER-BASED FACILITIES {...}THROUGH DEVELOPMENT OF WELL DESIGNED PORT FACILITIES.

Implementing Actions

- 5.9 - IA1 Develop neighborhood plans and create Marine Mixed Use zoning districts for Auke Bay and downtown Douglas that assure provision of adequate port, docks and harbor facilities and support land side facilities and support land side facilities and services.
- 5.9 - IA2 Evaluate methods for assuring shore-side security without using fencing or security gates on CBJ-owned docks, harbors and recreational facilities used by residents and visitors.
- 5.9 - IA3 Assist with coordination of cruise ship traffic and commercial fishing operations to minimize conflicts.
- 5.9 - IA4 Investigate acquiring a larger capacity vessel lift (at least 150 tons) along with additional uplands work areas along Juneau's waterfront.
- 5.9 - IA5 Docks & Harbors should work closely with the commercial fishing and seafood packaging industries to ensure that the unique needs of these groups are met at local facilities.

POLICY 5.14. TO SUPPORT THE DEVELOPMENT AND EXPANSION OF THE SEAFOOD INDUSTRY AND OF SERVICES AND FACILITIES THAT BENEFIT COMMERCIAL FISHING ACTIVITY

Standard Operating Procedure

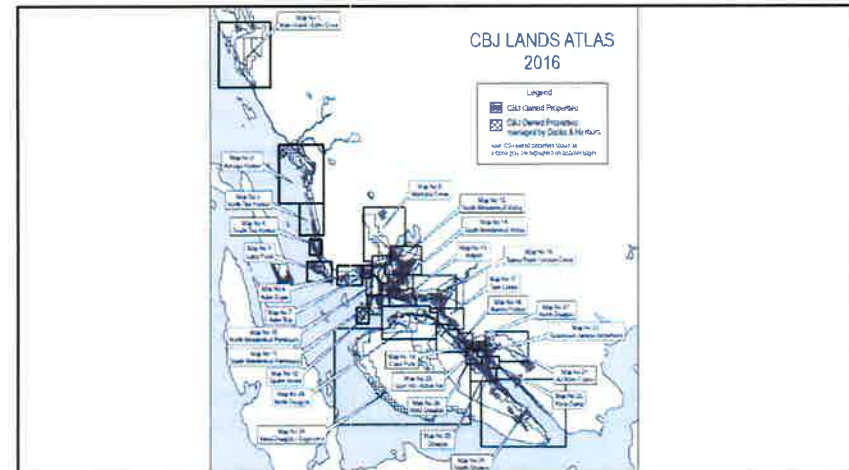
- 5.14 - SOP1 Encourage the location and expansion, as envisioned in Alaska Department of Fish & Game regional plans, of hatcheries and remote release projects in Juneau to support the local fishing industry.

Implementing Actions

- 5.14 - IA1 Assist in the development and provision of facilities suitable for commercial fishing vessels, repair facilities and land for businesses that repair fishing vessels and gear.
- 5.14 - IA2 Assist in the development of a large-capacity ice plant in the Auke Bay area.
- 5.14 - IA3 Assist in the location and permitting of suitable sites for additional seafood processing activities.
- 5.14 - IA4 Support mariculture that does not have unacceptable impacts on important fish and wildlife habitat and other maritime-related activities and ensure adherence with state law and protocols on mariculture practices. Use of invasive species or harmful food or waste products in these operations should be prohibited.
- 5.14 - IA5 Continue to support seafood industry activities as part of a diversified working waterfront in Juneau.
- 5.14 - IA6 Support educational and safety programs that are targeted to the fishing industry.

City and Borough of Juneau -Land Management Plan 2016 Update Next Update 2026

- Goal 1: Continue the land disposal program which systematically places CBJ land into private ownership.
- Goal 2: Provide direction on the best use of CBJ owned land for both development and preservation.
- Goal 3: Conduct CBJ land disposals in a manner that promotes compact urban growth and efficient expansion of municipal utilities and services.
- Goal 4: Maintain the Land Management Plan as required under CBJ§53.09.180 as a comprehensive reference document.



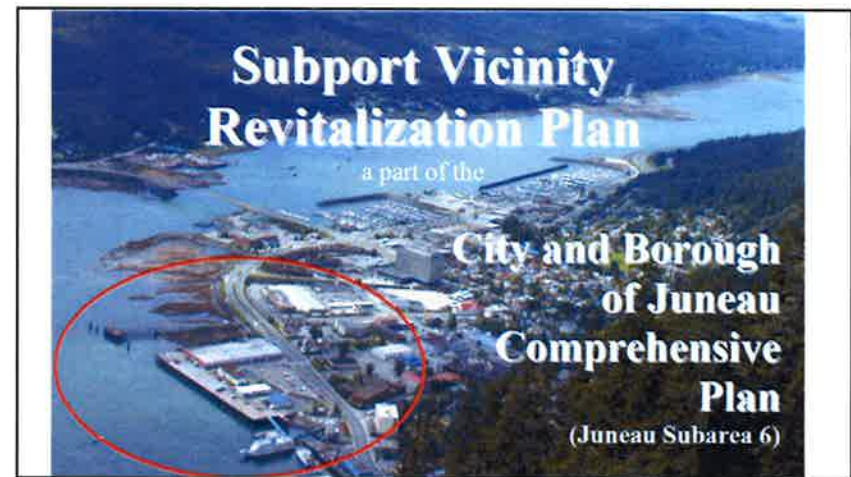
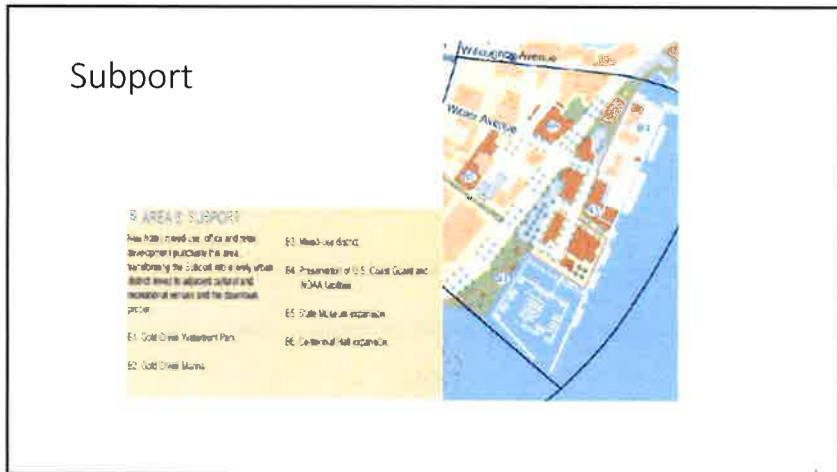
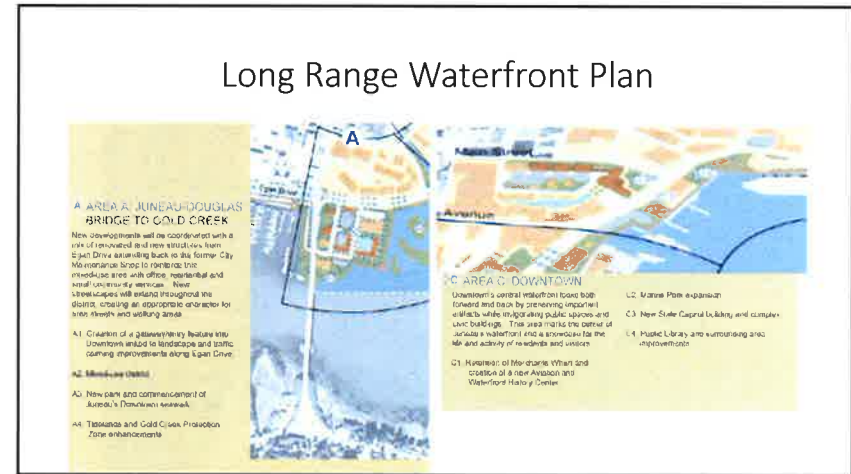
General Location	Land Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Potential
Salmon Creek	L-40-4941	10000000000000000000	Lot 1, Block 1, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4942	10000000000000000000	Lot 2, Block 1, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4943	10000000000000000000	Lot 3, Block 1, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4944	10000000000000000000	Lot 4, Block 1, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
West Lagoon	L-40-4945	10000000000000000000	Lot 1, Block 2, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4946	10000000000000000000	Lot 2, Block 2, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
Norway Point	L-40-4947	10000000000000000000	Lot 1, Block 3, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4948	10000000000000000000	Lot 2, Block 3, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
Juneau Waterfront	L-40-4949	10000000000000000000	Lot 1, Block 4, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4950	10000000000000000000	Lot 2, Block 4, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4951	10000000000000000000	Lot 3, Block 4, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4952	10000000000000000000	Lot 4, Block 4, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
Juneau	L-40-4953	10000000000000000000	Lot 1, Block 5, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4954	10000000000000000000	Lot 2, Block 5, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4955	10000000000000000000	Lot 3, Block 5, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4956	10000000000000000000	Lot 4, Block 5, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4957	10000000000000000000	Lot 1, Block 6, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4958	10000000000000000000	Lot 2, Block 6, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4959	10000000000000000000	Lot 3, Block 6, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4960	10000000000000000000	Lot 4, Block 6, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4961	10000000000000000000	Lot 1, Block 7, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4962	10000000000000000000	Lot 2, Block 7, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4963	10000000000000000000	Lot 3, Block 7, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation
	L-40-4964	10000000000000000000	Lot 4, Block 7, Subdivision 1	0.28	Public - Channel Creek	Parks & Recreation	Recreation

Long Range Waterfront Plan 2004

Four Overarching Goals

- Enhance community quality of life;
- Strengthen tourism product offerings as well as downtown retail, entertainment, residential and service activities;
- Improve Juneau's image and attractiveness for investment; and,
- Recognize all current waterfront uses.

Vision through 2026



Support Vicinity Revitalization 2003

Four common themes run throughout all these plans that this Plan embraces:

1. Use waterfront space for water dependent, related, oriented, and enjoyment uses.
2. Promote mixed-use development in downtown.
3. Extend the City's seawalk and make links between the waterfront and other pedestrian paths through town.
4. Promote public access to the waterfront.

Design Guidelines convey general policies about new construction, site work, and design along the street and waterfront. The Design Guidelines define a range of appropriate responses to a variety of specific design issues.

Waterfront Design Guidelines Juneau, Alaska



March 12, 2008

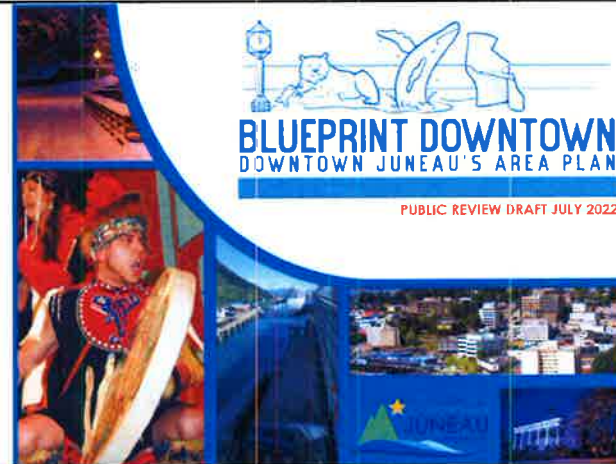


Juneau Small Cruise Ship Infrastructure Master Plan

MARCH 2021

BLUEPRINT DOWNTOWN DOWNTOWN JUNEAU'S AREA PLAN

PUBLIC REVIEW DRAFT JULY 2022



Blueprint Downtown

The City and Borough of Juneau Assembly, city departments, and the Planning Commission, as well as other CBJ boards and commissions, will refer to this document to:

- Make informed decisions concerning future growth and development while maintaining a positive quality of life for residents;
- Plan for projects more efficiently;
- Assign appropriate resources to community needs;
- Identify needs for new or revised zoning and/or development regulations;
- Identify infrastructure priorities.

GOALS



More housing of all types

Downtown is a great place to live with diverse housing options, services and amenities that will stimulate commerce and community, and create an 18/365 downtown.



Diverse, well managed tourism

Tourism is managed in a way that addresses concerns of residents and quality. Focused efforts to bring independent and business travelers to Juneau will diversify the sector and expand the season.



A downtown for everyone

Juneau's diversity is celebrated by offering services, a range of mobility options, activities, goods and amenities that appeal to all ages, backgrounds and incomes.



Strong and stable economy

Juneau and regional vitality is sustained by strong residents, diverse economies, recreation activity and program mix, improved access, greater safety, and enhanced amenities. Private and public sector investment is coordinated and leveraged to catalyze activity.



Safe and welcoming

The safety of downtown is improved by incentivizing housing of all types, including vulnerable populations, reducing crime through environmental design, programming that draws people downtown.



A downtown with a pulse of people

Downtown is a vibrant, expanding place that generates excitement and pride of ownership, lighting, activities, clean and logical circulation, where amenities, destinations, housing, retail, offices, parks and natural resources are linked. Walking and bicycling are prioritized.

85.02.063 Land management plan 2004

(a) After public hearing and deliberation, the docks and harbors board shall draft and forward to the planning commission and assembly a land management plan. The plan shall address the retention, use, disposal, and development of City and Borough land under the jurisdiction of the docks and harbors board. After public hearing and deliberation, the planning commission shall forward its recommendation to the assembly. Recommended changes to the land management plan shall be developed using the same procedure.

85.02.063 Land management plan 2004

(b) Development of the land management plan, or a change to the plan, shall be **guided** by the following principles:

- (1) Multiple use should be encouraged;
- (2) A sound local economy will be promoted;
- (3) Adequate lands for public development and public use, including recreational beaches with appropriate uplands, should be reserved;
- (4) Tidelands should be leased only for specific water-dependent and water-related uses and not sold;

(c) In developing the land management plan to implement the policies outlined in this section, the following issues, without limitation, shall be considered:

- (1) The supply of publicly owned lands to meet public needs;
- (2) The supply of privately owned lands to meet the private-sector needs of the community;
- (3) The comprehensive plan, the long-term capital improvements program, and other plans adopted by the assembly;
- (4) **Restrictions created by written instruments, zoning, and state and federal regulations;**
- (5) Physical, economic, resource, population and social factors affecting the area under consideration;
- (6) Comments of the general public, affected landowners, state and federal agencies and local advisory groups;
- (7) Ownership patterns and waterfront development plans of private landowners and state and federal agencies;
- (8) The development and growth patterns and potentials of different areas of the City and Borough and waterfront services that may be needed as a result of that development and growth;
- (9) The requirements of public access to and along public and navigable bodies of water;
- (10) The protection of other public values including recreational, scenic, wildlife, and other environmental qualities; and
- (11) Other matters which are relevant to a land use management plan.

85.02.063 Land management plan 2004

(d) The plan shall contain the following elements:

- (1) Proposed land acquisitions;
- (2) A listing of those lands to be retained for public use;

(e) The plan shall be reviewed by the Docks and Harbors Board and the Planning Commission if a major unanticipated development affecting basic assumptions occurs, and in any case at least every five years.

Options to Address 85.02.063 Deficiency

- Complete Docks & Harbors Land Management Plan
 - Probably 1 year effort
 - Outsource to contractor
- Delete requirement for Docks & Harbors Land Management Plan
 - Require Assembly approval
- Amend 85.02.063 to leverage CBJ Land Management Plan
 - Require Assembly approval
 - Maintains intent of original 2004 language



OVERALL LONG RANGE SMALL CRUISE CONCEPT RENDERING



- CBJ Docks and Harbors and Goldbelt have the opportunity to create a new Small Cruise Ship Terminal, as recommended in the PND analysis of 2021.
- The first step is an even land exchange between Goldbelt and the CBJ to create more useful and unified property for both parties.
- Improved property configurations support a workable terminal now with existing dock and upland staging, while supporting future expansion for a second CBJ dock, seawalk, and expanded parking.
- Goldbelt will rebuild the Seadrome building on an expanded site, establishing an iconic Alaskan Native facility on the waterfront to support visitors better.



CBJ/GOLDBELT SMALL CRUISE TERMINAL

SHARED CBJ/GOLDBELT GOALS



ACTIONS:

1. An equal property exchange is made to optimize CBJ and Goldbelt lots, and the consolidated properties are replatted.
2. The existing Goldbelt Dock is transferred to CBJ Ownership, and reconstructed further seaward to align with the future Seawalk location.
3. Goldbelt demolishes the existing Seadrome Building and builds an improved facility closer to the water on the new consolidated Goldbelt property.
4. The existing uplands are modified into expanded parking and staging for the Small Cruise Ship dock, with a portion dedicated to Goldbelt building parking.



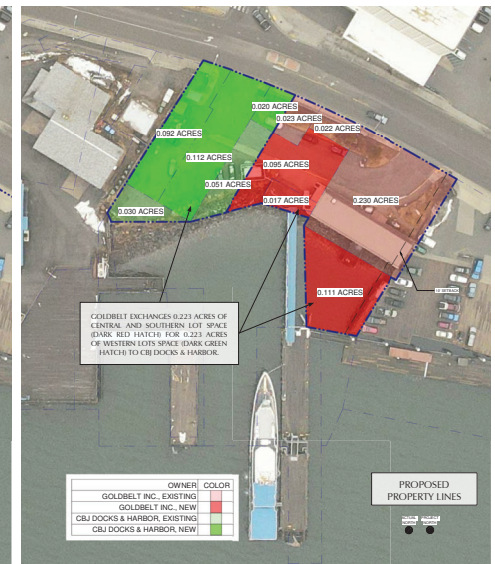
CBJ/GOLDBELT SMALL CRUISE TERMINAL

PROPOSED CBJ and GOLDBELT ACTIONS



CBJ/GOLDBELT SMALL CRUISE TERMINAL

PROPOSED PROPERTY REALLOCATION



CBJ/GOLDBELT SMALL CRUISE TERMINAL

PROPOSED PROPERTY REALLOCATION





CBJ/GOLDBELT SMALL CRUISE TERMINAL

REVISED PROPERTY OWNERSHIP PLAN

July 2022
Page 5 of 11



The Site works for Current Needs – Dock and Uplands can provide parking and bus staging needed for the small cruise ship dock and Goldbelt operations from existing property.

Future Improvements Can Be Added Efficiently – Seawalk construction and upland fill expansion work well to meet Master Plan recommendations

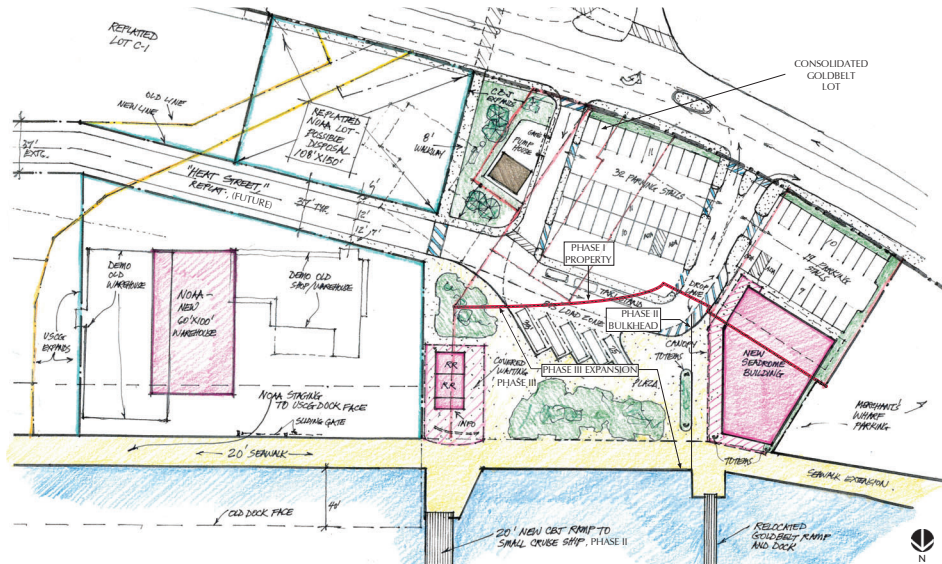
- Future Upland Expansion will provide more parking, improved bus staging, and significant recreational landscaped areas adjoining the Seawalk.
- A second CBJ Small Cruise Ship Dock is supported by the expanded bus staging and parking.



CBJ/GOLDBELT SMALL CRUISE TERMINAL

CURRENT AND FUTURE PHASING

July 2022
Page 6 of 11



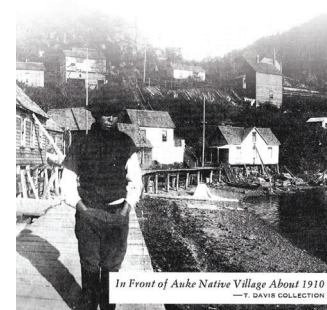
CBJ/GOLDBELT SMALL CRUISE TERMINAL

CURRENT AND FUTURE PHASING

July 2022
Page 7 of 11



- Goldbelt and our partnering Alaska Native entities represent the First People of this land, and care deeply about this land.
- The new Goldbelt Building will be a cultural centerpiece, with prominent Alaska Native art celebrated on all sides of the building, providing a unique avenue to display local culture, educate our visitors, and help build a strong and vibrant community.
- The new Building will provide the first Alaska Native art visible on approach by ship, creating a beautiful arrival point to Juneau, while providing cultural identity and pride for Goldbelt shareholders and residents.



In Front of Alutian Native Village About 1910
—E. DAVIS COLLECTION

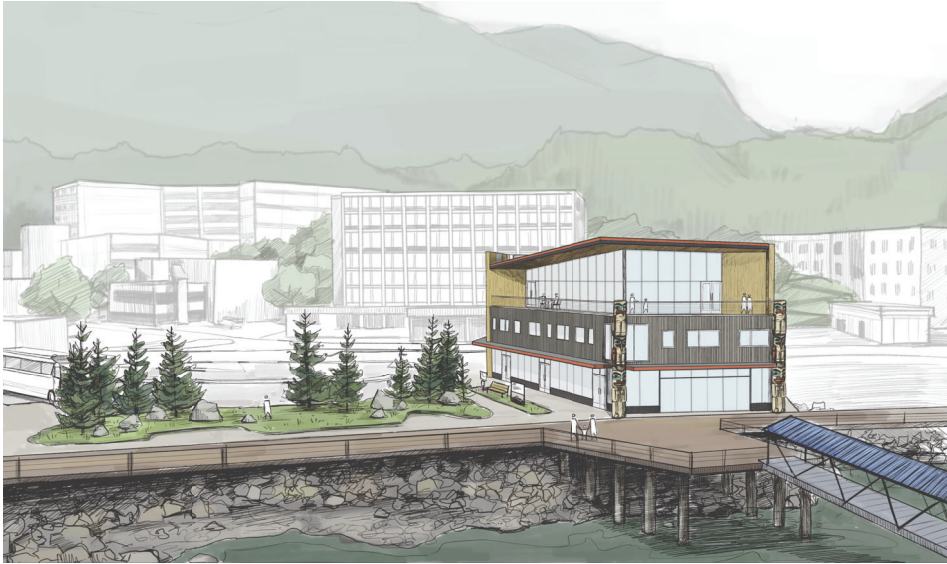


CBJ/GOLDBELT SMALL CRUISE TERMINAL

NATIVE CULTURAL OPPORTUNITY

July 2022
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CBJ/GOLDBELT SMALL CRUISE TERMINAL

LONG RANGE WATER APPROACH VIEW



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Page 9 of 11

- The improved Small Cruise Ship Terminal will provide an ideal arrival point for the City and Borough of Juneau, with links to the Seawalk, the Aak'w Kwáan District, the SLAM, expanded Centennial Hall, hotels, and shopping.
- The new Goldbelt Building will provide improved services for visitors and community on the first floor, with an attractive mix of offices and amenities, such as a restaurant, on the upper levels.
- Visitors to a small cruise ship terminal owned and operated by Goldbelt will receive an education and an experience worthy of a world-class destination.
- Future upland improvements will reduce the traffic impact on the downtown core, with quick access from Egan Drive, and a link via Heat Street to accommodate traffic leaving downtown.



CBJ/GOLDBELT SMALL CRUISE TERMINAL

PROJECT BENEFITS



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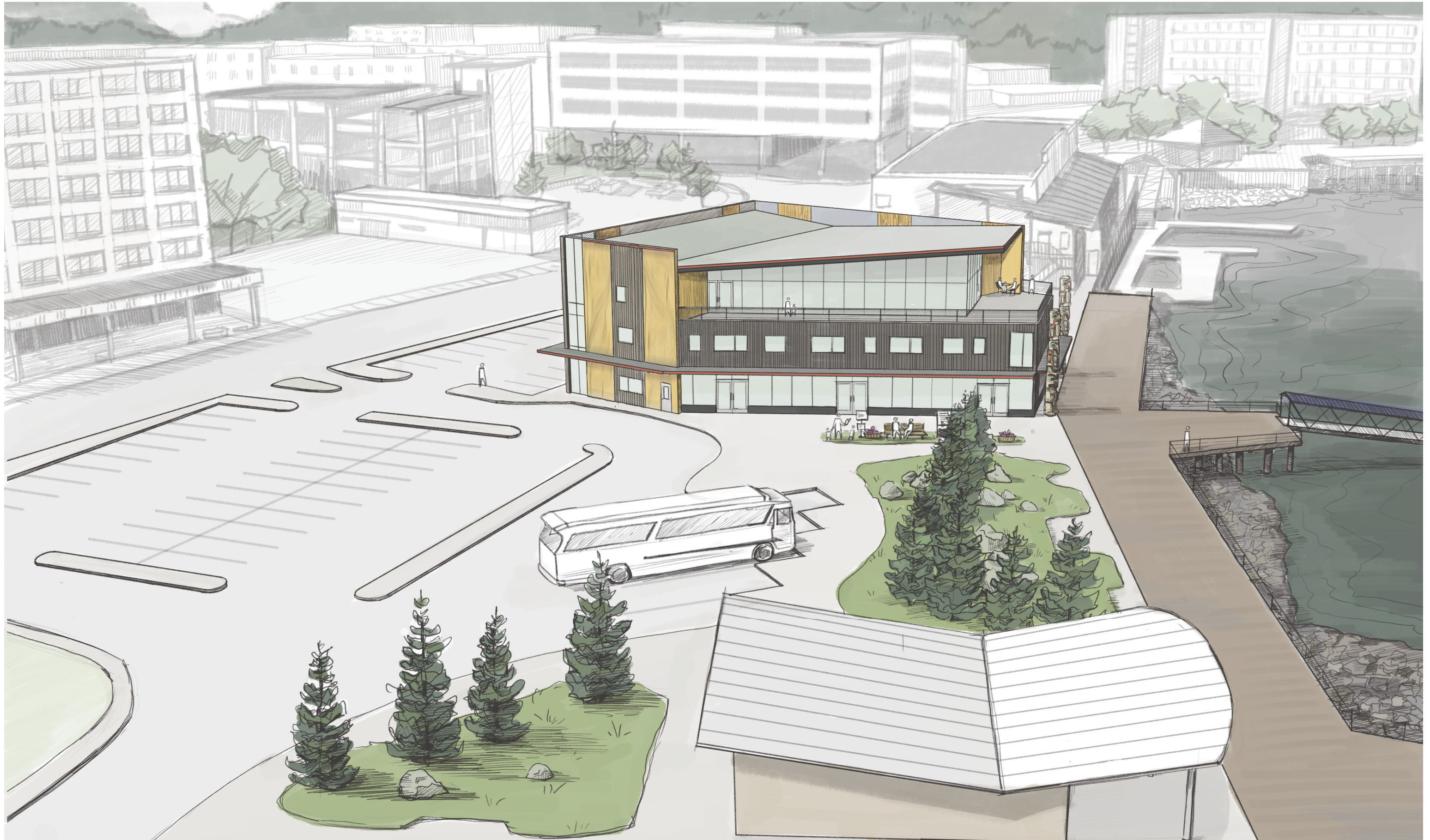


CBJ/GOLDBELT SMALL CRUISE TERMINAL

NEW GOLDBELT BUILDING RENDER FROM EGAN



July 2022
Page 11 of 11



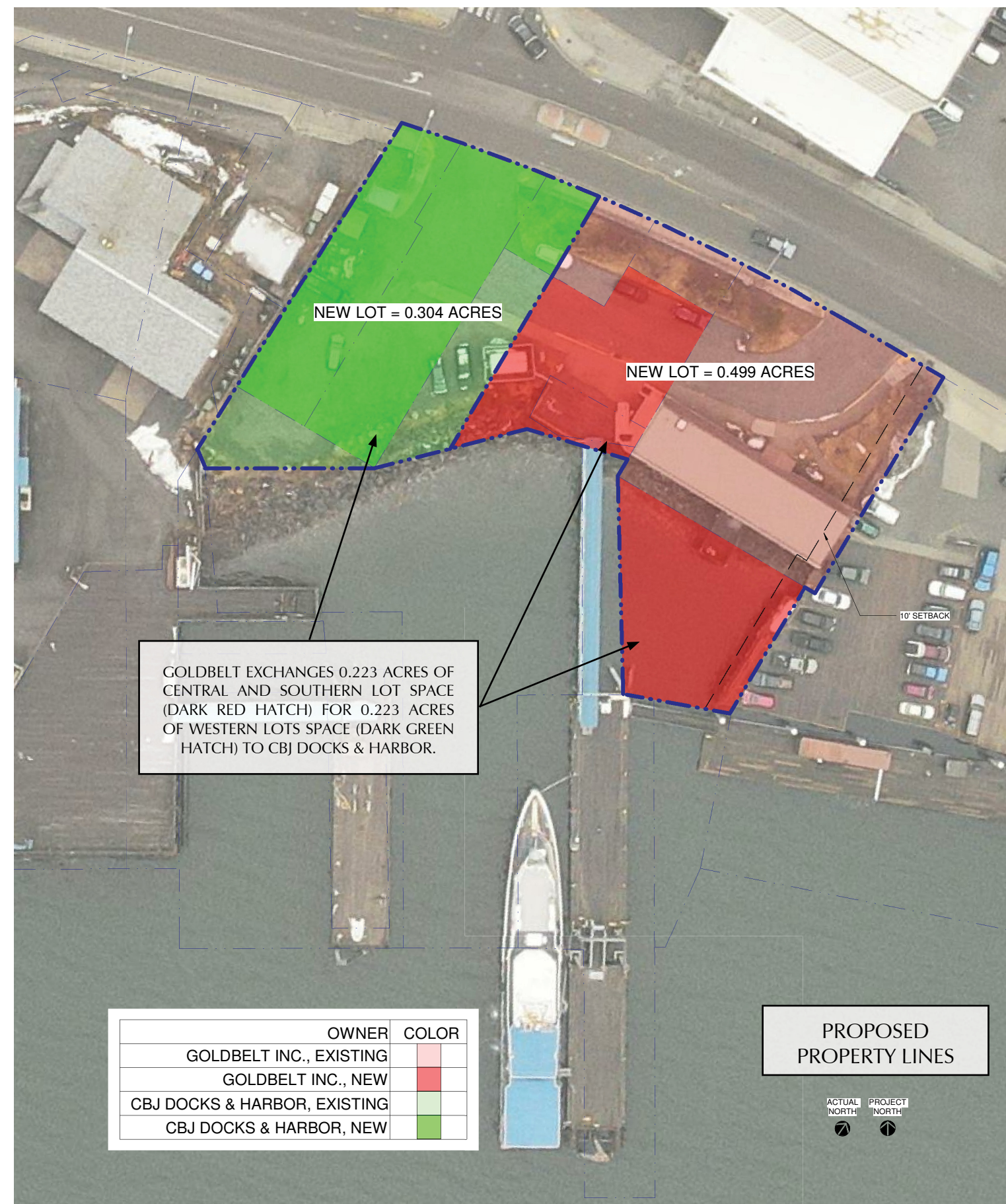
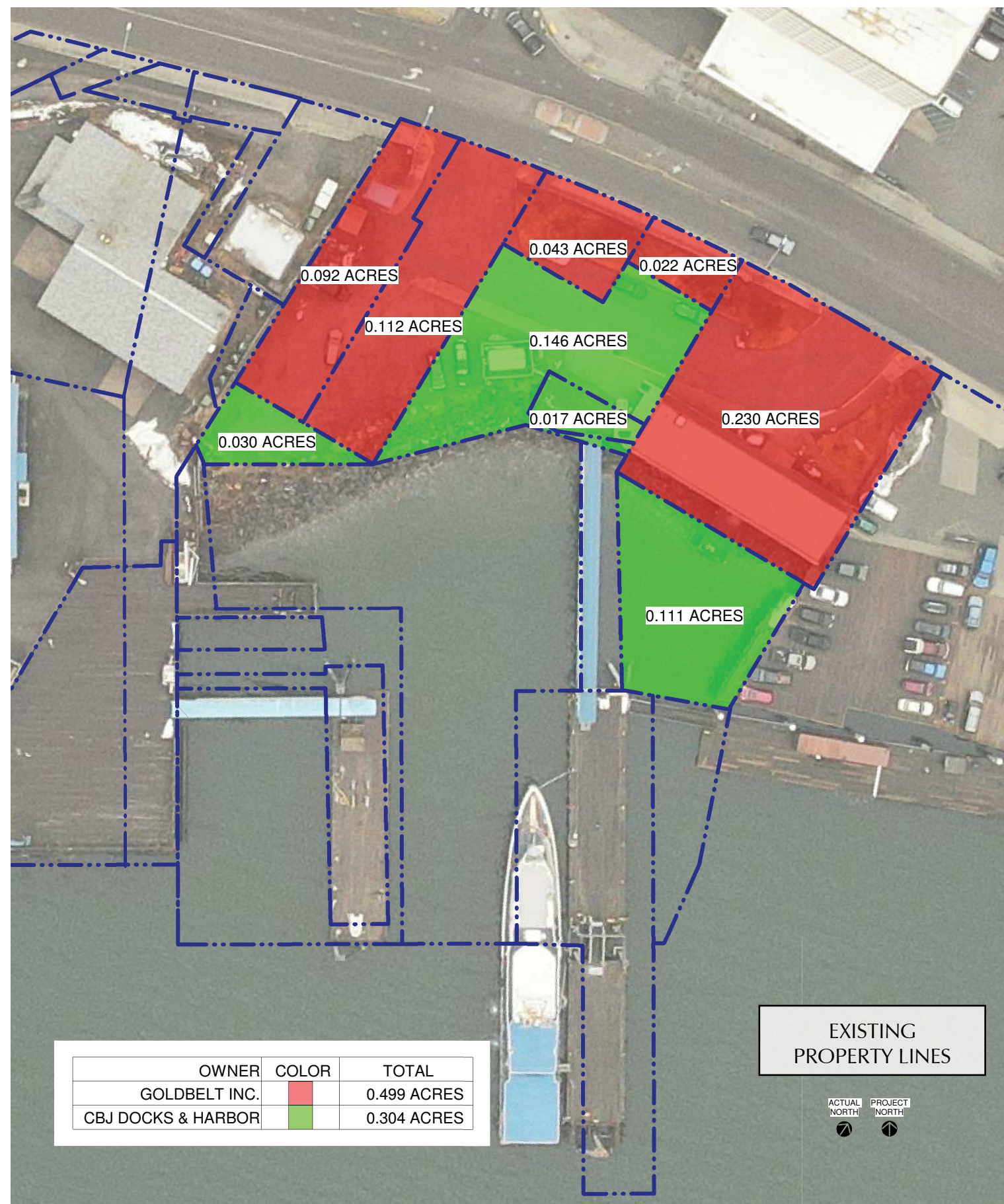
- CBJ Docks and Harbors and Goldbelt have the opportunity to create a new small cruise ship terminal, as recommended in the CBJ Small Cruise Ship Infrastructure Master Plan-2021. This presentation is to propose the next steps of acquiring a land appraisal for proposed property reorganization.
- The first step is acquiring a land appraisal to define an equal value exchange between Goldbelt and the CBJ to create more useful and unified property for both parties.
- Improved property configurations would currently support a workable terminal with existing dock and upland staging. They will also support future expansion for a second CBJ dock, seawalk, and expanded parking.
- Goldbelt will rebuild the Seadrome building on an expanded site, establishing an iconic Alaskan Native facility on the waterfront to support visitors. The Seawalk facing development is in line with the Waterfront Design Guidelines, and the Longe Range Waterfront Plan developing a continuous Seawalk and improved access to the water.

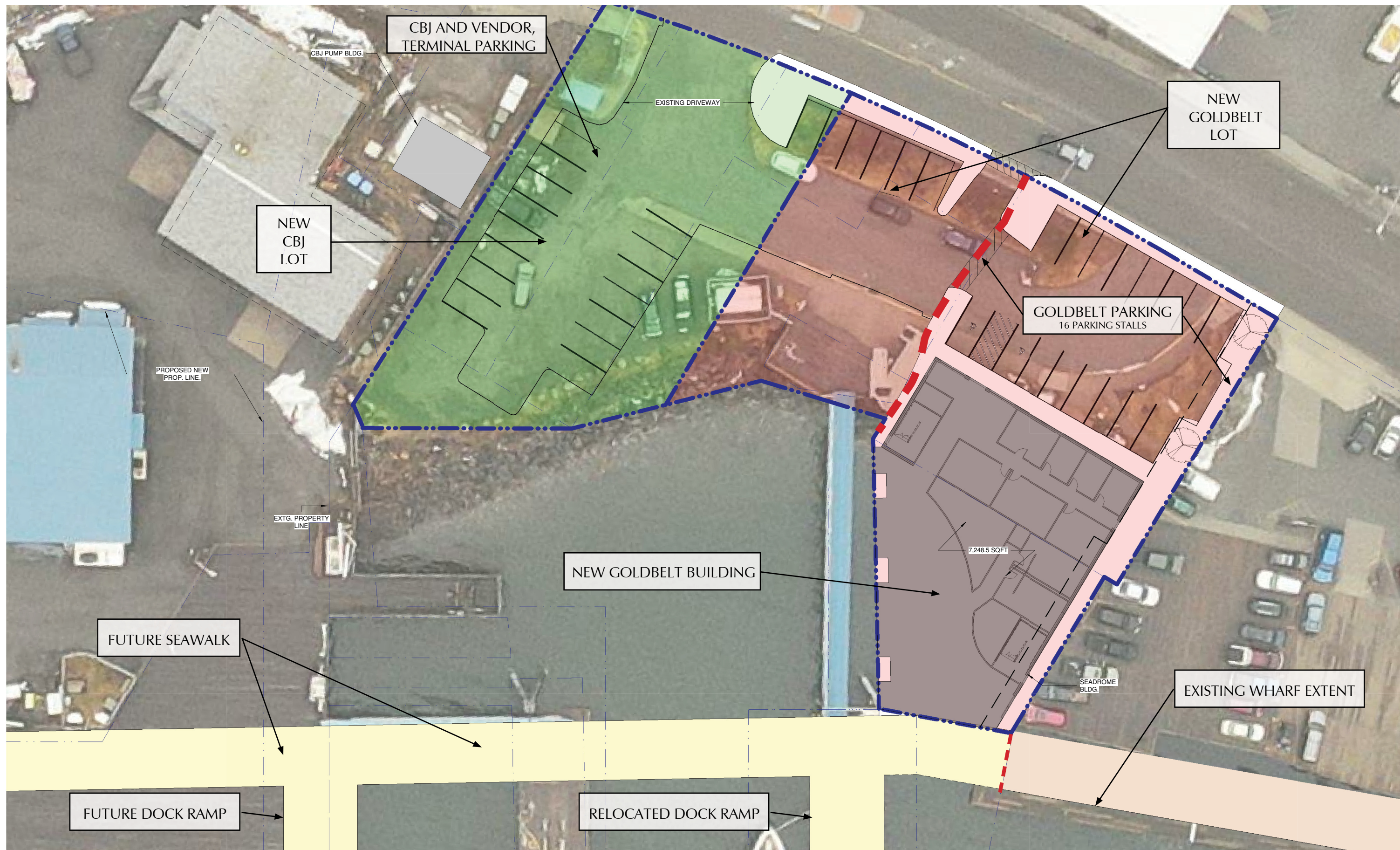


ACTIONS:

1. An equal property value exchange will be made based on the appraisal survey. This appraisal will also focus on optimizing CBJ and Goldbelt lots, and will propose consolidated properties and how they can be replatted.
2. Goldbelt demolishes the existing Seadrome Building and builds an improved facility closer to the water on the new consolidated Goldbelt property.
3. The existing uplands are modified into expanded parking and staging for the Small Cruise Ship dock, with a portion dedicated to Goldbelt building parking and a portion for CBJ parking needs.





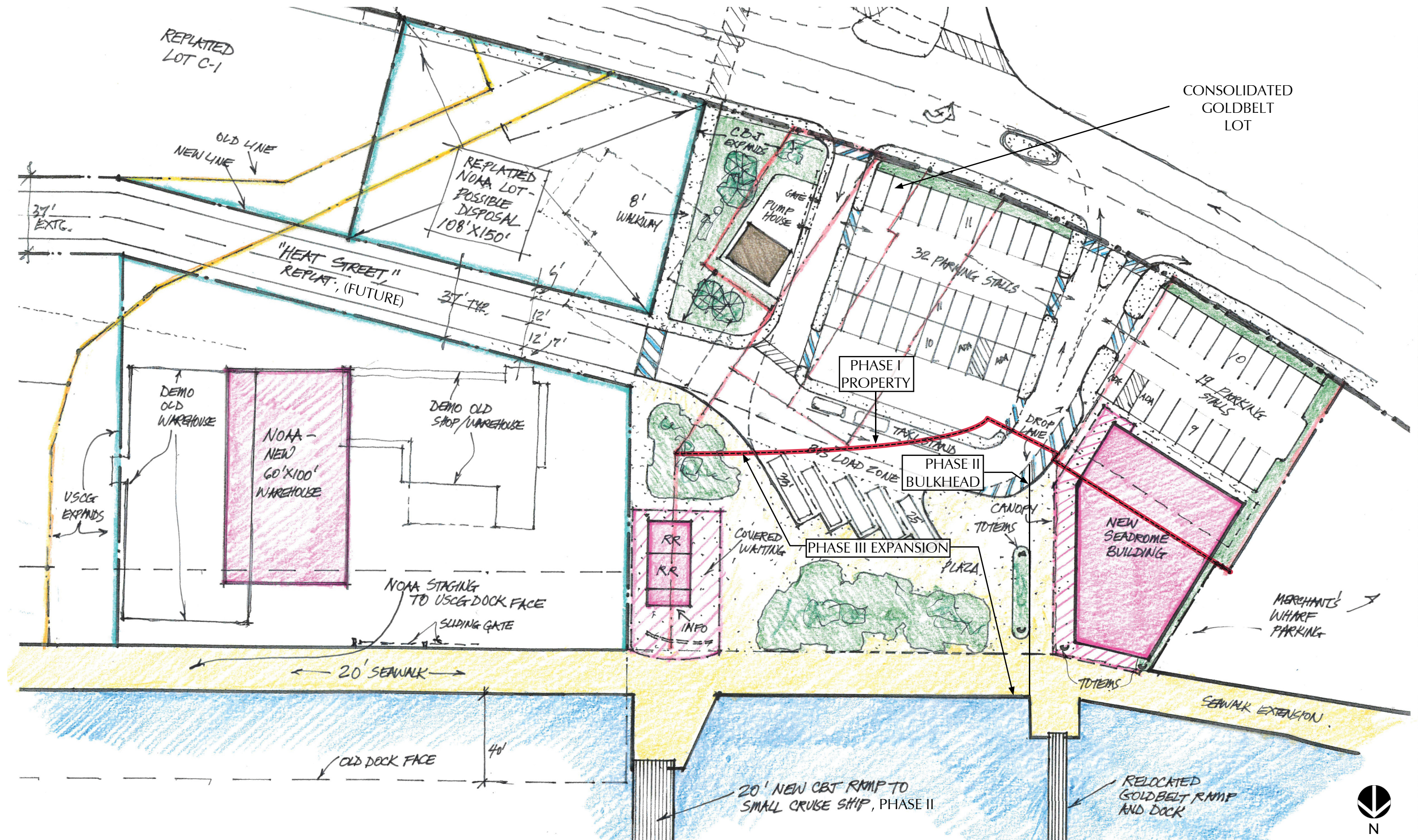


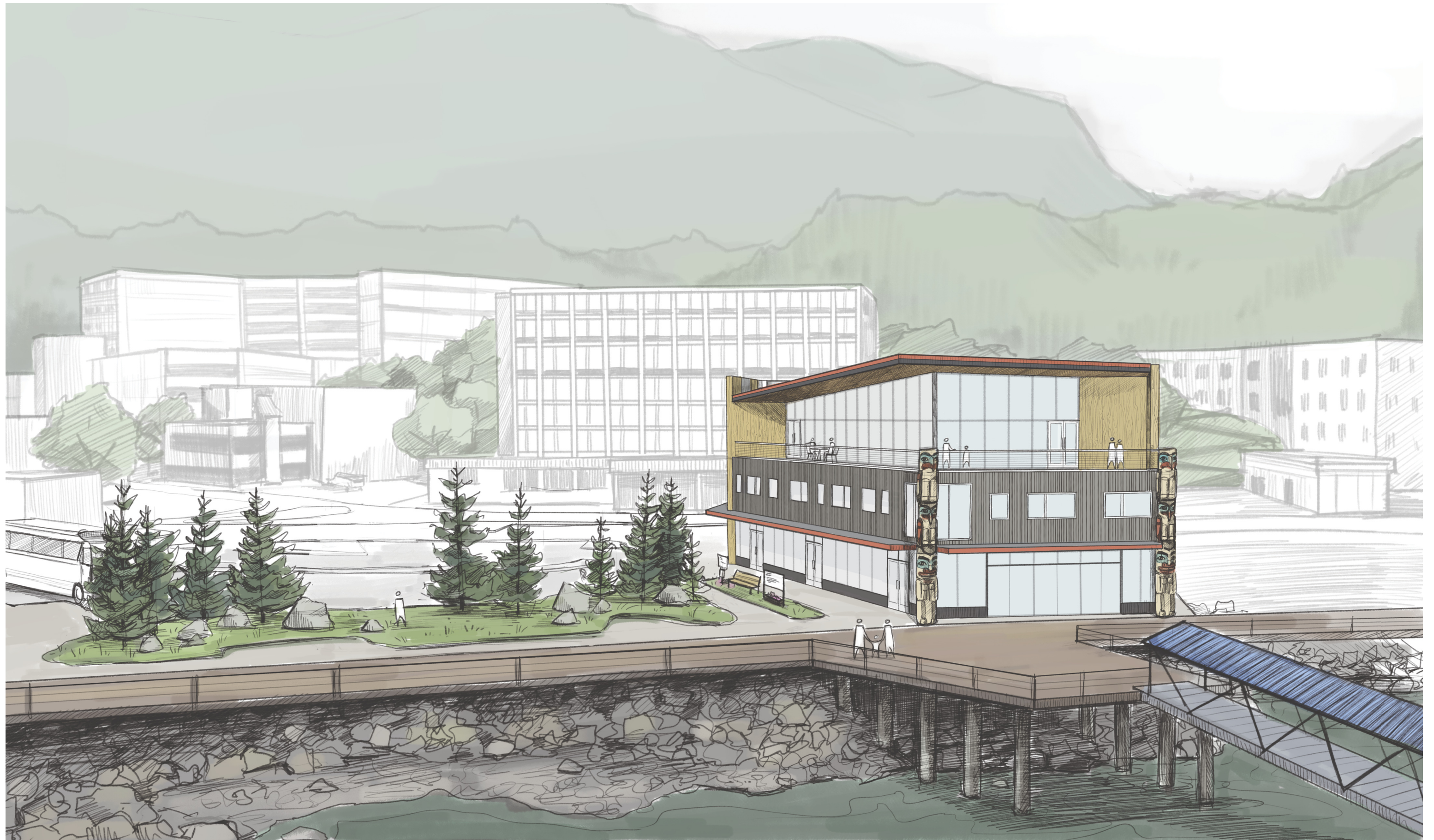
The Site Works for Current Needs – Dock and Uplands can provide parking and bus staging needed for the small cruise ship dock and Goldbelt operations from existing property.

Future Improvements Can Be Added Efficiently – Seawalk construction and upland fill expansion work well to meet Master Plan recommendations

- Future Upland Expansion will provide more parking, improved bus staging, and significant recreational landscaped areas adjoining the Seawalk.
- A second CBJ Small Cruise Ship Dock is supported by the expanded bus staging and parking.







- The improved small cruise ship terminal will provide an ideal arrival point for CBJ, with links to the Seawalk, the Áak'w Kwáan District, the SLAM, expanded Centennial Hall, hotels, and shopping.
- The new Goldbelt Building will provide improved services for visitors and community on the first floor, with an attractive mix of offices and amenities, such as a restaurant, on the upper levels.
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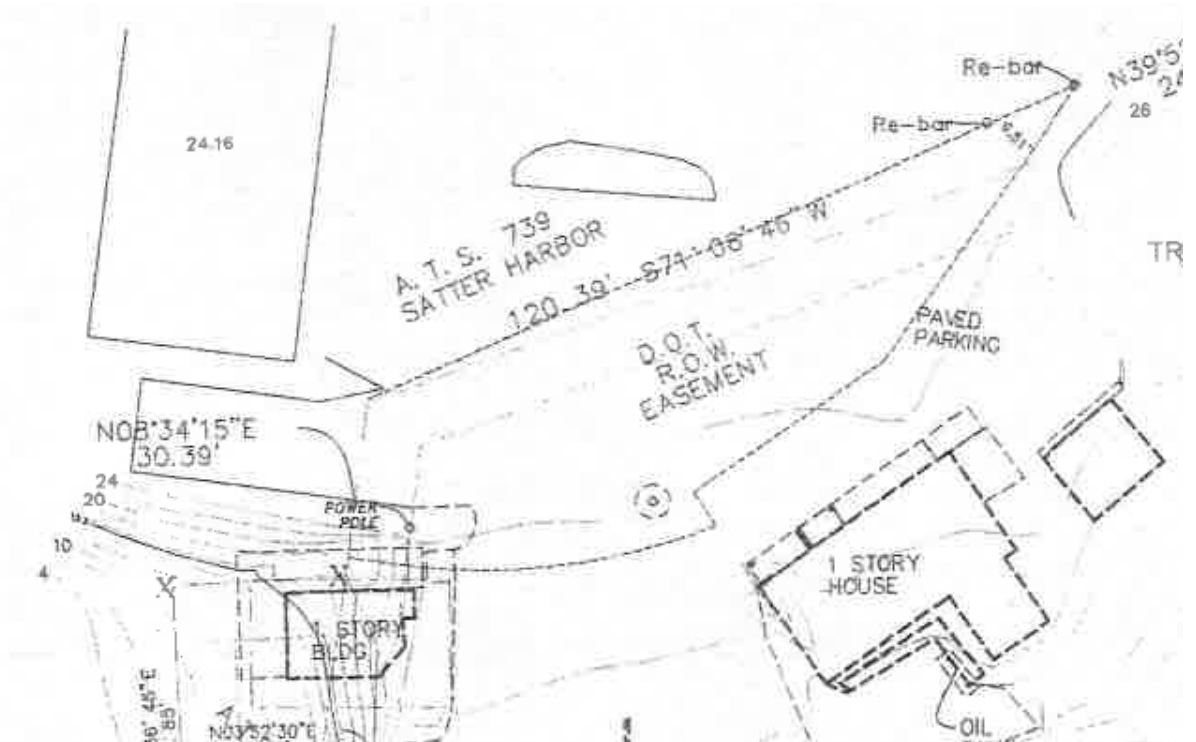
Proposed Agency Review Questions to CDD
To be discussed at August 17th – Operational Planning Committee

Dear CDD,

These are Agency Review comments from the members of the Docks & Harbors Board and approved at the August 17th Operations-Planning Committee meeting. The Board is evaluating the application through the lens of the harbor patrons who have utilized this facility for decades.

1. Docks & Harbors has concerns about traffic impacts to the Don D. Statter Harbor parking lot. Although the applicant has indicated that a reduction of traffic is expected, there have been no studies to validate that assertion. Docks & Harbors requests a traffic study be completed, including merger onto Glacier Highway.
2. Docks & Harbors has concerns about traffic being backed up, safety and whether there are additional liabilities or new risks which will be unintendedly assumed.
3. Docks & Harbors requests confirmation that only one access point is required for a development of this size and purpose as proposed by the applicant.
4. Although large trucks currently transit the parking lot for trash and recycling, Docks & Harbors has concerns about large moving trucks, truck & boat trailers and other uses which may impact the parking lot circulation and aggressive wear on the parking lot surface.
5. Docks & Harbors expresses concern about condominium owners using harbor provided trash receptacles.
6. Docks & Harbors expresses concern about condominium owners using harbor parking as overflow parking or parking for large gatherings at the condominium.
7. Docks & Harbors expresses concern about future improvement required in the Statter parking lot should the Planning Commission or other judicial organization deem that the parking lot is now an access (or street) requiring CBJ to improve access, widen access lanes or reduce parking lot capacity. This concern arises from observations at the Dunn Street development.
8. It is unclear what restrictions are in place since the 1994 Zoning Variance (VR-09-04) which appeared to have been recommended for disapproval at the Staff level but approved by the Planning Commission at its March 22nd, 1994 meeting. The Staff recommendation included language that "If the Planning Commission finds that the applicants' situation meets all grounds for a variance, we recommend that the variance include the following condition, and that the condition be noted on the plat: No further development shall be permitted on this property unless required access is provided in accordance with applicable subdivision standards".
9. It is unclear to how the applicant's ownership of a portion of the Statter parking lot comports with restrictions within the ADOT ROW and any other State easement. Docks & Harbors requests CDD examine any restrictions.

Proposed Agency Review Questions to CDD
To be discussed at August 17th – Operational Planning Committee



Proposed Agency Review Questions to CDD
To be discussed at August 17th – Operational Planning Committee



Date: August 16, 2022
To: Carl Uchtyl, Juneau Docks and Harbors
From: Corey Wall
Re: Bayhouse Condos (JYW No. 21056)
Conceptual Site Design Description

Project Description

The owner of the parcel F-1 (4B2301050090) to the south of the Auke Bay Harbor Office is intending to redevelop the property. Currently the parcel, which is 1.18 acres, contains several different buildings, including the Devil's Hideaway (formerly the Hot Bite) restaurant, a Coast Guard office facility, a rental house, and another commercial facility. The concept is to demolish all the existing buildings and replace them with a new condominium development.

The intent is to maximize the number of condos on the parcel while still allowing for waterfront views from each unit. By code, 22 condo units are allowable on the parcel, but the actual number of units will probably be 18 to allow each unit to have a water view.

The conceptual design is for a basement level parking garage with three levels of single-story condos above. The condos will be located towards the water side of the site. Additional surface parking as required to satisfy code requirement will be located on the east side of the site.

Historic Right of Way Easement

There is a RoW easement along the north side of the parcel that continues along the west side of parcel F-2 (4B2301050091) to the north in front of the green apartment building. The easement on parcel F-1 is approximately 3,450 sf and is used by CBJ as the south end of the Statter Harbor parking lot and access to the dock adjacent to the Harbor Office.

It is believed that this RoW is split between these two parcels and the Auke Bay Harbor parcel, essentially creating a road RoW between the three parcels connecting them to Glacier Highway. This RoW is referred to as "Auke Bay Harbor Road" and is the legal address for all three parcels. Although it is not maintained as a separate road, the RoW is basically the access lane along the west side of the Auke Bay Harbor parking lot.

The RoW easement was created in 1939 for the benefit of the US government for use "...by the general public as a public highway of a certain road or way and dock...". According to the terms of the agreement, the grant of the easement "...shall be effective only so long as said easement shall actually used for any of the purposes above specified, and so long as said road or way shall be maintained and kept in repair and in good and passable condition by either the United States of America or the Territory of Alaska."

The easement transferred to the State of Alaska from the US federal government when the state was formed and then from Alaska DOT to CBJ in 2010. We do not believe that any further agreements eliminated the access requirements originally delineated in 1939. CBJ still uses the easement as part of the Auke Bay Harbor parking lot and maintains this as a way from the parcel to Glacier Highway.

Site Access

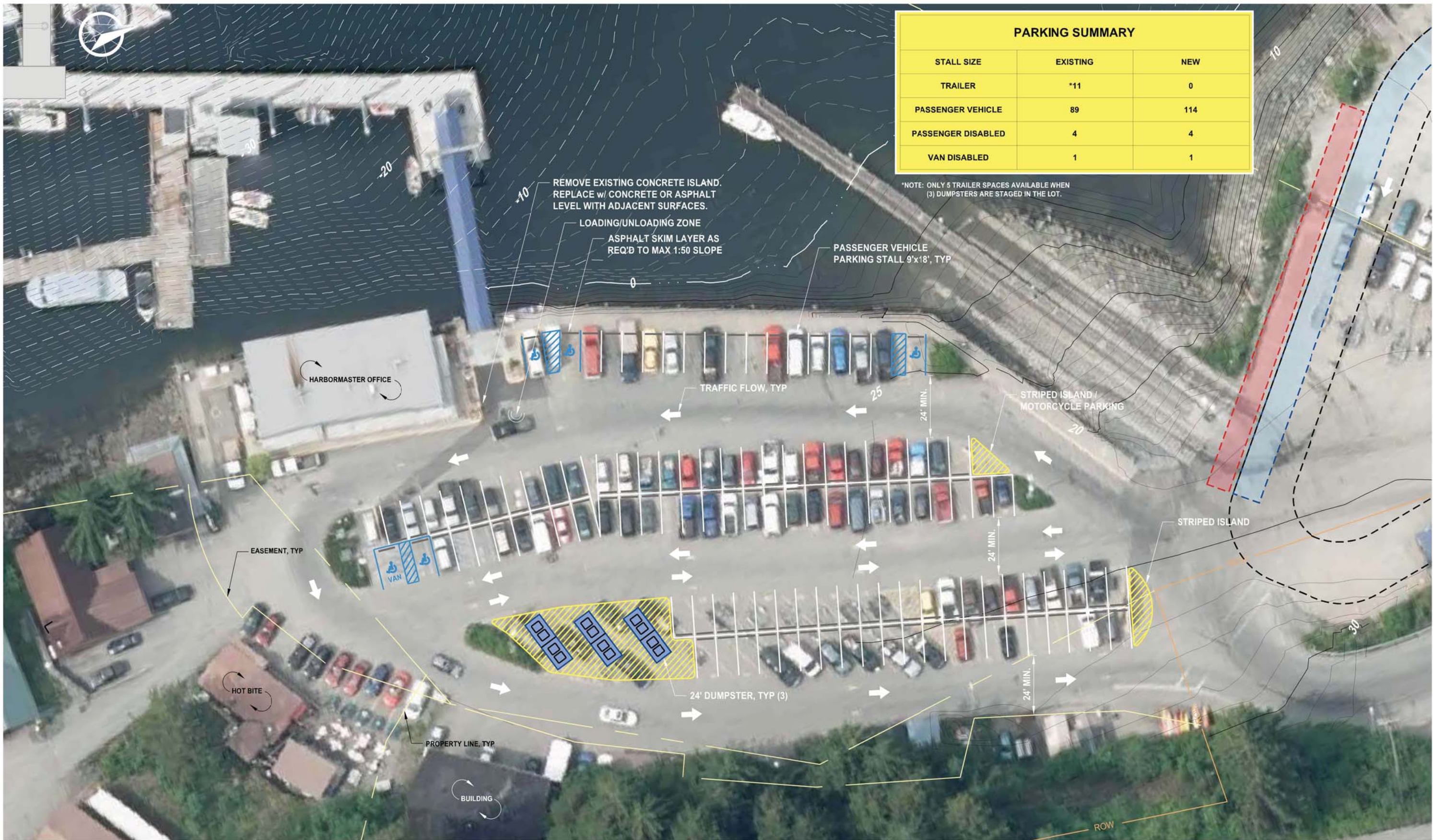
Currently, the existing buildings on the parcel are accessed via the Auke Bay Harbor parking lot through the RoW easement. Some of the buildings, including the restaurant and rental house, have nose-in parking stalls which back out onto into the parking lot, while the other buildings are accessed by an internal driveway through the middle of the parcel. The additional commercial building adjacent to the Harbormaster's Office does not currently have any on parcel parking. Much of the existing parking is not clearly delineated, but there appears to be about 36-40 stalls of parking on the parcel. 10 of the existing stalls serve the restaurant.

The owner would like to continue the established use pattern of accessing the site through the RoW easement and the Auke Bay Parking lot. Continuing this access will allow the condo development to be located lower on the parcel and will not create additional driveways on Glacier Highway.

Traffic Impacts

It is believed the future condo development will significantly reduce traffic in the Auke Bay Harbor parking lot. Further, the new traffic and parking patterns will be much safer and easier to manage than the current usage.

- The total amount of parking required by the 18 condo units (41 stalls) is about the same as the existing parking stalls currently on the parcel.
- All of the parking will now be associated with the residential condos. All short-term commercial and office parking will be eliminated.
- The residential parking loads and traffic will be fairly consistent throughout the year. The high traffic and parking traffic loads associated with summer visitation to the restaurant during times of peak harbor usage will be eliminated.
- Midday traffic to and from the parcel should also be largely reduced with the elimination of the office and commercial buildings.
- All the parking will be accessed from internal drives, garages, or parking lots on the parcel. All the existing stalls along the Auke Bay parking lot which require vehicles to back up into the parking lot drive lanes will be eliminated.
- The current commercial building which has no on-parcel parking will be eliminated. All parking required by the condo development will be accommodated on-site.
- Parking requirements for Auke Bay residential developments are the highest in the Borough and far higher than anticipated actual use. The condos are anticipated to be 3-bedroom which will require 2.25 stalls per unit. We anticipate these high-end waterfront condominiums will attract retired couples, not large families.



PARKING SUMMARY		
STALL SIZE	EXISTING	NEW
TRAILER	*11	0
PASSENGER VEHICLE	89	114
PASSENGER DISABLED	4	4
VAN DISABLED	1	1

*NOTE: ONLY 5 TRAILER SPACES AVAILABLE WHEN (3) DUMPSTERS ARE STAGED IN THE LOT.



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

PND

ENGINEERS, INC.

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

DESIGN: BMI CHECKED: CRS
DRAWN: BMI APPROVED: CRS

SCALE: SCALE IN FEET
0 20 40 FT.

DATE: MAR. 22, 2017

CITY & BOROUGH OF JUNEAU, ALASKA
STATTER HARBOR PARKING LOT REORGANIZATION
CBJ PROJECT - DH17-XXX

SHEET TITLE:
PARKING PLAN HARBOR LOT

PND PROJECT NO.: 172020

2

SHEET OF 3

RIGHT-OF-WAY DEED

THIS INSTRUMENT, made 26th day of January, the year
one thousand nine hundred and thirty nine, between J. B. Caro
_____ of the Juneau

Recording District of the First Judicial Division, Territory of
Alaska, grantor, party _____ of the first part, and the United States of
America, grantor, party _____ of the second part.

WITNESSETH:

That for and in consideration of one dollar ("1") in hand paid, receipt
whereof is hereby duly acknowledged, the party _____ of the first part does
heretby grant, bargain, sell, convey, and confirm unto the United States of
America, an easement and right-of-way in gross over the following tract _____,
lot _____, piece _____, or parcel _____, of land, situated, lying and being in the
_____ Juneau _____ Recording District of the First Judicial Division,
Territory of Alaska, and bounded and particularly described as shown on plat _____
attached hereto and made a part hereof.

The said right-of-way hereby granted is for the maintenance and full,
free, and quiet use and enjoyment by the United States of America or the
Territory of Alaska for any and all purposes by it desired or deemed necessary
or beneficial for or in connection with the control, administration, or use of
the National Forests or the resources thereof, and, so far as may be with that
enjoyment compatible, by the general public as a public highway of a certain
road or way/^{and dock} heretofore formed, being bounded as shown ~~herein~~, and travel-
ing the above described premises according to the said plat _____ hereto attached
and made a part of this instrument.

This grant shall be effective only so long as said easement shall be
actually used for any of the purposes above specified, and so long as said
road or way shall be maintained and kept in repair and in good and passable

condition by either the United States of America or the Territory of Alaska, or by those acting in their behalf, but all rights hereunder shall revert to the owner of the fee as soon as the said use thereof shall be abandoned and discontinued.

The grantee shall at all reasonable times have the right to enter for the purpose of constructing, repairing, and patrolling said right-of-way, doing as little damage as possible.

IN WITNESS WHEREOF, the party of the first part has hereto subscribed his name, and affixed his seal, the day and year first hereinabove written.

Signed, Sealed, and Delivered) J. B. Caro (SEAL)
in the presence of) _____ (SEAL)
_____ (SEAL)

United States of America)
ss
Territory of Alaska)

This is to certify that on this 26th day of January, 1939, before me, Harry Sperling, a Notary Public, duly commissioned and sworn, personally appeared J. B. Caro, personally known to me, and personally known by me to be the individual who in my presence signed the within and foregoing instrument, and he acknowledged to me that he freely and voluntarily signed the same for the uses and purposes therein mentioned.

WITNES my hand and official seal this 26th day of January, 1939.

Harry Sperling
Notary Public
My commission expires May 23, 1940

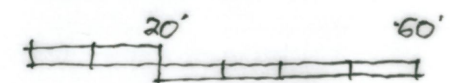


BAYHOUSE CONDOS
SITE CONCEPT
PARKING LEVEL
3.8.2022 JYW

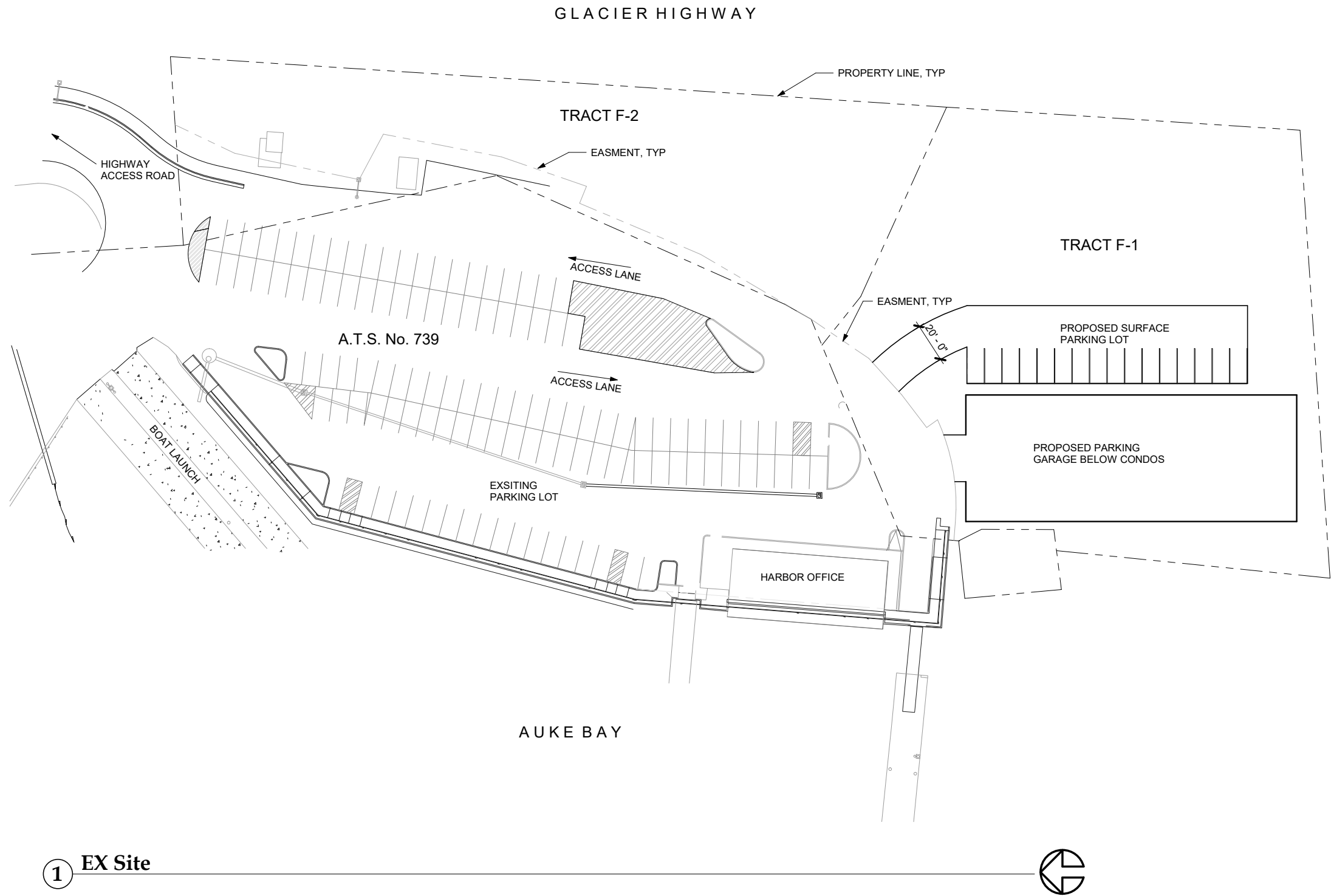




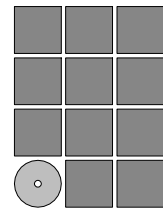
BAYHOUSE CONDOS
SITE CONCEPT
CONDO LEVELS
3.8.2022 JYW



7/18/2022 2:40:49 PM G:_Projects\21056\CAD\1 Existing\21056 Proposed Access Road_R22.rvt



1 EX Site



Jensen
Yorba
Wall Inc.

522 West 10th Street
Juneau, Alaska 99801
907.586.1070
AECC137
jensenyorbawall.com

BAY HOUSE CONDOS

REVISIONS



SHEET TITLE

SITE PLAN ACCESS

DATE: 7/18/22

FILE: 21056

A101



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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT:

STAFF PERSON/TITLE:

DATE:

APPLICANT: Bayhouse Properties, LLC

TYPE OF APPLICATION: Conditional Use Permit

PROJECT DESCRIPTION:

Development of condominiums with up to 21 dwelling units.

LEGAL DESCRIPTION: USS 1504 TR F 1

PARCEL NUMBER(S): 4B2301050090

PHYSICAL ADDRESS: 11445 / 11645 Auke Bay Harbor Road

SPECIFIC QUESTIONS FROM PLANNER:

Access to the condominiums is proposed through the Docks and Harbors parking lot (same as currently provided). Are there any concerns with that?

Could/should a driveway off of Old Glacier Highway be provided?

AGENCY COMMENTS:

AGENCY COMMENTS (CONTINUED):

Staff Report: Mr. Goade reviewed the staff report included in the packet. Staff recommends adoption of the findings and approval of the permit with the following condition:

1. The applicant shall submit the warehouse development proposal to the Design Review Board for review and approval. This shall occur before a building permit is issued for the project.

In response to Mr. Williams, Mr. Goade stated the applicant will provide a plan for additional parking for any future development. This will be done at the building permit stage.

In response to Mr. Sorensen, Mr. Goade stated that the project will be reviewed again by the Commission if the applicant decides to add a second story in the future.

Public Participation:

Bob Lium, structural engineer, stated that another handicapped parking space and 6-7 more parking spaces will be added. The use of the building will be for warehouse space. In the future, office space may be added in a second story.

Commission Action:

MOTION - by Williams to approve AU-04-94 and accept staff findings and recommendations with the addition of one condition to read as follows:

2. **The applicant will provide parking as specified by staff.**

SECOND - by Hagevig

There being no objection, the motion was passed by unanimous consent.

VI. BOARD OF ADJUSTMENT

1. VR-09-94

A REQUEST FOR A ZONING VARIANCE FROM PROVISIONS OF THE LAND USE CODE REQUIRING DIRECT, PRACTICAL ACCESS TO A DEDICATED, PUBLICLY MAINTAINED STREET. THE VARIANCE WOULD FACILITATE SUBDIVISION OF A TRACT F, U.S. SURVEY 1504. PROPOSED ACCESS IS FROM AUKE BAY HARBOR ACCESS DRIVEWAY. FRONTAGE IS AT 11485-11517 GLACIER HIGHWAY.

APPLICANT: GEORGE W. AND FRANCES E. PIERCE

Staff Report: Mr. Walsh reviewed the report included in the packet. Staff recommends denial of the requested variance. However, if the Commission finds the applicant's situation meets grounds for the variance, staff recommends the variance include the following condition and that this condition be noted on the plat:

1. No further development shall be permitted on this property unless required access is provided in accordance with applicable subdivision standards.

Public Participation:

Frances Pierce, applicant, stated the road is maintained by the state and the harbormaster tends the parking lot. According to the 1939 Right-of-way deed, the road is to be maintained and should it be abandoned, the right-of-way would revert to the property assuring access to the southern part of the property.

Ms. Pierce stated there were no plans for future development. They wish to sell the north portion of the land and retain their home on the south portion. She stated that an access road limited to the required access would not be feasible due to the steepness of the property.

Mr. Williams stated the ROW deed is fairly clear.

Ms. Hagevig stated this item had been discussed at the Subdivision Review Committee and there is very little else to do but to continue with the status quo. It is similar to other arrangements which have been done in Starr Hill, for example, due to the historical nature of the lack of planning in some areas of town.

Board Action:

MOTION - by Hagevig to grant VR-09-94.

SECOND - by Eaddy.

Ms. Hagevig spoke in favor of the motion.

In response to Mr. Williams, Mr. Walsh stated if the Commission accepts the findings, this variance will enable the subdivision of the property and the Commission will not review this item again. Mr. Walsh stated staff does not think the Commission should allow development on either parcel by a subsequent owner. Mr. Walsh stated if the subdivision occurs and a subsequent owner of either tract decides to develop, they are not required to return to the Commission unless there is a restriction such as staff is

proposing.

Mr. Walsh clarified that both parcels have access to Harbor Drive which is not actually a road; there is no public road access. If the condition is put on the parcels, it applies to both parcels and neither will be able to be developed.

Mr. Williams stated he believed there was a road which was, in time, encompassed by a parking lot.

Discussion followed on any future development of the property by a subsequent owner and traffic impacts.

Mr. Eaddy suggested a condition be added worded such that before any future development on either parcel could occur, it must be brought back before the Commission.

Ms. Hagevig stated that staff's recommended language is not included in the motion.

Mr. Dybdahl spoke in favor of the motion.

Roll Call:

**Ayes: Anderson, Bomengen, Dybdahl, Eaddy, Hagevig,
Sorensen, Williams
Nays: Lawson**

The motion passed, 7-1.

VII. PLANNING DIRECTOR'S REPORT

1. The Planning Commission decided to continue the meeting regarding the Design Review Board on April 5, 1994.
2. Mr. Walsh stated that the Assembly passed the '91 version of the building code. There is now a change in building permit requirements for a shed. It has been increased to 250 sq.ft. before a building permit is required.

The Assembly also changed the fire access road requirement. It is no longer a requirement for fire access standard roads to single-family houses or duplexes if the home is more than 150 sq.ft. away from the road. Mr. Walsh stated that if the fire department cannot reach the home, Chief Lundfelt has stated hose will be run to the house.

VIII. REPORT OF REGULAR OR SPECIAL COMMITTEES

Ms. Anderson reported on the work of the Waterfront Committee and a proposal to deal with the many waterfront committees should be ready by the next committee meeting.



155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

CORRECTED
PLANNING COMMISSION
NOTICE OF DECISION
Date: May 13, 1994

File No.: VR-09-94

George W. & Frances E. Pierce
P.O. Box 210281
Auke Bay, Alaska 99821

Application For: Zoning Variance

Legal Description: Fraction of U.S. Survey 1504

Parcel Code No.: 4-B23-0-105-009-0

Hearing Date: March 22, 1994

The Planning Commission, at its March 22, 1994, regular public meeting, approved the requested variance to waive the requirement for access to a dedicated public street for a proposed subdivision.

Effective Date: April 26, 1994

Expiration Date: September 22, 1995, unless a plat has been issued in accordance with the plans for which the permit is authorized.

Project Planner:

Tom Korosei
Tom Korosei, Planner

RECEIVED BY *Deputy* CITY CLERK

Eugene P. Perry
May 16, 1994

cc: Murray Walsh, Director CDD
Debra J. Purves, CDD
Terry Brenner, Engineer

MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: March 18, 1994
TO: Planning Commission
FROM: Tom Korosei, Planner
Community Development

FILE NO.: VR-09-94

PROPOSAL: A request for a zoning variance from provisions of the Land Use Code requiring direct, practical access to a dedicated, publicly maintained street. The variance would facilitate subdivision of a Tract F, U.S. Survey 1504. Proposed access is from Auke Bay harbor access driveway. Frontage is at 11485-11517 Glacier Highway.

GENERAL INFORMATION

Applicant: George W. & Frances E. Pierce
Property Owner: George W. & Frances E. Pierce
Property Address: 11485 Glacier Highway
Legal Description: Fraction of U.S. Survey
Parcel Code No.: 4-B23-0-105-009-0
Site Size: 75,511 Square Feet
Zoning: WC, Waterfront Commercial
Utilities: CBJ Water & Sewer
Access: Glacier Highway
Existing Land Use: Multi-Improvement
Surrounding Land Use: North - Harbor Access Road
South - Residential
East - Glacier Highway/Residential
West - Parking/Harbor



BACKGROUND

The applicants are requesting a variance to certain access requirements, specifically CBJ 49.40.120 which states that "each lot shall abut and be physically accessible from a dedicated street." The applicants wish to subdivide the subject property to separate the primary residence and office building from an existing restaurant and a four-unit apartment building. The tract of land fronts on Glacier Highway. Physical access to the existing development on the property, however, is by way of the harbor access road and harbor parking lot. The access road appears to be on a state easement. The applicants have submitted a copy of a document that appears to establish this easement.

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As proposed the subdivision would continue to use the harbor access road for access. The steep topography of the lots would make access from Glacier Highway difficult. The proposed subdivision is also intended to meet minimum building setback standards but would result in one parcel with an area less than 36,000 square feet. As proposed, the availability of parking for the northerly parcel, the restaurant and four-plex, would be limited because of the size and topography of this lot. Presently this parking apparently backs out into the easement.

ANALYSIS

As noted above the property is now substantially developed. Subdividing the property appears to best suit the needs of the present owners at this time, but may not be necessary regardless of owner. Thus the variance is not needed to allow reasonable use of the property.

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If adequate access by way of the Harbor Road could be assured, there may be some advantage to avoiding construction of an additional driveway on Glacier Highway.

SUBDIVISION REVIEW COMMITTEE COMMENTS

It was the opinion of the subdivision review committee that the owner has few practical alternatives to improve on the access and still subdivide the property as proposed. One committee member suggested that a condition might be added to limit development of the subject property to the current level of use. Such a restriction would at least provide some assurance that the need for, and consequences of the lack of, adequate access would not be aggravated, particularly when new owners are involved who may contemplate additional development.

FINDINGS

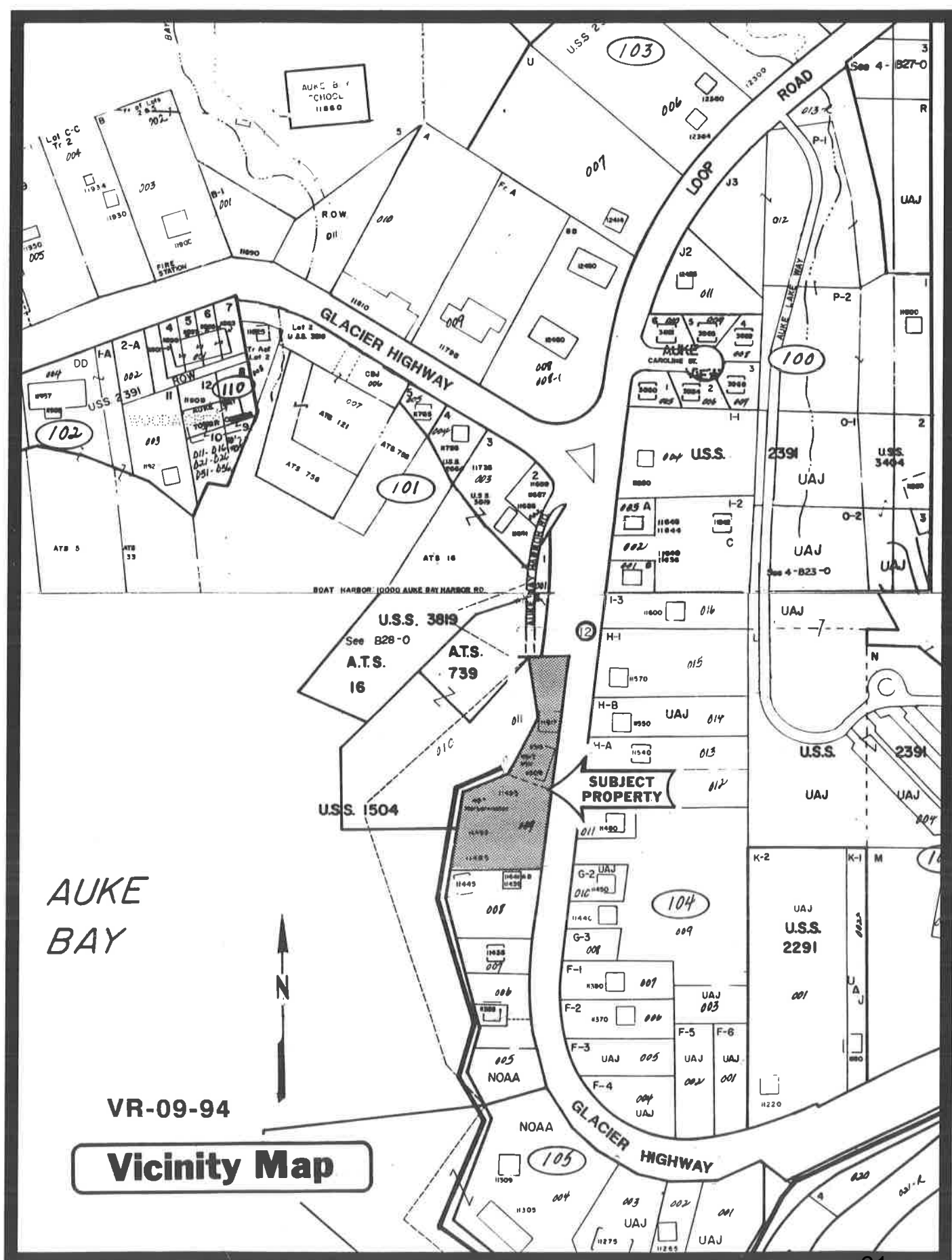
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STAFF RECOMMENDATION

For the reasons noted, staff recommends denial of the requested variance.

If the Planning Commission finds that the applicants' situation meets all the grounds for a variance, we recommend that the variance include the following condition, and that the condition be noted on the plat:

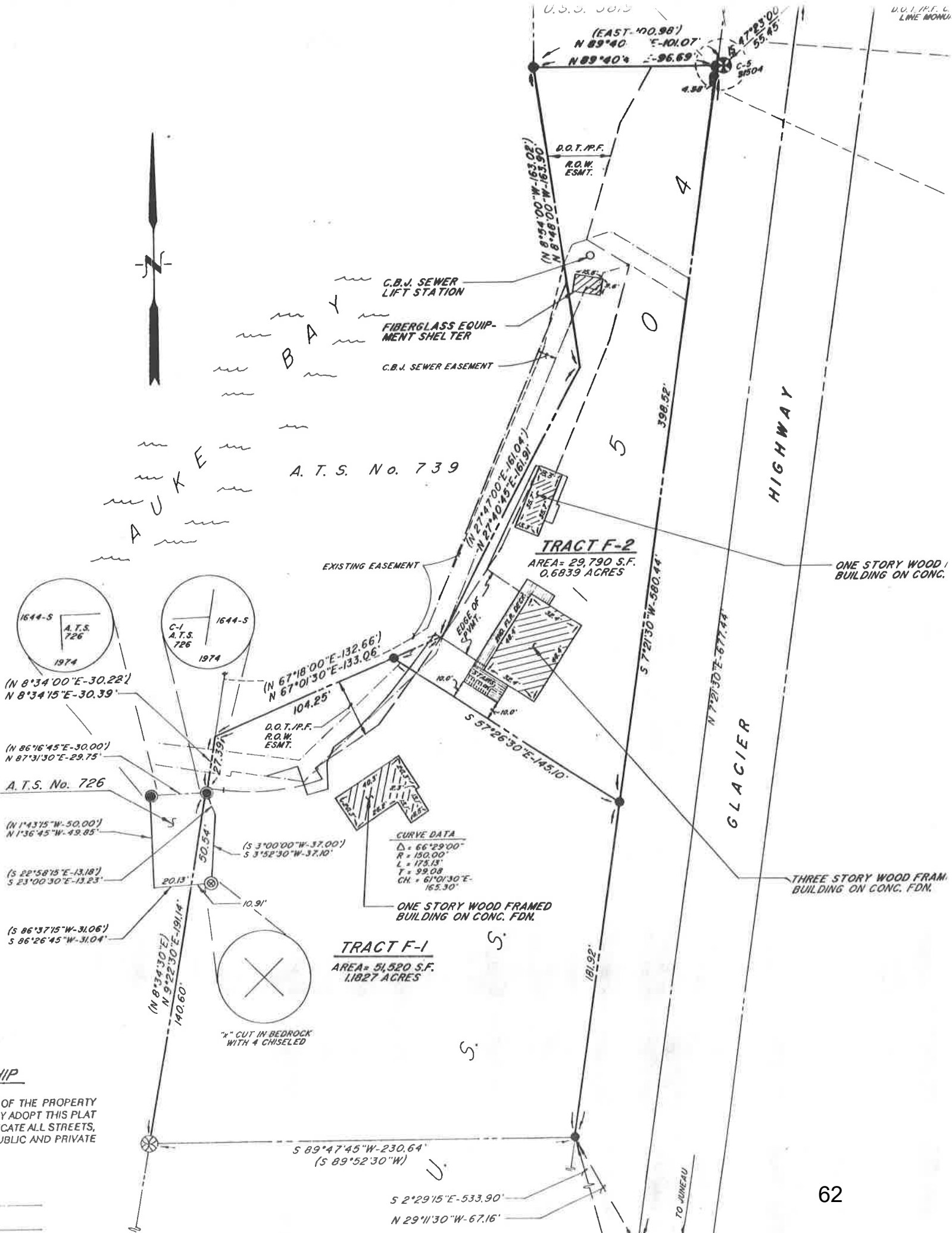
No further development shall be permitted on this property unless required access is provided in accordance with applicable subdivision standards.



AUKE
BAY

VR-09-94

Vicinity Map



VR-09-94



155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

December 29, 1993

File No. 3700

George W. and Frances E. Pierce
P.O. Box 210281
Auke Bay, Alaska 99821

SUBJECT: Proposed Subdivision of a Fraction of U.S. Survey 1504

Dear Mr. and Mrs. Pierce:

We are reviewing a preliminary submittal of the proposed subdivision of a Fraction of U.S. Survey 1504 at Auke Bay.

The city and borough code provides that new subdivisions must have physical access to dedicated, publicly maintained roadways. Our review indicates that the public roadway for this proposed subdivision is Glacier Highway. We understand that actual access to existing development on this property is now by way of an easement through the harbor parking lot.

The city code provides that subdivisions fronting on arterial roadways must meet certain requirements in addition to general subdivision standards to assure safe, practical access. General subdivision standards include at least minimal sight distance at driveway intersections, as well as utility services or other approved means of wastewater disposal for both lots.

In the vicinity of this property, Glacier Highway is considered a minor arterial roadway. For subdivisions fronting on minor arterials, lots must have a minimum area of 36,000 square feet, and have a shared driveway at the common boundary between lots. The driveway must be constructed and maintained to assure that parking requirements can be met and that vehicles would not back out onto the public roadway.

If these and the other subdivision and platting requirements of the city and borough code are met, including submittal of a completed application form and fee (\$240), the Department of Community Development may approve the proposed subdivision.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

MAINTENANCE AND OPERATIONS/SOUTHEAST REGION

RECEIVED MAR 25 1994

WALTER J. HICKEL, GOVERNOR

6860 GLACIER HIGHWAY
JUNEAU, AK 99801-7999
TEXT: (907) 465-4647

Phone (907) 465-1779

March 21, 1994

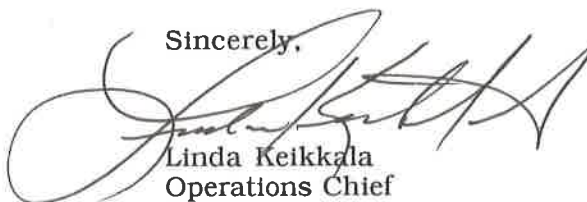
Mr. Tom Korosei
Community Development
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Dear Mr. Korosei:

This is to advise you that the Department of Transportation and Public Facilities does not maintain the access to harbor parking at Auke Bay Boat Harbor.

If you require additional information, please feel free to call me at 465-1785.

Sincerely,



Linda Keikkala
Operations Chief

4



155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

December 7, 1993

File No.: MS-DN-93

Linda Keikkala
Operations Chief
Maintenance and Operations
Southeast Regional Office
Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801

SUBJECT: Proposed Subdivision
Tract F, U.S.S. 1504

Dear Ms. Keikkala:

We would appreciate any comments your department may have regarding this proposed subdivision. Of particular concern would be accessibility to the proposed lots with respect to safety and practicality.

Please let me know if I may provide additional information or answer further questions.

Sincerely,

Tom Korosei, Planner
Community Development

Enc.: Copy of proposed plat



DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address 11485 Auke Bay Hbr Rd		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) TR F-1, USS 1504		
	Parcel Number(s) 482301050090		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner BAYHOUSE PROPERTIES LLC	Contact Person MITCH FAULK	
	Mailing Address 318 WILLOWHAY RD	Phone Number(s) 525 2 463-5255	
	E-mail Address Bullwinkles1@gmail.com	723-4099	
	LANDOWNER/ LESSEE CONSENT Required for Planning Permits, not needed on Building/ Engineering Permits		
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X <u>[Signature]</u> Landowner/Lessee Signature		<u>7/7/22</u> Date	
X _____ Landowner/Lessee Signature		_____ Date	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME"			
Applicant SAME		Contact Person	
Mailing Address		Phone Number(s)	
E-mail Address			
X _____ Applicant's Signature		_____ Date of Application	

DEPARTMENT USE ONLY BELOW THIS LINE

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number

USE 20220011

Intake Initials

AS

Date Received

66

7/19/22



ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

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

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

PROJECT SUMMARY

1B-21 UNIT CONDO PROJECT

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

☐ Accessory Apartment – Accessory Apartment Application (AAP)

☒ Use Listed in 49.25.300 – Table of Permissible Uses (USE)

Table of Permissible Uses Category: _____

IS THIS A MODIFICATION or EXTENSION OF AN EXISTING APPROVAL?

☐ YES – Case # _____

☒ NO

UTILITIES PROPOSED

WATER: ☒ Public ☐ On Site

SEWER: ☒ Public ☐ On Site

SITE AND BUILDING SPECIFICS

Total Area of Lot **51,716** square feet Total Area of Existing Structure(s) **8000** square feet

Total Area of Proposed Structure(s) **27,000** square feet

EXTERNAL LIGHTING

Existing to remain

☒ No

☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

Proposed

☐ No

☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

ALL REQUIRED DOCUMENTS ATTACHED

☐ Narrative including:

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

☐ Plans including:

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

If this is a modification or extension include:

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

DEPARTMENT USE ONLY BELOW THIS LINE

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	\$ 750			
Admin. of Guarantee	\$ _____			
Adjustment	\$ _____			
Pub. Not. Sign Fee	\$ 50			
Pub. Not. Sign Deposit	\$ 100			
Total Fee	\$ 900			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number

USE 20220811

Date Received

7/19/22 67

Allowable/Conditional Use Permit Application Instructions

Allowable Use permits are outlined in CBJ 49.15.320, Conditional Use permits are outlined in CBJ 49.15.330

Pre-Application Conference: A pre-application conference is required prior to submitting an application. There is no fee for a pre-application conference. The applicant will meet with City & Borough of Juneau and Agency staff to discuss the proposed development, the permit procedure, and to determine the application fees. To schedule a pre-application conference, please contact the Permit Center at 586-0770 or via e-mail at permits@juneau.org.

Application: An application for an Allowable/Conditional Use Permit will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

1. **Forms:** Completed Allowable/Conditional Use Permit Application and Development Permit Application forms.
2. **Fees:** Fees generally range from \$350 to \$1,600. Any development, work, or use done without a permit issued will be subject to double fees. All fees are subject to change.
3. **Project Narrative:** A detailed narrative describing the project.
4. **Plans:** All plans are to be drawn to scale and clearly show the items listed below:
 - A. Site plan, floor plan and elevation views of existing and proposed structures
 - B. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances
 - C. Proposed traffic circulation within the site including access/egress points and traffic control devices
 - D. Existing and proposed lighting (including cut sheets for each type of lighting)
 - E. Existing and proposed vegetation with location, area, height and type of plantings
 - F. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

Document Format: All materials submitted as part of an application shall be submitted in either of the following formats:

1. Electronic copies in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf (other formats may be preapproved by the Community Development Department).
2. Paper copies 11" X 17" or smaller (larger paper size may be preapproved by the Community Development Department).

Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

Review: As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. During this review period, the Community Development Department also sends all applications out for a 15-day agency review period. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All Allowable/Conditional Use Permit Applications must be reviewed by the Planning Commission for vote. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting.

Public Notice Responsibilities: Allowable/Conditional Use requests must be given proper public notice as outlined in CBJ 49.15.230:

The Community Development Department will give notice of the pending Planning Commission meeting and its agenda in the local newspaper a minimum of 10-days prior to the meeting. Furthermore, CDD will mail notices to all property owners within 500-feet of the project site.

The Applicant will post a sign on the site at least 14 days prior to the meeting. The sign shall be visible from a public right-of-way or where determined appropriate by CDD. Signs may be produced by the Community Development Department for a preparation fee of \$50, and a \$100 deposit that will be refunded in full if the sign is returned within seven days of the scheduled hearing date. If the sign is returned between eight and 14 days of the scheduled hearing \$50 may be refunded. The Applicant may make and erect their own sign. Please contact the Community Development Department for more information.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED



REVISIONS				
REV.	DATE	DESCRIPTION	DWN.	CHK.

PND
ENGINEERS, INC.

1501 Glacier Highway, Ste 100
Juneau, Alaska 99801
Phone: 907.586.2085
Fax: 907.586.2099
www.pndengineers.com

DESIGN: BMI
DRAWN: SM

CHECKED: CRS
APPROVED: CRS

SCALE: SCALE IN FEET
0 30 60 FT.

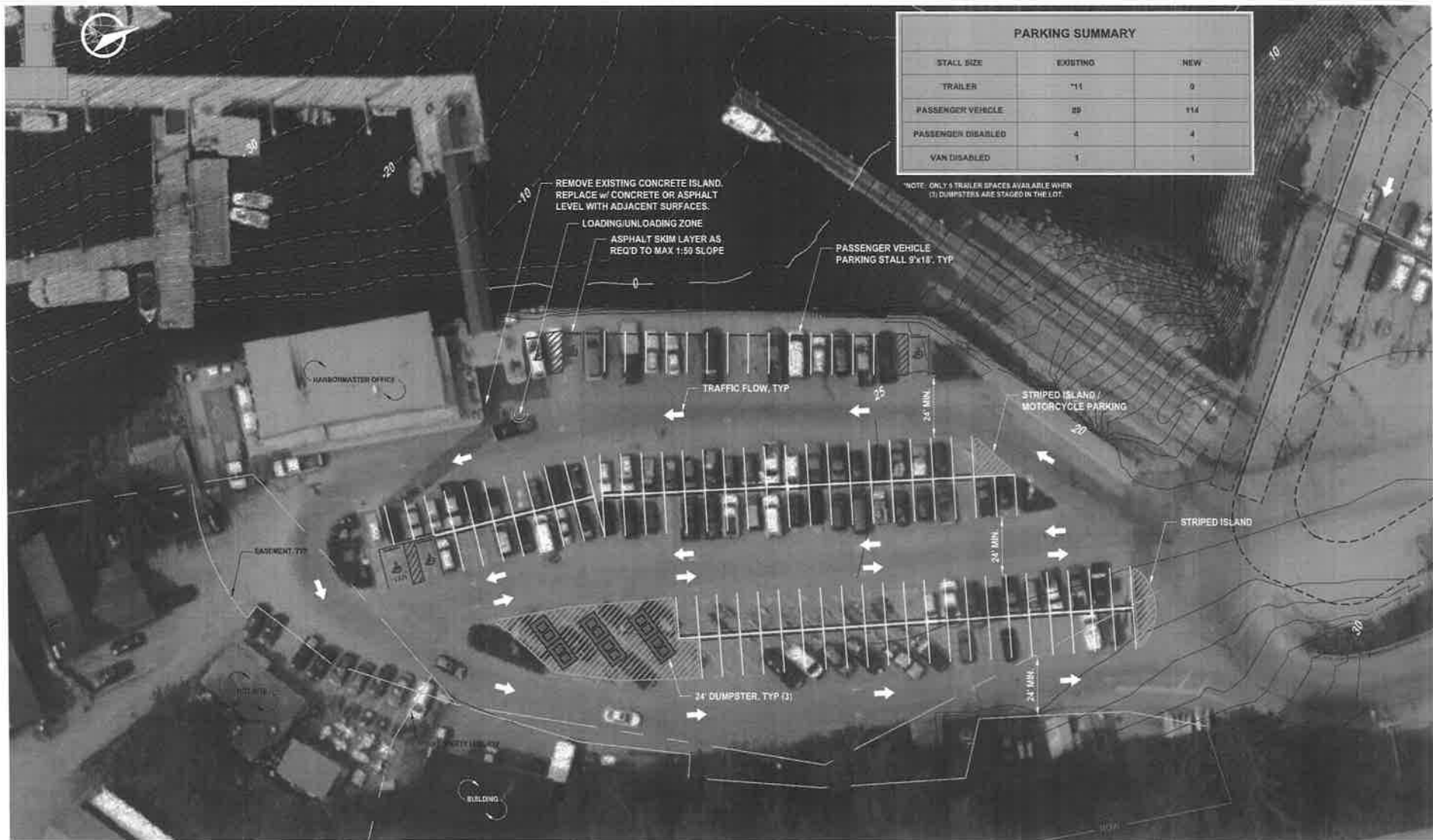
DATE: MAR. 22, 2017

CITY & BOROUGH OF JUNEAU, ALASKA
STATTER HARBOR PARKING LOT REORGANIZATION
CBJ PROJECT - DH17-XXX

SHEET TITLE:
OVERALL SITE PLAN

PND PROJECT NO.: 172020

1
SHEET
1 OF 3



PARKING SUMMARY		
STALL SIZE	EXISTING	NEW
TRAILER	11	9
PASSENGER VEHICLE	88	114
PASSENGER DISABLED	4	4
VAN DISABLED	1	1

*NOTE: ONLY 3 TRAILER SPACES AVAILABLE WHEN (1) DUMPSTERS ARE STAGED IN THE LOT.



REVISIONS					
REV.	DATE	DESCRIPTION	DW.	C.D.	APP.

P N D
ENGINEERS, INC.

9501 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907-586-2005
Fax: 907-586-2009
www.pndengineers.com

DESIGN: BME CHECKED: CRS SCALE: SCALE IN FEET
DRAWN: SMC APPROVED: CRS 0 20 40 FT.

DATE: MAR. 22, 2017

CITY & BOROUGH OF JUNEAU, ALASKA
STATTER HARBOR PARKING LOT REORGANIZATION
CBJ PROJECT - DH17-XXX

SHEET TITLE:
PARKING PLAN HARBOR LOT

PND PROJECT NO: 172020

2
SHEET
2 OF 3

July 7, 2022

To: CBJ Planning Commission

From: Mitch Falk; Owner Bay house Properties LLC

Re: Proposed Condominium Project

Bayhouse Properties LLC requests a review by the Planning Commission of the requirement from CDD to access the property from Glacier Hwy.

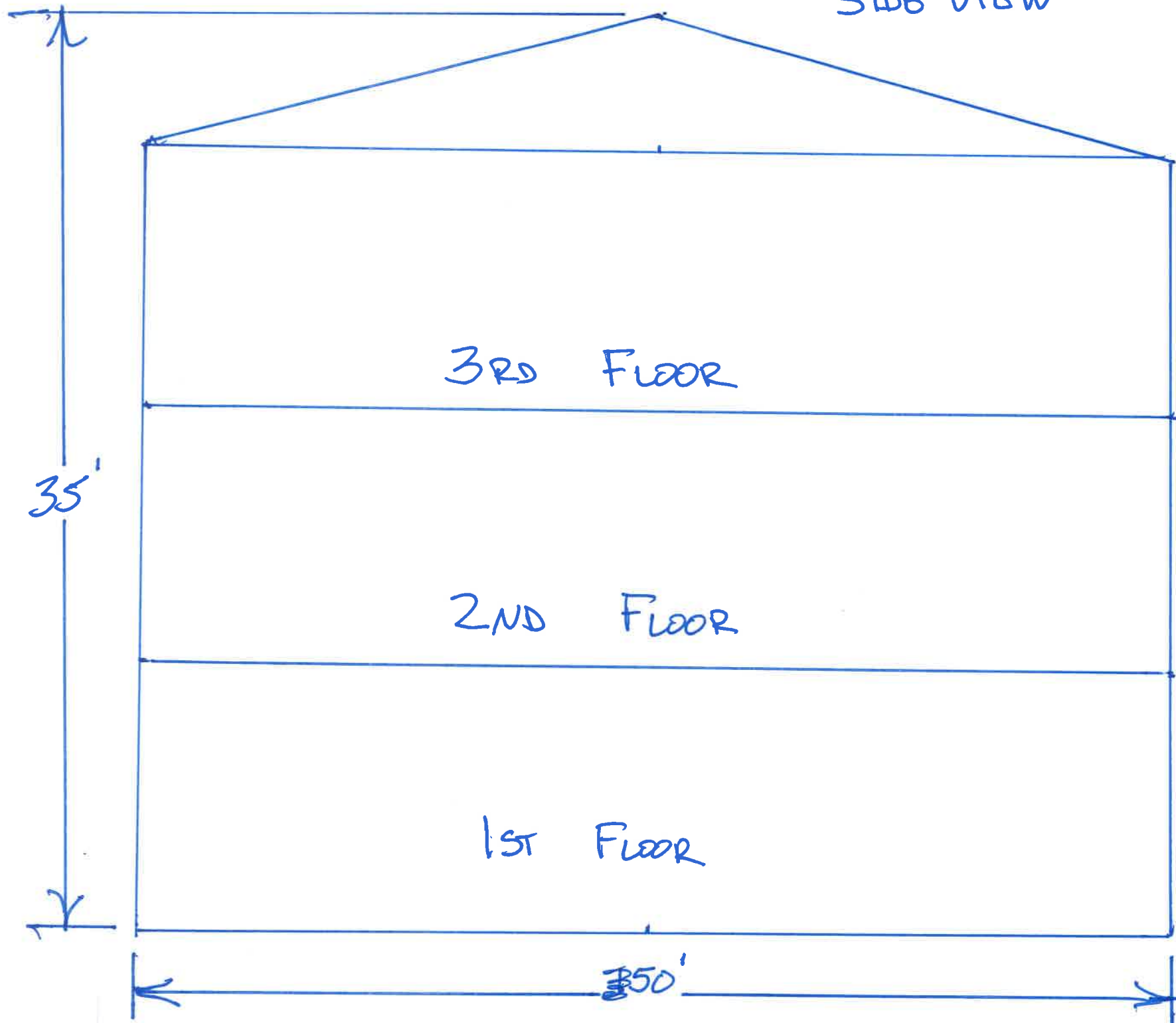
Bayhouse Properties LLC owns the property located at 11485 Auke Bay Harbor Rd. The property is currently leased to USCG for support facilities for USCG Cutter Reef Shark, The Hot Bite restaurant, Auke Bay Adventures and the building formerly housing Brick's Electronics. The property was originally developed by JB Caro approximately 100 years ago accessed through Auke Bay Harbor Rd. In 1939 the building currently used by the Hot Bite was moved to the current location and was the ticket office for Pan Am Airways when they were flying the S 42 Seattle to Fairbanks. Sometime in the 50's the USCG began leasing space on the property and has been there since. In 1958 the property was purchased by the Pierce's. They built the 4 plex and then the larger house (currently used by USCG) in 1984. In 1994 a variance was issued allowing the subdividing of the property separating the 4-plex and allowing the access to be Auke Bay Harbor Rd. In 2001 the property was purchased by Mitch Falk and Lynette Anderson. In 2002 a permit was obtained to move The Hot Bite and the USCG to their current locations. In 2009 a permit was obtained to remodel an existing residential building to a commercial space which was occupied by a beauty shop before the current tenant, Auke Bay Adventures. During the entire last century, the only access for all the different user groups has been Auke Bay Harbor Rd.

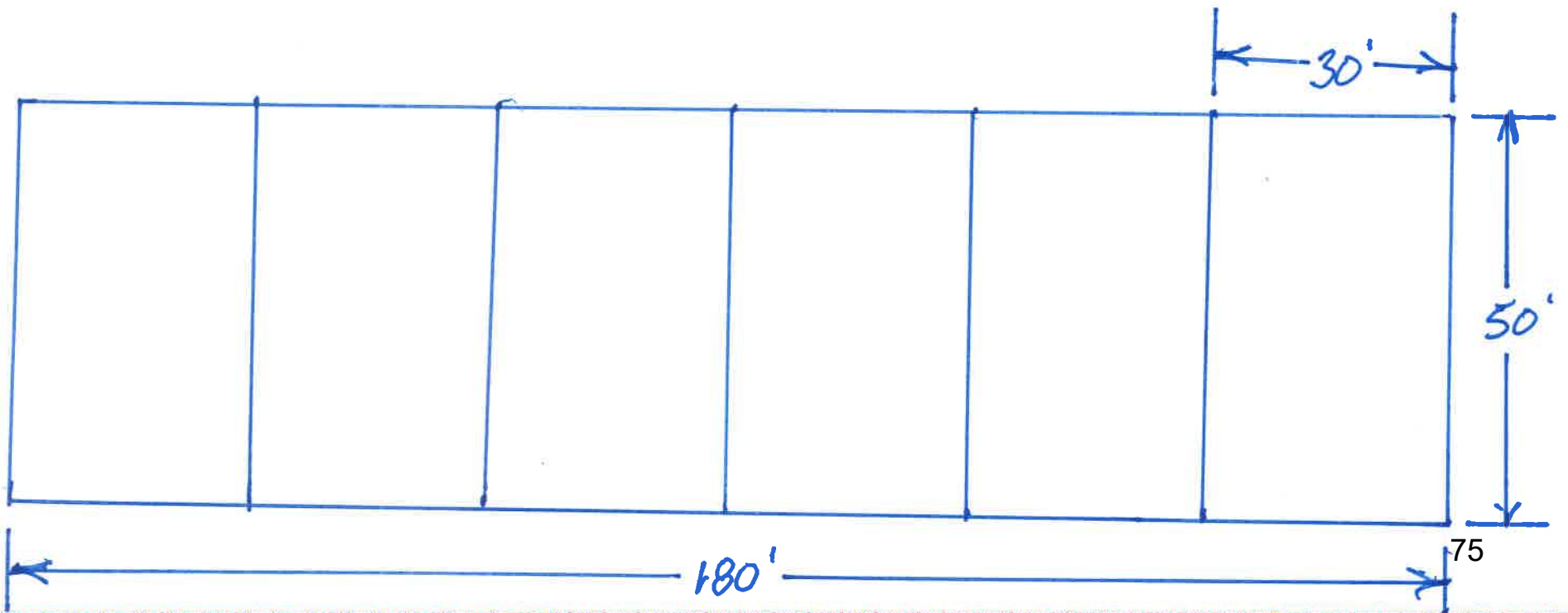
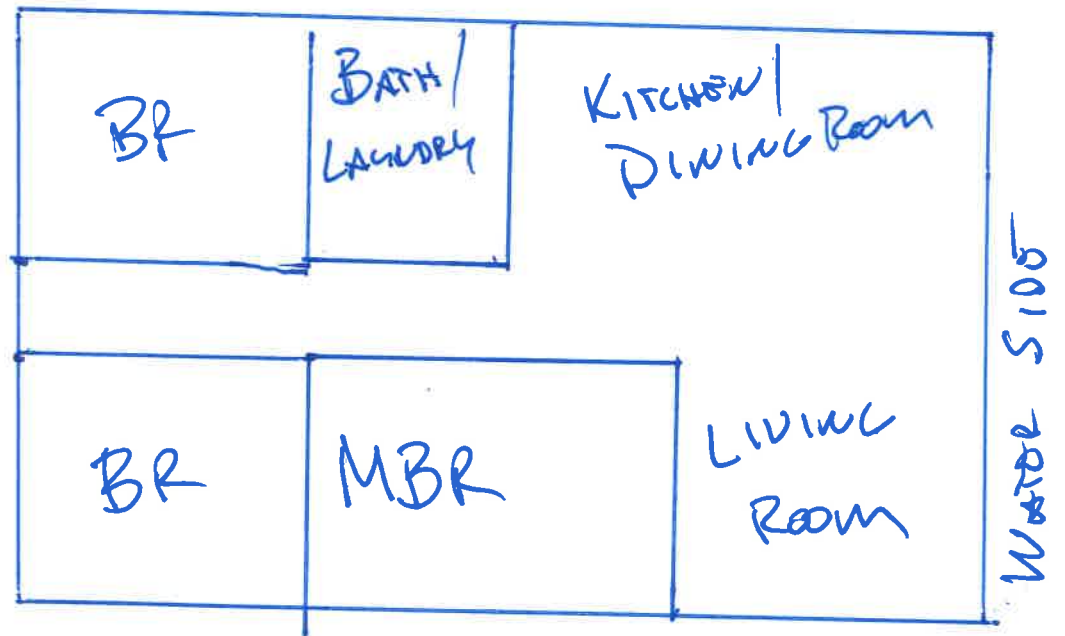
Bayhouse Properties proposes an 18-22unit condominium project. All of the existing buildings would be removed. All of the current tenants and businesses would be closed and/or relocated. The current traffic using Auke Bay Harbor Rd would be reduced by 90%-95%.

The property is steep off of Glacier Hwy, the condominiums would be single level three story buildings located on the waterside of the property with underground primary parking and overflow parking to the rear. Total footprint of the buildings would be 9000-10000 sq feet covering approximately 20% of the property.

The property is zoned WC, D-18, 35'. The proposed project follows this guideline.

SIDE VIEW





ATTACHMENT

APPLICATION FOR VARIANCE - GEORGE W AND FRANCES E PIERCE

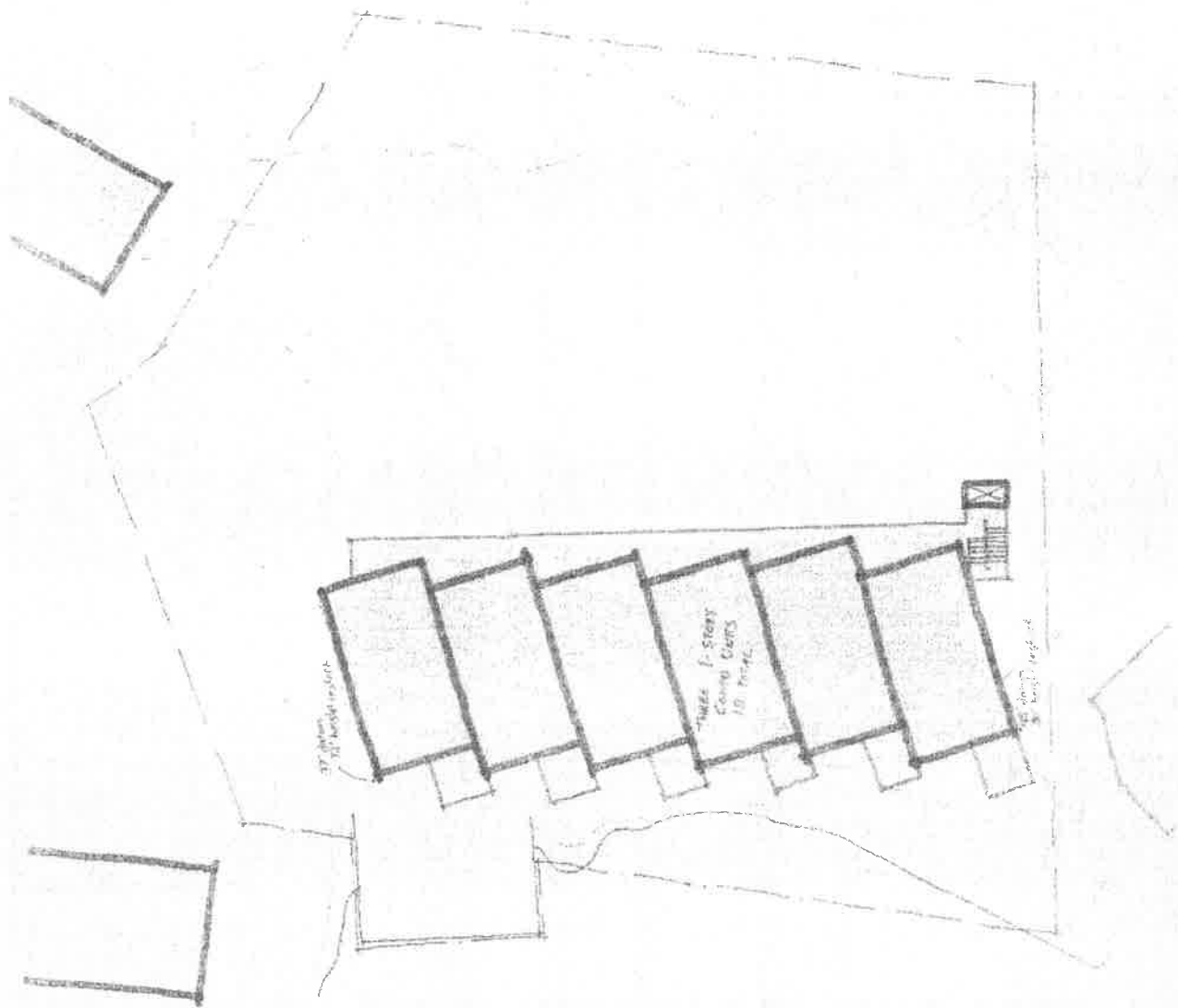
III SITE INFORMATION

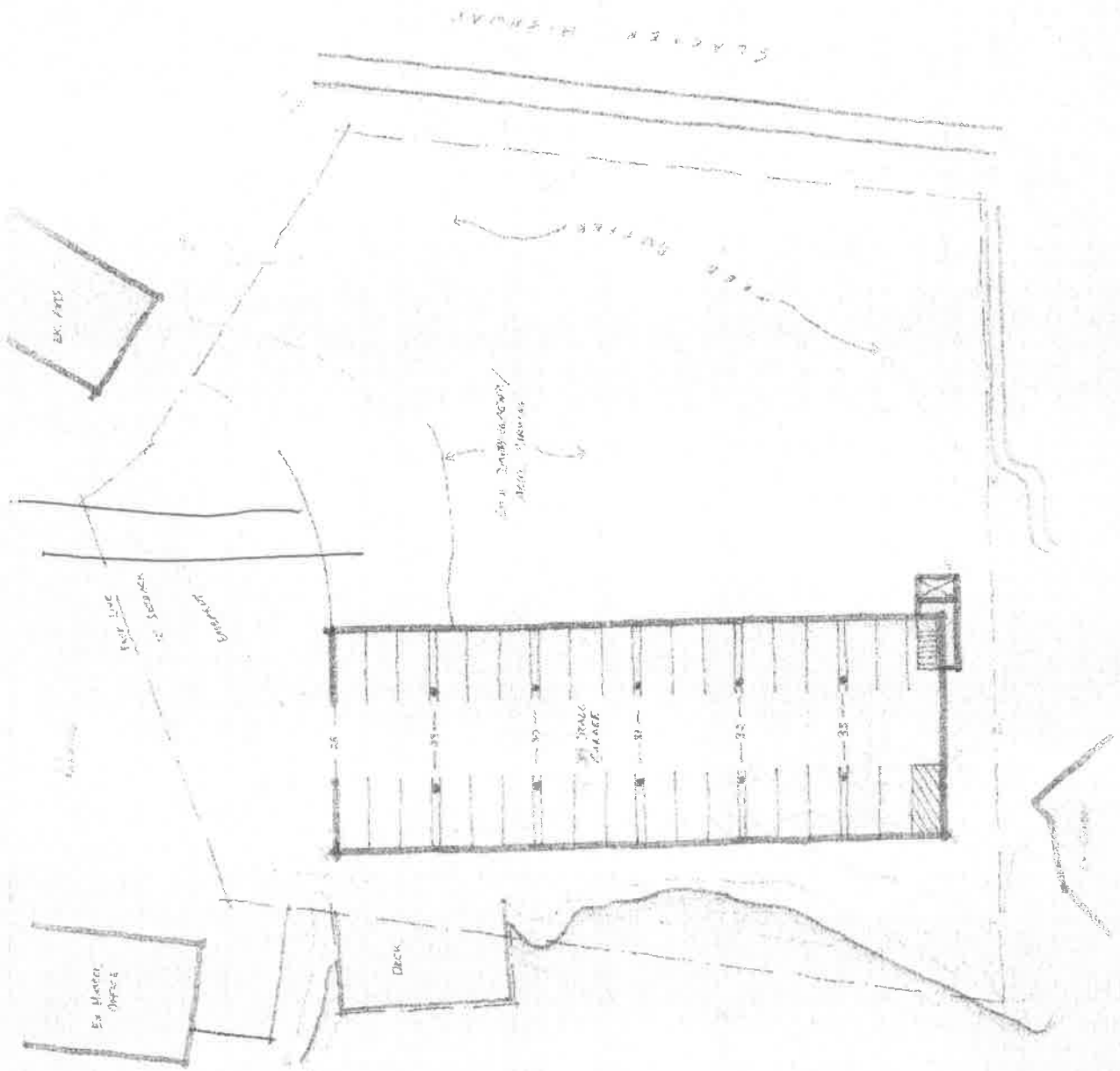
ITEM NUMBERS 13, 14, 15

Existing buildings are only approachable from side fronting on the Auke Bay Parking lot easement. Terrain abutting Glacier Highway is very steep, especially along the north end, making approaches to buildings nearly impossible. Approach from Glacier Highway would also add another driveway where there are already several driveways adding to the safety hazard.

$$N_{\text{eff}}^{\text{eff}} = 1.75$$

(continued)





Barometric Gauge
 30.5 1000 ft
 30.5 1000 ft
 30.5 1000 ft



MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: March 18, 1994
TO: Planning Commission
FROM: Tom Korosei, Planner
Community Development
FILE NO.: VR-09-94

PROPOSAL: A request for a zoning variance from provisions of the Land Use Code requiring direct, practical access to a dedicated, publicly maintained street. The variance would facilitate subdivision of a Tract F, U.S. Survey 1504. Proposed access is from Auke Bay harbor access driveway. Frontage is at 11485-11517 Glacier Highway.

GENERAL INFORMATION

Applicant: George W. & Frances E. Pierce
Property Owner: George W. & Frances E. Pierce
Property Address: 11485 Glacier Highway
Legal Description: Fraction of U.S. Survey
Parcel Code No.: 4-B23-0-105-009-0
Site Size: 75,511 Square Feet
Zoning: WC, Waterfront Commercial
Utilities: CBJ Water & Sewer
Access: Glacier Highway
Existing Land Use: Multi-Improvement
Surrounding Land Use: North - Harbor Access Road
South - Residential
East - Glacier Highway/Residential
West - Parking/Harbor



CITY/BOROUGH OF JUNEAU
★ ALASKA'S CAPITAL CITY

BACKGROUND

The applicants are requesting a variance to certain access requirements, specifically CBJ 49.40.120 which states that "each lot shall abut and be physically accessible from a dedicated street." The applicants wish to subdivide the subject property to separate the primary residence and office building from an existing restaurant and a four-unit apartment building. The tract of land fronts on Glacier Highway. Physical access to the existing development on the property, however, is by way of the harbor access road and harbor parking lot. The access road appears to be on a state easement. The applicants have submitted a copy of a document that appears to establish this easement.

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ANALYSIS

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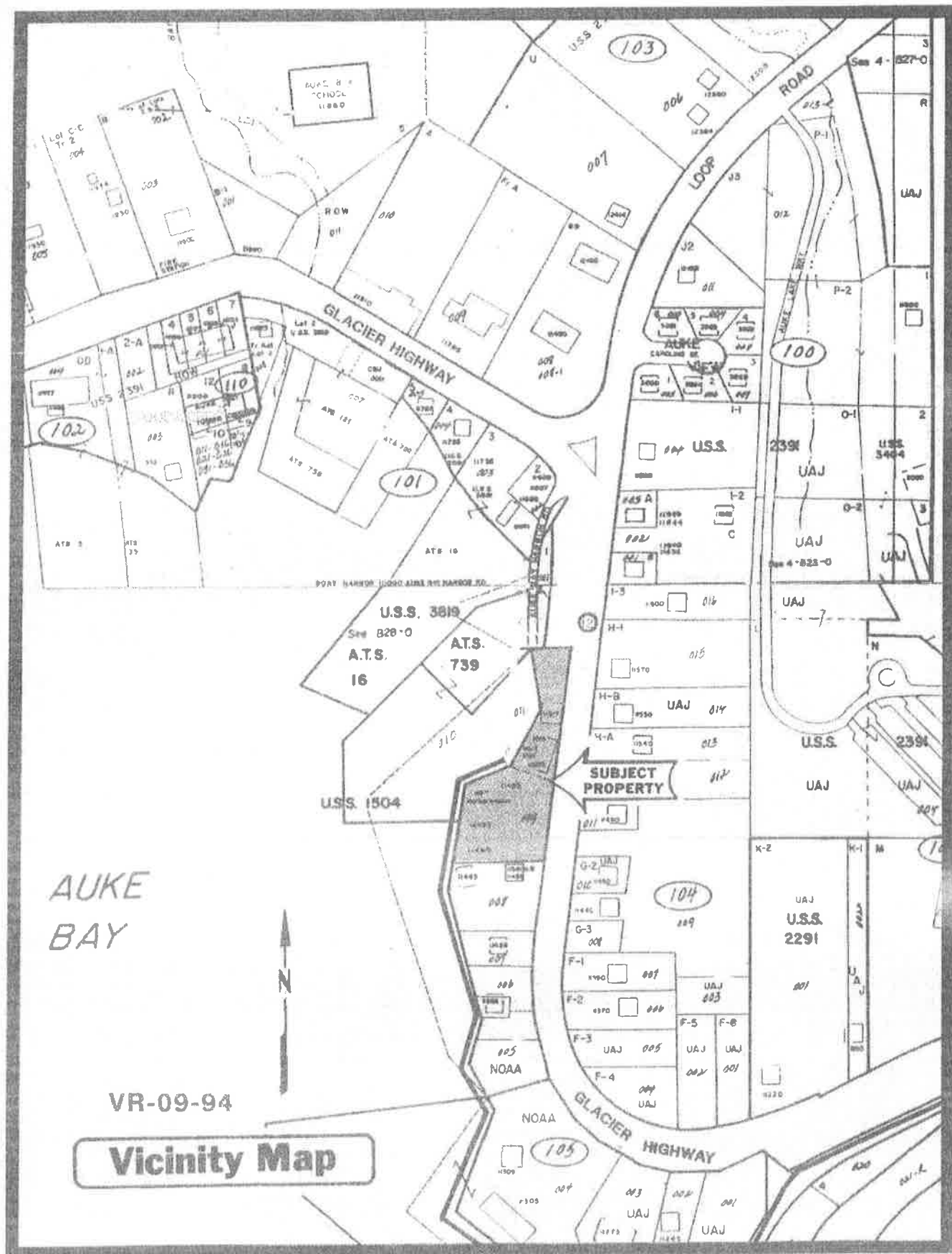
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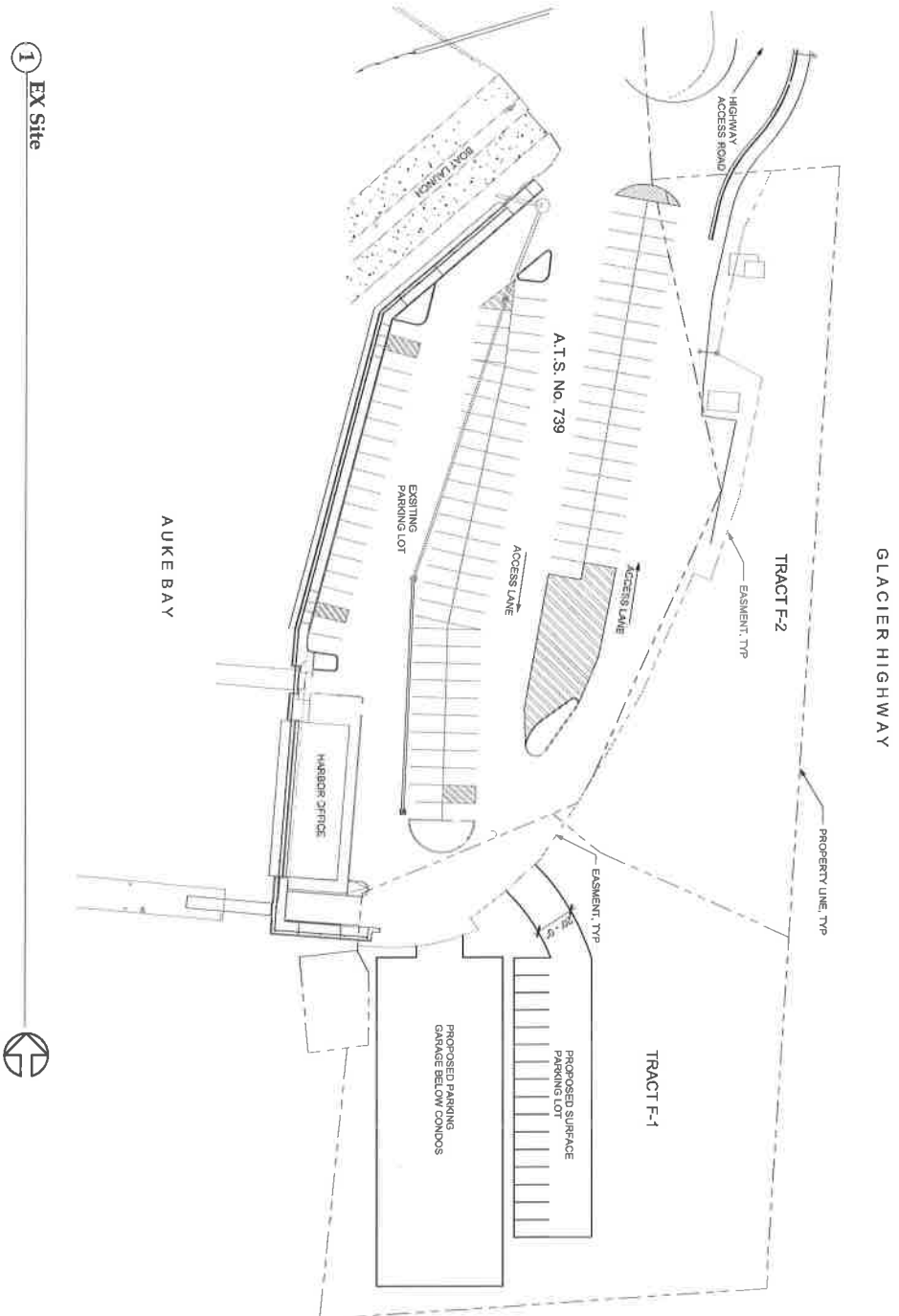
STAFF RECOMMENDATION

For the reasons noted, staff recommends denial of the requested variance.

If the Planning Commission finds that the applicants' situation meets all the grounds for a variance, we recommend that the variance include the following condition, and that the condition be noted on the plat:

No further development shall be permitted on this property unless required access is provided in accordance with applicable subdivision standards.





1 EX Site



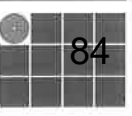
BAY HOUSE CONDOS

A101

DATE: 7/16/2023
FILE: 2/16/2023
SITE PLAN ACCESS

REVISIONS
1. 7/16/2023
2. 7/16/2023
3. 7/16/2023

Jensen
Yorba
Wall Inc.
525 West 10th Street
407.606.1070
jensenyorbawall.com





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

Auke Bay Condos

Case Number: PAC2022 0017

Applicant: Corey Wall

Property Owner: Bayhouse Properties LLC

Property Address: 11485, 11465, 11485 Auke Bay Harbor Rd

Parcel Code Number: 4B2301050090

Site Size: 51,716 Square Feet

Zoning: Waterfront Commercial

Existing Land Use: Restaurant, Mixed Commercial

Conference Date: March 16, 2022

Report Issued: April 6, 2022

DISCLAIMER: Pre-application conferences are conducted for purposes of providing applicants with a preliminary review of a project and timeline. Pre-application conferences are not based on a complete application, and are not a guarantee of final project approval.

List of Attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
Cory Wall Mitch Falk	Applicant	Corey@Jensenyorbawall.com
Adrienne Scott	Planning	Adrienne.Scott@Juneau.org
Charlie Ford	Building	Charlie.Ford@Juneau.org
Ken Hoganson	General Engineering	Ken.Hoganson@Juneau.org
Dan Jager	Fire Marshal	Dan.Jager@Juneau.org
Sydney Hawkins	Permit Tech	Sydney.Hawkins@Juneau.org

Conference Summary

Questions/issues/agreements identified at the conference that weren't identified in the attached reports.

The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

Project Overview

The applicant would like to demolish existing structures and build condominiums.

Planning Division

1. **Zoning** – Waterfront Commercial. WC zoning allows for multifamily with a density of 18 units per acre. The maximum dwelling units possible for this lot would be 21 units. A Conditional Use Permit is required for a multifamily development in the WC zoning district.
2. **Setbacks** – 10 feet front, rear, and side. Tidewater lot lines have no minimum setback requirements.

Note that there is a lot line around the waterfront structure next to the Harbor Master's office. Development will be required to meet setbacks from that lot line, and a structure cannot be built across the lot line, regardless of ownership. If a proposed structure will cross the lot line, a lot consolidation will be required.
3. **Height** – Maximum height for primary structures is 35 feet, 25 feet for accessory structures. Per 49.25.420(a), the height of a stepped or terraced building is the height of the highest segment thereof. No elevation drawing was submitted at the time of this pre-application conference, so the proposed height of the structure is unknown.

If the applicant wishes to apply for a variance to the height requirement, they will need to demonstrate that:

- A. Enforcement of the ordinance would create an undue hardship resulting from the *unusual or special conditions of the property*.
- B. The unusual or special conditions of the property are not caused by the person seeking the variance;
- C. The grant of the variance is not detrimental to public health, safety or welfare; and
- D. The grant of the variance is narrowly tailored to relieve the hardship.

In this case, "hardship" means that the applicant is deprived of using the property in a similar fashion to surrounding properties – cost is not a consideration. If the applicant decides to apply for a height variance, the applicant may apply for the variance concurrently with conditional use application. At the commission hearing, the variance will be heard first, and decided, prior to hearing the conditional use application.

4. **Access** – The lot was subdivided with a variance to access requirements (VAR-9-94). The variance was granted to facilitate the plat, and does not provide for further development. Alaska Department of Transportation and Public Facilities has a platted right-of-way easement that appears to reach the property. The easement is noted on Plat 94-41, and a recorded document from 1939 established the easement. The easement is not constructed as a street, nor adopted by the CBJ or DOT as a street. CBJ Docks & Harbors confirmed that they maintain the Statter Harbor parking lot, as well as Auke Bay Harbor Rd.

Note that, while the *existing lot* is entitled to existence without access due to the granting of the variance, there is no requirement for adjacent lots to provide access to the site. Development of new dwelling units will necessitate access for the residents, and this could impact staff's analysis of the application, and the Planning Commission's evaluation of the application. Proposed project, including access, must comply with 49.15.330(f)(1). Applicant will need to demonstrate in their application how they are providing access to the site.

The lot has frontage along Glacier Hwy, and access should be through the frontage. A driveway permit from the State of Alaska DOT&PF will be required.

5. **Parking & Circulation** – 2.25 parking spaces per three bedrooms. 18 three-bedroom units would require 41 parking spaces. A parking lot of 26 to 50 spaces will require 2 accessible parking spaces, one of which must be van-accessible.
6. **Vegetative Coverage** – Minimum vegetative coverage in WC is 10%.
7. **Lighting** – All lighting should be full cut-off design to prevent glare onto neighboring properties.
8. **Noise** – Noise generated by the completed project is expected to be consistent with that expected in Waterfront Commercial.
9. **Flood** – Portions of the lot are located in the AE, VE, and X flood zones. If any construction is proposed in the AE or VE zone, a Floodplain Development Permit will be required, and the project must be designed to meet the provisions of CBJ 49.70 Article IV (attached).



10. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – A hillside endorsement will be required if excavating or creating a slope over 18%.
11. **Wetlands** – Contact the United States Army Corps of Engineers for a permit if the development requires fill of wetlands. (907) 753-2689.
12. **Habitat** – Check with the U.S. Fish and Wildlife on the presence of eagle nests in the area. The presence of eagle nests may impact construction scheduling. No anadromous waterbodies are on the subject lot, or within 50 feet.
13. **Plat or Covenant Restrictions** – None found.
14. **Traffic** – The Institute of Transportation Engineers Manual categorizes condominiums as residential/condos/townhouses (Land Use 230) and estimates that each dwelling unit will generate 5.81 vehicle trips

per day, making the average daily traffic (ADT) for an 18 unit development to be 105 ADT per weekday. A traffic impact analysis is not required for developments projected to generate fewer than 250 ADT.

15. **Nonconforming situations** – None known.

Building Division

16. **Building** – Plan will be reviewed at time of application.
17. **Outstanding Permits** –
- BLD2009-00042 – Plumbing repair and electrical service upgrade
 - BLD2003-00053 – Remodel office building into the Hot Bite Restaurant
 - BLD2003-00745 – 12' x 20' detached storage structure with electricity
 - BLD2003-00016 – Grading of 400 cu yards of fill
 - BLD2002-00194 – Clearing and removal of brush/trees and removal of approx. 150-175 yards of bedrock
 - BLD1997-00368 – Rebuild/repair support and walls of shed for storage & marine electronics repair
 - BLD-06000401 – Repair, remove & replace damaged sheetrock
 - BLD-0488701 – Repairs of existing electrical, water & plumbing

General Engineering/Public Works

18. **Engineering – Grading:** Slopes and retaining structures shall be shown on the Grading Plan. The heights and slope ratios must be quantified.
- a. **Easements:** Site plan (plat) shall include all existing (and proposed) easements for drainage, utility lines plumbing lines, access, snow storage, trash (dumpster) storage, or any other shared use that requires crossing the property line
19. **Drainage** – Drainage must be directed to pre-approved drainage ways and cannot be directed at neighbors or otherwise cause a nuisance. Drainage shall be shown in the Grading Plan with arrows. Any drainage structures shall be identified and sizes called out.
20. **Utilities** – (water, power, sewer, etc.) Water service will need to be provided. A CBJ ROW Permit and Utility Permit will be required. The plans shall include a Utility Plan that shows location of buried sewer and water utilities including valve, unions, cleanouts, and system components. Sizes and materials must be called out. Power by others.
- a. **CBJ right-of-way (ROW) permit** - Once the construction plan for the utilities is approved, CBJ will create the ROW permit. The permit will cover the tapping of the water main and road restoration within the right-of-way (if required). Inspection fees, refundable bond amount, and conditions will be determined after review of the proposed construction plan. The extension of the utilities within the property will require further permitting and fee assessments. This process is done separately from the subdivision and typically in conjunction with the building permit application. Utility as-builts shall be submitted to GE prior to return of Bond and closure of permits.
 - b. **Water Utility permit** – for the water/fire line to be installed to the new structure. The line sizing is
 - i. by the engineer. The meter is required to be installed prior to any branches in the plumbing line. The meter location and sizing shall be shown on the mechanical plans. The meter installation and conduit installation is the responsibility of the applicant. A water assessment will need to be paid and will be determined after sizing of meter and domestic line are identified.
 - c. **Sewer Utility permit** – for the sewer line to be installed to the new structure. The line sizing is determined by the engineer. The mechanical plans shall include a drainage fixture unit (DFU) count. A

sewer assessment and inspection fees will need to be paid and will be determined after review of the DFU's and the configuration of the underground sewer line.

Fire Marshal

21. **Fire Items/Access** – Building will require sprinklers. Fire will reserve comment on the project design until they see the full submittal.

Other Applicable Agency Review

22. A driveway permit from DOT&PF will be required for access from Glacier Hwy.

List of required applications

Based upon the information submitted for pre-application review, the following list of applications must be submitted in order for the project to receive a thorough and speedy review.

1. Development Permit Application
2. Variance Application (if applying)
3. Conditional Use Permit Application

Additional Submittal Requirements

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. A copy of this pre-application conference report.
2. Project narrative
3. Site plan
4. Floor plans
5. Elevation view of proposed buildings
6. Proposed vegetative cover
7. Existing and proposed parking areas and proposed traffic circulation
8. Existing physical features of the site

Exceptions to Submittal Requirements

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be reviewed.

1. N/A

Fee Estimates

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

1. Conditional Use Permit application fee: \$750
2. Public notice sign preparation fee: \$50

3. Public notice sign deposit: \$100 (refundable if sign is returned by the first Monday after the hearing, \$50 refundable if returned within two weeks)

For informational handouts with submittal requirements for development applications, please visit our website at www.juneau.org/community-development.

Submit your Completed Application

You may submit your application(s) online via email to permits@juneau.org

OR in person with payment made to:

City & Borough of Juneau, Permit Center
230 South Franklin Street
Fourth Floor Marine View Center
Juneau, AK 99801

Phone: (907) 586-0715

Web: www.juneau.org/community-development

Attachments:

49.70 Article IV
49.15.330
1939 Easement Document
Plat 94-41
Variance VR-09-94
Development Permit Application
Conditional Use Permit Application
Variance Application

ARTICLE IV. - FLOOD HAZARD AREAS

Footnotes:

--- (070_3) ---

Cross reference— *Building regulations, tit. 19.*

49.70.400 - Floodplain.

- (a) *Purpose.* The purpose of this article is to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas. Other purposes are to:
- (1) Reserved;
 - (2) Prevent the erection of structures in areas unfit for human usage by reason of danger from flooding, unsanitary conditions, or other hazards;
 - (3) Minimize danger to public health by protecting the water supply and promoting safe and sanitary drainage;
 - (4) Reduce the financial burdens imposed on the community, its governmental units, and its individuals by frequent and periodic floods and overflow of lands;
 - (5) Reserved;
 - (6) Ensure that potential buyers are notified that property is in a special flood hazard area; and
 - (7) Ensure that those who occupy the special flood hazard area assume financial responsibility for their development.
- (b) *Interpretation.*
- (1) In the interpretation and application of this article, all provisions are considered minimum requirements and are liberally construed in favor of the governing body.
 - (2) This article is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. Where the provisions of this article and another ordinance conflict or overlap, whichever imposes the more stringent restrictions shall prevail.
 - (3) This article shall apply to all areas of special flood hazard areas (SFHAs) within the jurisdiction of the City and Borough of Juneau.
 - (4) The special flood hazard areas identified by the Federal Insurance Administrator (FIA) in a scientific and engineering report entitled the "Flood Insurance Study" (FIS) and the flood insurance rate maps (FIRMs) dated September 18, 2020 for the City and Borough of Juneau, Alaska are adopted. The FIS and FIRMs shall be on file with the community development department and available to the public at 155 South Seward Street, Juneau, Alaska.
- (c) *Implementation.* The director is responsible for administering and implementing the provisions of this chapter and is responsible for maintaining for public use and inspection appropriate records and information relevant to implementation of this chapter. Such records and information must include:
- (1) Actual elevations, in relation to mean lower low water, of the lowest floor, including basement, of all new or substantially improved structures located in the special flood hazard area (SFHA), and whether or not such structures have basements;
 - (2) Actual elevations, in relation to mean lower low water, of all new and substantially improved floodproofed

structures and the required floodproofing certifications;

- (3) Flood insurance studies (FISs);
 - (4) Flood insurance rate maps (FIRMs);
 - (5) Any reports or studies on flood hazards in the community, such as written reports by the U.S. Army Corps of Engineers, U.S. Geological Survey, or private firms provided to the director; and
 - (6) A file of all floodplain permit applications, permits, exceptions, and supporting documentation.
- (d) *Enforcement.* Enforcement of this chapter is per CBJ ~~49.10.600~~—49.10.660.
- (e) *Floodplain development permit required.* A floodplain development permit is required for any development or industrial uses located within a special flood hazard area, including placement of manufactured homes. The director must:
- (1) Review all floodplain development permit applications for development in the special flood hazard area for compliance with the provisions of this chapter, and to determine if other permits may be necessary from local, state, or federal governmental agencies.
 - (2) Interpret the location of the special flood hazard area boundaries and regulatory floodway. If there appears to be a conflict between a mapped boundary and actual field conditions, the director must determine and interpret the documents. When base flood elevation data has not been provided, the director shall obtain, review, and reasonably utilize base flood elevation and floodway data available from any federal, state, municipal, or any other source to implement the provisions of this chapter.
 - (3) If the director determines that a proposed development is within a special flood hazard area, a permit fee must be collected and the following information must be provided before processing a floodplain development permit:
 - (A) Elevation of the lowest floor, including a basement, of all structures;
 - (B) Elevation to which any structure has been floodproofed;
 - (C) Certification by an engineer or architect that the floodproofing methods for any nonresidential structure meet generally accepted floodproofing standards;
 - (D) Description of the extent to which any watercourse will be altered or relocated as a result of proposed development;
 - (E) Description of the plan for maintenance of the altered or relocated portion of the watercourse so that the flood-carrying capacity is not diminished; and
 - (F) When base flood elevation data have not been provided, the director shall obtain, review and reasonably apply any base flood elevation and floodway data available from federal, state or other sources.
- (f) *Methods of reducing losses.* In order to accomplish its purpose, this article includes methods and provisions to:
- (1) Restrict or prohibit uses that are dangerous to health, safety, and property due to water or erosion hazards, or that result in damaging increases in erosion or flood heights or velocities;
 - (2) Require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction;
 - (3) Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;
 - (4) Control filling, grading, dredging, and other development that may increase flood damage; and

- (5) Prevent or regulate the construction of flood barriers that will unnaturally divert floodwaters or that may increase hazards in other areas.
- (g) *General standards for flood hazard protection.* In special flood hazard areas the following standards apply:
- (1) *Anchoring.*
 - (A) Design, modify, and anchor new construction and substantial improvements to prevent flotation, collapse, or lateral movement of the structure(s).
 - (B) A manufactured home must be anchored to prevent flotation, collapse, or lateral movement and be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors.
 - (C) An alternative method of anchoring may be used if the system is designed to withstand a wind force of 90 miles per hour or greater. Certification must be provided to the director that this standard is met.
 - (2) *Construction materials and methods.*
 - (A) Construct new construction and substantial improvements with materials and utility equipment resistant to flood damage.
 - (B) Use methods and practices that minimize flood damage for new construction and substantial improvements.
 - (C) Design or locate electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities so as to prevent water from entering or accumulating within the components during conditions of flooding.
 - (D) Require adequate drainage paths around structures on slopes to guide floodwaters away from existing and proposed structures for new construction and substantial improvements within zones AH and AO.
 - (3) *Utilities.*
 - (A) Design new and replacement water supply systems to minimize or eliminate infiltration of floodwaters into the system.
 - (B) Design new and replacement sanitary sewage systems to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters.
 - (C) Locate on-site waste disposal systems to avoid impairment to them or contamination from them during flooding.
 - (4) *[Subdivision and development proposal criteria.]* Subdivision and development proposals must meet the following criteria:
 - (A) Be designed to minimize flood damage;
 - (B) Locate and construct utilities and facilities, such as sewer, gas, electrical, and water systems to minimize flood damage;
 - (C) Provide adequate drainage to reduce exposure to flood damage; and
 - (D) Include base flood elevation data if the development consists of at least 50 lots or five acres, whichever is the lesser. If base flood elevation data is not available, the proposal must provide the data and backup information for how the base flood elevation data was generated for the proposal.
 - (5) *[Floodplain development permit requirements.]* Review of floodplain development permits must include:
 - (A) Review of the flood insurance rate map and flood insurance study for flood zone determinations for new

- or substantially improved structures;
- (B) For new or substantially improved structures:
- (i) Submittal of the proposed and finished lowest floor elevations in zones A, AE, AO, and AH.
 - (ii) Submittal of the proposed and finished bottom elevation of the lowest horizontal structural member of the lowest floor and its distance from the mean lower low water mark in zones V and VE; and
 - (iii) Submittal of specific requirements for zones V and VE as set forth in subsection 49.70.400(i).
- (C) In zones A and V, where elevation data are not available through the flood insurance study or from another authoritative source, applications for floodplain development permit shall be reviewed to ensure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and may be based on historical data, high water marks, photographs of past flooding, and other similar or relevant data. Failure to elevate construction at least two feet above grade in these zones may result in higher insurance rates.
- (D) Provision of an elevation certificate to demonstrate that the lowest floor of a structure is at or above base flood elevation. The certification must be provided on a form approved by the National Flood Insurance Program and prepared by a registered land surveyor or professional engineer who is licensed in the State of Alaska and authorized to certify such information. This requirement may be waived by the director if an approved record elevation demonstrates that the lowest floor is substantially above the base flood elevation due to natural ground level.
- (6) *Other permits.* The applicant must certify that all other necessary permits have been obtained from any federal or state governmental agencies.
- (7) *[Maintaining watercourse.]* Maintain altered or relocated portions of a special flood hazard area mapped watercourse so that the flood-carrying capacity is not diminished. The department must notify the state coordinating agency, if any, and the Federal Emergency Management Agency prior to issuance of a floodplain development permit that seeks to alter or relocate any watercourse within a special flood hazard area.
- (h) *Specific standards for flood hazards protection.* In special flood hazard areas where base flood elevation data is provided, the following provisions are required:
- (1) *New structures or substantial improvements.* Fully enclosed areas below the lowest floor of new construction or substantial improvements, that are useable solely for parking of vehicles, building access, or storage in an area other than a basement, must automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect licensed in the State of Alaska or must meet or exceed the following minimum criteria:
 - (A) Provide a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;
 - (B) Height of the bottom of all openings must be no higher than one foot above grade; and
 - (C) Openings may be equipped with screens, louvers, or other coverings or devices provided that the automatic entry and exit of floodwaters is allowed.
 - (2) *Residential construction.* New construction and substantial improvement of any residential structure:
 - (A) Construct the lowest floor, including basement, elevated to or above the base flood elevation within zones A, AE, or AH; or

- (B) Construct the lowest floor elevated to the base flood depth number specified on the flood insurance rate map, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AC
- (3) *Manufactured homes.* New or substantially improved manufactured homes must:
 - (A) Be placed at or above, the base flood elevation, within zones A, AH, or AE, and shall be elevated to, or above, the base flood elevation, and comply with subsection (g); or
 - (B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; and meet the provisions of subsection (g)(1).
- (4) *Recreational vehicles.* Recreational vehicles placed within any special flood hazard area must be:
 - (A) Situated on the site for fewer than 180 consecutive days;
 - (B) Fully licensed, operational, and approved for road use; or
 - (C) Meet the requirements of subsection (h)(3).
- (5) *Nonresidential construction.* New construction or substantial improvement of any nonresidential structure must:
 - (A) Elevate the lowest floor, including basement, to or above the base flood elevation within zones A, AE, and AH;
 - (B) Elevate the lowest floor to the depth number specified on the flood insurance rate map, or higher, or if no depth number is specified, at least two feet above the highest adjacent natural grade within zone AO; or
 - (C) Floodproof the area below the base flood elevation within zones A, AE, AH, and AO, so that:
 - (i) The structure and utility and sanitary facilities are watertight with walls substantially impermeable to the passage of water;
 - (ii) Structural components shall have the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;
 - (D) A floodproof structure must be designed by an engineer or architect licensed in the State of Alaska, certifying that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on the engineer's or architect's development or review of the structural design, specifications, and plans. Certification must be provided to the director;
 - (E) Applicants proposing to floodproof nonresidential buildings must be notified at the time of floodplain development permit application that flood insurance premiums are based on rates that are one foot below the floodproofed level.
- (6) *Industrial uses.* Industrial uses within the special flood hazard area are subject to the following provisions:
 - (A) Sand and gravel operations, recreation activities, open space, and parking lots may be allowed in 100-year floodplains if the use does not increase the flood hazard.
 - (B) Industrial equipment and raw materials stored in 100-year floodplains must be adequately bermed or otherwise protected.
 - (C) Disposal of hazardous materials in 100-year floodplains is prohibited. No new development that involves storage of hazardous materials will be permitted in the 100-year floodplain unless there is no feasible and prudent alternative and adequate safety measures are provided to prevent accidental discharge.

(D) Establishment of sanitary landfills in floodplains is prohibited.

(7) *Increasing water surface elevation in special flood hazard area mapped watercourses where floodways are not mapped.* Notwithstanding any other provisions of this article, development in zones A, AE, and AH may increase the water surface elevation of the base flood:

(A) Up to one foot with the submittal of an analysis completed by an engineer licensed in the State of Alaska demonstrating the cumulative effects of the proposed, existing and anticipated, development to the base flood; or

(B) By more than one foot only after a conditional letter of map revision and final letter of map revision is approved by the Federal Emergency Management Agency flood insurance administrator.

(i) *Additional provisions in floodways.*

- (1) Residential and nonresidential structures are prohibited in floodways, no exceptions apply. Culverts and bridges are not subject to this prohibition.
- (2) Encroachments, including fill, new construction, and other development, except subdivisions, within a floodway are prohibited unless an engineer licensed in the State of Alaska submits a hydrologic and hydraulic analyses to the director indicating that the encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge. The hydrologic and hydraulic analyses must be performed in accordance with standard engineering practice acceptable by the Federal Emergency Management Agency.
- (3) Development along a floodway cannot increase the water surface elevation unless a conditional letter of map revision and final letter of map revision that revises the floodway are approved by the Federal Emergency Management Agency.

(j) *Additional provisions in zones VE and V.*

- (1) New construction and substantial improvements in zones V and VE must be elevated on pilings and columns so that:
 - (A) The bottom of the lowest horizontal structural member of the lowest floor, excluding the pilings or columns, is elevated to or above the base flood elevation; and
 - (B) The pile or column foundation and structure attached thereto is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Wind and water loading values must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used are those required by applicable state statute and local code. A registered professional engineer or architect licensed in the State of Alaska must develop or review the structural design, specifications, and plans for the construction and must certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of subsections (j)(1)(A) and (B) of this section.
- (C) The use of fill for structural support of buildings is prohibited.
- (2) In zones VE and V, new habitable construction must be located landward of the reach of mean high tide.
- (3) In zones VE and V, new construction and substantial improvements must have the space below the lowest floor either free of obstruction or constructed with nonsupporting breakaway walls, open wood latticework, or insect screening intended to collapse under wind and water loads without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system.

- (4) Breakaway walls must have a design safe loading resistance of not less than ten pounds per square foot and no 20 pounds per square foot. Use of breakaway walls that exceed a design safe loading resistance of 20 pounds per square foot (either by design or when so required by local or state codes) may be permitted only if a registered professional engineer or architect licensed in the State of Alaska certifies that the designs proposed meet the following conditions:
- (A) Breakaway wall collapse must result from a water load less than that which would occur during the base flood; and
 - (B) The elevated portion of the building and supporting foundation system must not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and nonstructural). Maximum wind and water loading values to be used in this determination must each have a one percent chance of being equaled or exceeded in any given year (100-year mean recurrence interval). Wind loading values used shall be those required by applicable state statute and local code.
 - (C) Enclosed space within breakaway walls are limited to parking of vehicles, building access, or storage. Such space must not be used for human habitation.
- (k) *Warning and disclaimer of liability.* The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected, can and will occur. Flood heights may be increased by human or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, §§ 2—9, 1990; Serial No. 2013-19(b), § 2, 7-15-2013; Serial No. 2020-42, § 2, 8-24-2020, eff. 9-23-2020; Serial No. 2021-06, § 2, 4-26-2021, eff. 5-26-2021)

49.70.410 - Exceptions.

- (a) The planning commission shall hear all applications for an exception from the provisions of this article, and are limited to the powers granted in this article and those necessarily implied to ensure due process and to implement the policies of this article.
- (b) In passing upon such application, the planning commission must consider all technical evaluations, relevant factors, standards specified in other sections of this article, and:
 - (1) The danger that materials may be swept onto other lands and cause injury to other persons or property;
 - (2) The danger to life and property due to flooding or erosion damage;
 - (3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
 - (4) The importance of the services provided by the proposed facility to the community;
 - (5) The necessity to the facility of a waterfront location, where applicable;
 - (6) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;
 - (7) The compatibility of the proposed use with existing and anticipated development;
 - (8) The relationship of the proposed use to the comprehensive plan and floodplain management program for

that area;

- (9) The safety of access to the property in times of flood for ordinary and emergency vehicles;
 - (10) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and
 - (11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.
- (c) Exceptions may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing subsections (b)(1)—(b)(11) of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the exception increases.
- (d) Upon consideration of the factors of subsection (b) of this section and the purposes of this article, the commission may deny or grant the application and may attach such conditions to the grant of an exception as it deems necessary to further the purposes of this article.
- (e) Exceptions may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places, without regard to the procedures set forth in the remainder of this section.
- (f) Exceptions must not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.
- (g) Exceptions must only be issued upon a determination that the exception is the minimum necessary, considering the flood hazard, to afford relief.
- (h) Exceptions must only be issued upon:
- (1) A showing of good and sufficient cause;
 - (2) A determination that failure to grant the exception would result in exceptional hardship to the applicant; and
 - (3) A determination that the granting of an exception will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances or conflict with existing local laws or ordinances.
- (i) Reserved.
- (j) Warning and disclaimer of liability. The degree of flood protection required by this article is intended for minimum regulatory purposes only and is based on general scientific and engineering principles. Floods larger than expected, can and will occur. Flood heights may be increased by manmade or natural causes. This article does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This article shall not create liability on the part of the City and Borough, any officer or employee thereof, or the Federal Insurance Administration for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.

(Serial No. 87-49, § 2, 1987; Serial No. 90-46, § 10, 1990; Serial No. 2021-06, § 3, 4-26-2021, eff. 5-24-2021)

49.15.330 - Conditional use permit.

- (a) *Purpose.* A conditional use is a use that may or may not be appropriate in a particular zoning district according to the character, intensity, or size of that or surrounding uses. The conditional use permit procedure is intended to afford the commission the flexibility necessary to make determinations appropriate to individual sites. The commission may attach to the permit those conditions listed in subsection (g) of this section as well as any further conditions necessary to mitigate external adverse impacts. If the commission determines that these impacts cannot be satisfactorily overcome, the permit shall be denied.
- (b) *Preapplication conference.* Prior to submission of an application, the developer shall meet with the director for the purpose of discussing the site, the proposed development activity, and the conditional use permit procedure. The director shall discuss with the developer, regulation which may limit the proposed development as well as standards or bonus regulations which may create opportunities for the developer. It is the intent of this section to provide for an exchange of general and preliminary information only and no statement by either the developer or the director shall be regarded as binding or authoritative for purposes of this code. A copy of this subsection shall be provided to the developer at the conference.
- (c) *Submission.* The developer shall submit to the director one copy of the completed permit application together with all supporting materials and the permit fee.
- (d) *Director's review procedure.*
- (1) The director shall endeavor to determine whether the application accurately reflects the developer intentions, shall advise the applicant whether or not the application is acceptable and, if it is not, what corrective action may be taken.
 - (2) After accepting the application, the director shall schedule it for a hearing before the commission and shall give notice to the developer and the public in accordance with section 49.15.230.
 - (3) The director shall forward the application to the planning commission together with a report setting forth the director's recommendation for approval or denial, with or without conditions together with the reasons therefor. The director shall make those determinations specified in subsections (1)(A)—(1)(C) of subsection (e) of this section.
 - (4) Copies of the application or the relevant portions thereof shall be transmitted to interested agencies as specified on a list maintained by the director for that purpose. Referral agencies shall be invited to respond within 15 days unless an extension is requested and granted in writing for good cause by the director.
 - (5) Even if the proposed development complies with all the requirements of this title and all recommended conditions of approval, the director may nonetheless recommend denial of the application if it is found that the development:
 - (A) Will materially endanger the public health or safety;
 - (B) Will substantially decrease the value of or be out of harmony with property in the neighboring area;
or
 - (C) Will not be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.
- (e) *Review of director's determinations.*

- (1) At the hearing on the conditional use permit, the planning commission shall review the director's report to c
 - (A) Whether the proposed use is appropriate according to the table of permissible uses;
 - (B) Whether the application is complete; and
 - (C) Whether the development as proposed will comply with the other requirements of this title.
- (2) The commission shall adopt the director's determination on each item set forth in paragraph (1) of this subsection (e) unless it finds, by a preponderance of the evidence, that the director's determination was in error, and states its reasoning for each finding with particularity.
- (f) *Commission determinations; standards.* Even if the commission adopts the director's determinations pursuant to subsection (e) of this section, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the hearing, that the development will more probably than not:
 - (1) Materially endanger the public health or safety;
 - (2) Substantially decrease the value of or be out of harmony with property in the neighboring area; or
 - (3) Lack general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.
- (g) *Specific conditions.* The commission may alter the director's proposed permit conditions, impose its own, or both. Conditions may include one or more of the following:
 - (1) *Development schedule.* A reasonable time limit may be imposed on construction activity associated with the development, or any portion thereof, to minimize construction-related disruption to traffic and neighborhood, to ensure that development is not used or occupied prior to substantial completion of required public or quasi-public improvements, or to implement other requirements.
 - (2) *Use.* Use of the development may be restricted to that indicated in the application.
 - (3) *Owners' association.* The formation of an association or other agreement among developers, homeowners or merchants, or the creation of a special district may be required for the purpose of holding or maintaining common property.
 - (4) *Dedications.* Conveyance of title, easements, licenses, or other property interests to government entities, private or public utilities, owners' associations, or other common entities may be required.
 - (5) *Performance bonds.* The commission may require the posting of a bond or other surety or collateral approved as to form by the city attorney to guarantee the satisfactory completion of all improvements required by the commission. The instrument posted may provide for partial releases.
 - (6) *Commitment letter.* The commission may require a letter from a public utility or public agency legally committing it to serve the development if such service is required by the commission.
 - (7) *Covenants.* The commission may require the execution and recording of covenants, servitudes, or other instruments satisfactory in form to the city attorney as necessary to ensure permit compliance by future owners or occupants.
 - (8) *Revocation of permits.* The permit may be automatically revoked upon the occurrence of specified events. In such case, it shall be the sole responsibility of the owner to apply for a new permit. In other cases, any order revoking a permit shall state with particularity the grounds therefor and the requirements for reissuance. Compliance with such requirements shall be the sole criterion for reissuance.

- (9) *Landslide and avalanche areas.* Development in landslide and avalanche areas, designated on the landslide and avalanche area maps dated September 9, 1987, consisting of sheets 1—8, as the same may be amended from time to time by assembly ordinance, shall minimize the risk to life and property.
- (10) *Habitat.* Development in the following areas may be required to minimize environmental impact:
 - (A) Developments in wetlands and intertidal areas.
- (11) *Sound.* Conditions may be imposed to discourage production of more than 65 dBa at the property line during the day or 55 dBa at night.
- (12) *Traffic mitigation.* Conditions may be imposed on development to mitigate existing or potential traffic problems on arterial or collector streets.
- (13) *Water access.* Conditions may be imposed to require dedication of public access easements to streams, lake shores and tidewater.
- (14) *Screening.* The commission may require construction of fencing or plantings to screen the development or portions thereof from public view.
- (15) *Lot size or development size.* Conditions may be imposed to limit lot size, the acreage to be developed or the total size of the development.
- (16) *Drainage.* Conditions may be imposed to improve on and off-site drainage over and above the minimum requirements of this title.
- (17) *Lighting.* Conditions may be imposed to control the type and extent of illumination.
- (18) *Other conditions.* Such other conditions as may be reasonably necessary pursuant to the standards listed in subsection (f) of this section.

(Serial No. 87-49, § 2, 1987; Serial No. 2006-15, § 2, 6-5-2006; Serial No. 2015-03(c)(am), § 9, 8-31-2015; Serial No. 2017-29, § 3, 1-8-2018, eff. 2-8-2018.)

JUNEAU

94-41



155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

CERTIFICATION OF PAYMENT OF TAXES
AND SPECIAL ASSESSMENTS

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

George and Frances Pierce

Tracts F-1 and F-2, U.S.S. 1504
Description

4-B23-0-105-009-0
Parcel Code Number

and that, according to the records in my possession, all taxes and special assessments assessed against said lands and in favor of the City and Borough of Juneau are paid in full; that current taxes of the year 1994 will be due on or before September 30, 1994.

Wesley S. Williams
Deputy Treasurer or Treasurer
City and Borough of Juneau, Alaska

8/1/94
Date

☐ 1/1 to 7/1 Authorization to
Subdivide or Combine Attached

c:pmttax.a



155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

CORRECTED
PLANNING COMMISSION
NOTICE OF DECISION
Date: May 13, 1994

File No.: VR-09-94

George W. & Frances E. Pierce
P.O. Box 210281
Auke Bay, Alaska 99821

Application For: Zoning Variance

Legal Description: Fraction of U.S. Survey 1504

Parcel Code No.: 4-B23-0-105-009-0

Hearing Date: March 22, 1994

The Planning Commission, at its March 22, 1994, regular public meeting, approved the requested variance to waive the requirement for access to a dedicated public street for a proposed subdivision.

Effective Date: April 26, 1994

Expiration Date: September 22, 1995, unless a plat has been issued in accordance with the plans for which the permit is authorized.

Project Planner:

Tom Korosei
Tom Korosei, Planner

RECEIVED BY CITY CLERK

Debra J. Purves
May 16, 1994

cc: Murray Walsh, Director CDD
Debra J. Purves, CDD
Terry Brenner, Engineer

THE GRANTOR Leo E. Young for and in consideration of Two hundred fifty 00/100 Dollars (\$250.00) in hand paid, conveys and warrants to William H. Biggs of Kimsan Cove, Alaska, the grantee the following described real estate:

All of Lot Three (3), Block Twenty three (23) of the Douglas Townsite.

Said ground faces on Third Street for a width of fifty feet and extends thru the block two hundred feet to face on Fourth Street for a width of fifty feet and containing an area of ten thousand square feet (10,000 sq. ft), according to the official plat of the Townsite survey as made by Chas. Arundel, in 1918 and on file in the General Land Office. Said property is situated in the Town of Douglas, Alaska.

Dated at Kimsan Cove, Alaska, this 29th day of November, A.D. 1938.

Signed in the presence of:

WILLIAM GARN

LEO E. YOUNG

J. T. BURNETT

\$.50 Documentary Stamp attached and cancelled.

Territory of Alaska }
First Judicial Division } ss.

THIS IS TO CERTIFY, That on this 29th day of November, A.D. 1938 before me HAROLD E. MATTHEW a Notary Public in and for the Territory of Alaska, duly commissioned and sworn personally came Leo E. Young to me known to be the individual described in and who executed the within instrument and acknowledged to me that he signed and sealed the same as his free and voluntary act and deed for the uses and purposes therein mentioned.

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

(NOTARIAL SEAL)

HAROLD E. MATTHEW
Notary Public in and for the Territory of Alaska, residing at Kimsan Cove, My Commission Expires April 25, 1940.

Filed for record at 9:00 o'clock, A. M., 1-25-39. Recorded in Book 35 of Deeds, page 175.

John H. Gray
U. S. Commissioner, Ex-Officio District Recorder.

RIGHT-OF-WAY DEED

THIS INDENTURE, made 26th day of January, the year one thousand nine hundred and thirty nine, between J. B. Caro of the Juneau Recording District of the First Judicial Division, Territory of Alaska, grantor, party of the first part, and the United States of America, grantees, party of the second part.

WITNESSETH:

That for and in consideration of one dollar (\$1) in hand paid, receipt whereof is hereby duly acknowledged, the party of the first part does hereby grant, bargain, sell, convey, and confirm unto the United States of America, an easement and right-of-way in gross over the following tract, lot, piece, or parcel, of land, situated, lying and being in the Juneau Recording District of the First Judicial Division, Territory of Alaska, and bounded and particularly described as shown on plat attached hereto and made a part hereof.

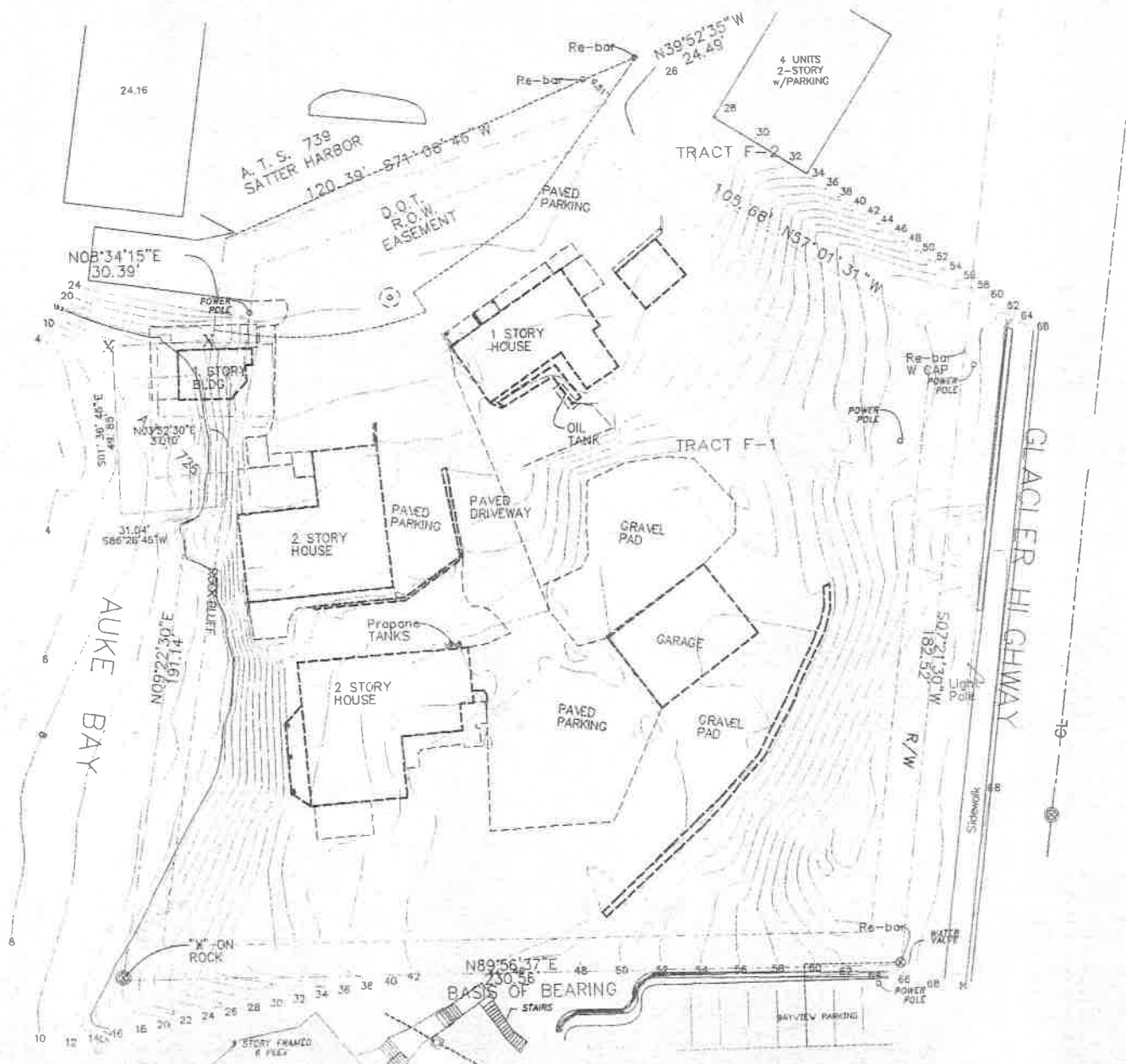
The said right-of-way hereby granted is for the maintenance and full, free, and quiet use and enjoyment by the United States of America or the Territory of Alaska for any and all purposes by it desired or deemed necessary or beneficial for or in connection with the control, administration, or use of the National Forests or the resources thereof, and, so far as may be with that enjoyment compatible, by the general public as a public highway of a certain road or way and dock heretofore formed, being bounded as shown, and traveling the above described premises according to the said plat hereto attached and

[illegible]

SUBDIVISION OF TRACT F, U.S. No. 1504

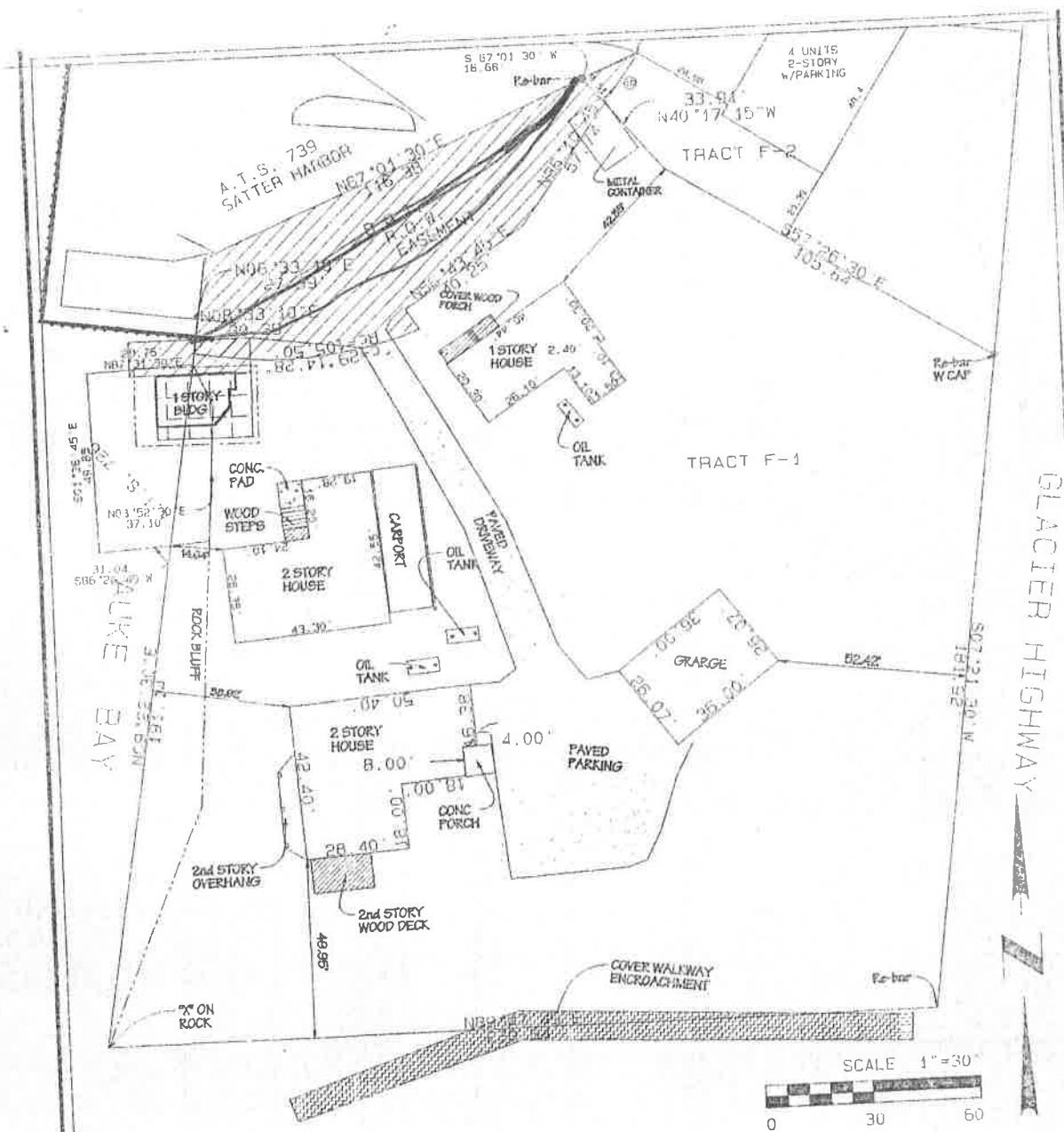
[illegible]

STATE OF ALASKA
JUDICIAL BRANCH
VICTOR E. RICHARDS
By the Court of Appeals, Vol. 7, 1986



BAYHOUSE CONDOS
 SITE CONCEPT
 EXISTING / DEMO SITE
 3.8.2022 JYW





I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT PLAT; THAT ALL WALKS, ROADS, EASEMENTS AND IMPROVEMENTS THEREON ARE AS SHOWN AND THAT ALL OVERLAPS AND ENCROACHMENTS ARE AS SHOWN TO THE BEST OF MY KNOWLEDGE.



J.W. BEAN
PROFESSIONAL SURVEYOR

F.B. _____ JOB No. 10054
SCALE AS SHOWN
DATE 7-5-2001

AS-BUILT SURVEY OF
TRACT F-1
WITHIN USS 1504
PER PLAT 94-41

Showing result 1 of 1

PARCEL

Tax ID	4B2301050090 (assessor summary)
Owner(s)	Bayhouse Properties LLC
Previous owner(s)	MITCH FALK
Site address(es)	11445 Auke Bay Harbor Rd; 11465 Auke Bay Harbor Rd; 11485 Auke Bay Harbor Rd
Mail address(es)	C/O Hot Bite - 318 Willoughby Ave - Juneau, AK 99801-1723
Legal description	USS 1504 TR F1
Lot square feet	51,716
Lot acres	1.1872
Zoning	(WC) Waterfront Commercial
Road system	yes
Fire service	yes
Water available	yes
Sewer available	yes
Year built	1940
Living area	3762
Assessment year	2022
-- assessed value	1,088,238
-- land value	567,528
-- building	520,710



Draft Blueprint Downtown Area Plan

Public Comment Period

July 25th - Aug 21st

Plan is available on the Blueprint Downtown Area Plan webpage
and at the Juneau Public libraries.

Please submit comments in writing to

beth.mckibben@juneau.org

Or to CBJ Community Development Department, Attn. BPD
155 S. Seward Street, Juneau AK 99801





155 S. Seward St
Juneau, Ak 99801

FIRST CLASS MAIL
PRESORTED
POSTAGE & FEES PAID
CITY & BOROUGH OF
JUNEAU
PERMIT NO. 61

NOTICE OF PUBLIC COMMENT

Draft Version Blueprint Downtown Area Plan

Your comments will be provided to the Steering Committee for review, become part of The Public Record, and be presented in the Public Participation Appendix of the Plan.

For more information email
beth.mckibben@juneau.org



Port of Juneau

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

From: *Carl J. Uchytel*
Port Director

To: City & Borough Assembly

Via: (1) Docks & Harbors Board
(2) City Manager

Date: August 4th, 2022

Re: CBJ DOCK ELECTRIFICATION

1. Docks & Harbors has completed a thorough review of the design efforts necessary to electrify the two CBJ owned cruise ship docks. The enclosed report revalidates the 2016 Shore Tie Power Feasibility Study, advances design options and provides cost estimates to add electrical service to the Cruise Ship Terminal (CT) Dock and the Alaska Steamship (AS) Dock. Significant consultation with the local electrical utility company (AELP) along with other Juneau partners, stakeholders and community members have provided input leading to a proposed way forward included in this memo.
2. At its May 16th, 2022 meeting, the Assembly provided direction to pursue an initiative referred to as the Alaska, British Columbia, and Washington Maritime Green Corridor. This collaborative effort, led by ports, industry, governments, and non-governmental organizations, will explore a maritime green corridor aimed at accelerating the deployment of zero emission ships and operations in the Pacific Northwest. Advancing the CBJ plans to expand shore power to visiting cruise ships would segue appropriately into the Green Corridor stated goal of net-zero emissions by 2050.
3. In providing context to years of efforts to develop the waterfront including community planning goals and milestones, the following is offered:
 - 2001 Franklin Street Dock commissioning of electrical shore-side power
 - 2004 Adoption of the Long Range Waterfront Plan (LRWP)
 - 2010 Adoption of Resolution 2542 approving CBJ Cruise Ship Design Concept (aka 16B)
 - 2011 Adoption of Resolution 2593 approving Juneau Climate Action & Implementation Plan
 - 2013 Adoption of Ordinance 2013-26 Comprehensive Plan of the City & Borough of Juneau
 - 2015 Award of \$54M Cruise Ship Docks Improvement Project
 - 2016 Completion & commissioning of Cruise Ship Terminal Dock
 - 2016 Cruise Ship Berths Shore Tie Power Study Feasibility Report
 - 2017 Completion & commissioning of Alaska Steamship Dock
 - 2018 Adoption of Resolution 2808 approving Juneau Renewable Energy Strategy
 - 2022 Completion of Juneau Cruise Ship Dock Electrification Study

With the exception of the 2004 LRWP, which is silent on cruise ship shore power, numerous sustainability plans noted above have identified a community priority to reduce cruise ship emissions. The iterative process in planning, designing and construction of the new CBJ owned cruise ship docks resulted in the installation of conduit under Franklin Street and electrical vaults pierside. These elements were purposely deployed to facilitate future construction without impacting the street and to ease the installation of copper conductors from proposed hillside locations. Since construction at the CT and AS Docks, the execution of dock electrification has been limited by local funding, concurrence of sufficient power from the power utility, and vessel limitations to receiving shore power. In conducting enclosed study, it appears there is an alignment of commitment from CBJ, AELP and CLIA-Alaska with investing in electrical shore-power infrastructure in the Port of Juneau.

4. One significant revelation from the study includes (page 43):

Based upon historical precipitation existing hydroelectric generating capacity, and electrical demand, AEL&P projects they will be capable of offering electrical energy to the CBJ cruise ship docks only 25% of the time it is requested. It is expected this will improve over time as the firm load increases, requiring the construction of additional hydroelectric power plants. Such construction will likely facilitate additional capacity for interruptible loads.

This information is flagged not to dissuade moving forward with dock electrification but only to manage expectations that shore power connections for cruise vessels is reliant upon several systems working together to successfully execute. As an aside, in consulting with AELP, the reservoir water levels have been sufficient that they could provide power to both AS and CT Docks for the 2022 season.

5. With support provided by Juneau Commission on Sustainability (JCOS), Docks & Harbors has submitted several grant applications to secure federal funding for docks electrification. Each of the submitted grant applications was for \$25M with a commitment from the Assembly that \$4.9M would be local match. Those grants include:
- \$25M FY21 RAISE (Rebuilding American Infrastructure with Sustainability & Equity) – submitted in July 2021 was informed in January 2022 that we were unsuccessful;
 - \$25M FY22 RAISE (Rebuilding American Infrastructure with Sustainability & Equity) – submitted in April 2022 with an anticipation of notice of awards in October 2022;
 - \$25M FY22 PIDP (Port Infrastructure Development Program) – submitted in May 2022 with an anticipation of notice of awards in October 2022

As part of the IIJA (Infrastructure Investment & Jobs Acts), the Biden Administration has provided numerous, but highly, competitive federal grants. Docks & Harbors, working with our federal lobbyists, evaluates each grant as an opportunity to meet Juneau’s waterfront needs. It is important to note that federal grants are typically very prescriptive in what projects can be considered. For example, early versions of the FY22 PIDP Notice of Funding Opportunity (NOFO) only allowed “freight ports” to apply. Our Congressional Delegation was able to secure a language change enabling a “passenger port” to apply; however, most likely this variance will not be available for the Port of Juneau in future NOFOs. It is also plausible that the recently announced “Inflation Reduction Act” as part of the draft Senate’s Reconciliation bill would provide additional opportunities for port electrification funding but our success would still be speculative for planning purposes.

6. Resolution 2975(b), which includes the FY23 CIP priorities, provides \$2.64M for Dock Electrification leveraging State Marine Passenger Fees. Under this appropriation, we propose \$1.64M to fund a new transformer with an integral Load Tap Changer (LTC) at the South Franklin Dock (SFD) substation. The lack of an LTC on the transformer at the SFD substation will make it virtually impossible to successfully provide shore power at additional docks in Juneau. Refreshing the 20-year old equipment with current technology will significantly improve the flexibility of the SFD substation to meet the voltage levels required by the cruise ships and ultimately allow cruise ships which are currently connecting to be on shore power for a longer period of time. Unfortunately, LTC transformers are long lead items and the estimated timeline to procure is approximately three years.
7. Docks & Harbors recommends the Assembly adopt a plan to facilitate future dock electrification grant applications, but commit to moving forward using locally controlled passenger fees to fund one CBJ-owned dock. The analysis

of cruise vessel use and the historic review of available power from the utility would suggest that electrifying the AS Dock would support the short term goals of the community. Committing to local funding of one CBJ-owned dock will streamline the construction process, allow for fiscal planning while continuing to seek outside grants, provide for other waterfront priorities and incrementally encourage the cruise industry to transition all vessels to be capable of accepting shore power. The following schedule is proposed:

- a. November 2022 – Docks & Harbors executes contract agreement with AELP to secure new LTC transformer for South Franklin Street substation;
 - b. January 2023 - CBJ Finance Department secures \$20M in Revenue Bonds for Docks Electrification Phase I (dubbed AS+) which would provide two LTC transformers for each of the CBJ Docks but would only make ready the AS Dock for ship connection;
 - c. January 2024 – Award Alternative Procurement Method contract (i.e. Design-Build) to connect from the AELP provided uplands substation and installation of: conductors, new power deployment float at AS Dock, switchgear on the power deployment floats, submarine cable to the power deployment floats;
 - d. Fall 2025 – AELP receives new LTC transformer and installs for 2026 cruise season at the SFD;
 - e. January 2026 – CBJ receives two new LTC transformers for AELP installation
 - f. Summer 2026 – Alaska Steamship Dock on-line to provide shore power to available cruise vessels.
8. Throughout the above timeframe, Docks & Harbors will continue to seek grant funding for CT Dock electrification. If these efforts are unsuccessful other financing options will be considered once the AS Dock is complete. The existing bond debt which funded the new CBJ owned cruise ship docks, Seawalk expansion, the parking lot uplands is currently \$18.2M, with \$2.0M of dedicated Port Development Fee on an annual basis. The largest portion of this debt will be retired in 2035, and a remaining smaller portion will be retired in 2039. It is reasonable to assume the \$20M of new revenue bonds proposed in CY23 can be assumed in the existing fiscal environment. Fees associated with connecting cruise ships to the improved infrastructure will be addressed outside this memo.
9. Although there are many details to resolve in the near term, the consensus is that shore power connection at the City owned docks can proceed in appropriate manner with direction to pursue local funding from committed future passenger fees.

Recommendations:

- A. Direct purchase of Load Tap Changer Transformer for use by South Franklin Dock.
- B. Approve project scope and schedule.
- C. Request preparation of Revenue Bond.

#

Encl: 2022 Juneau Cruise Ship Dock Electrification Study