

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA

For Wednesday, June 22nd, 2022

CBJ Room 224 and

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

Meeting ID: 824 2053 9552

Passcode: 913228

Call In: (253) 215-8782

- I. Call to Order** (at 5:00pm in CBJ Room 224 and via zoom)
- II. Roll Call** (James Becker, Lacey Derr, Don Etheridge, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Bob Wostmann 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, May 18th, 2022 Operations/Planning Meetings Minutes**
- VI. Consent Agenda** - None
- VII. Unfinished Business** - None
- VIII. New Business**

- 1. Proposed Updated Regulation/Ordinance Changes
Presentation by the Harbormaster

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TBD

- 2. Hansen-Gress Building Improvement Challenges
Presentation by the NorthWind Architects

Committee Questions

Public Comment

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Committee Discussion/Action

MOTION: TBD

IX. Items for Information/Discussion

1. Proposed Correspondence to UA Office of Land Management regarding UAS Property Presentation by the Port Director

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, July 20th, 2022**

XII. Adjournment

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, May 18th 2022

- I. Call to Order** Mr. Ridgway called the Operations/Planning meeting to order at 5:00pm in CBJ Room 224 and via zoom.
- II. Roll Call** - The following members were in person at CBJ Room 224 or via zoom. Lacey Derr, Don Etheridge, Paul Grant (left the meeting at 6:30pm), David Larkin (left the meeting at 6:30pm), Matthew Leither, Annette Smith, Bob Wostmann, and Mark Ridgway.

Absent – James Becker

Also in Attendance – Carl Uchtyl – Port Director, Matthew Creswell – Harbormaster, Erich Schaal – Port Engineer, and Teena Larson – Administrative Officer.

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, April 20th, 2022 Operations/Planning Meetings Minutes**
Hearing no objection, the April 20th, 2022 Operations/Planning Meeting Minutes were approved as presented.
- VI. Consent Agenda** - None
- VII. Unfinished Business** - None
- VIII. New Business** –
1. 1% Sales Tax Initiative Projects – Harbor Enterprise
Mr. Uchtyl shared the memo on page eleven. He asked what projects and what fund amount should be asked from the Assembly for the 1% sales tax initiative? The Finance Sub-committee had questions and would like to put various parameters on the projects. The City Manager sent over a memo with limited information. The memo included deadlines, July 11th is a hard stop for the assembly. The Assembly will be meeting on June 6th. The Board recommends \$5M for harbor projects. In the last ten years Docks and Harbors interdepartmental costs have increased three times. The department had received \$1.5M from 1% sales tax in 2017.

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Committee Questions

Lacey Derr asked about the project listed under section 2(e) if funding will be coming from another source.

Mr. Uchytel advised there is an opportunity to partner with federally recognized tribes to waive a portion of the cost of the local match for the feasibility study portion of the project.

Aurora Harbor phase III - Docks & Harbors has spent \$250K demolishing the north end of Aurora. The Harbor grant money is slated for this Legislative Session. If not vetoed by the Governor the department will likely have a \$2M match for \$4M in the next fiscal year. However, the department cannot apply for an additional grant if there is already a grant in hand.

Mr. Etheridge believes the funds may be vetoed again this year as the state budget is already over by \$1B.

Mr. Wostmann said the Finance Committee wrote out each project with how much each will minimally need to have any success with the project list.

Mr. Grant asked Mr. Uchytel what is the indication of preference for project importance. Studies and analysis vs ground breaking projects (i.e. Army Corps).

Mr. Uchytel advised the Army Corps of Engineers does not have concrete details for the study yet and it may not get Assembly support. The Assembly does not have many harbor goals for 2022.

Mr. Etheridge advised the Assembly prefers to accept projects which are “shovel ready”.

Mr. Grant asked how much is needed to build out phase III/IV of the Aurora Harbor project.

Mr. Uchytel advised Docks & Harbors estimated \$10M or more to complete the Aurora Harbor project.

Mr. Grant asked if Docks & Harbors can propose a list of projects which focus on improvements to the Assembly, to help influence their decision. Mr. Grant advocates for choosing two projects with the highest priority.

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Mr. Ridgway said it is important to highlight the fact that we are replacing items we already have.

Mr. Etheridge advised the Assembly prefers to approve items visually impactful to the public.

Mr. Ridgway asked if the Board proposes the projects as new improvements, would we get more support from the Assembly.

Mr. Uchytel responded that he agrees with Mr. Etheridge and that the focus should be on what the public is going to want. It is possible to bundle these projects.

Ms Derr said she also recommends highlighting two or three projects. The north end of Aurora, the Wayside Park dredging, and Douglas Harbor uplands or Taku Harbor.

Mr. Leither added that he agrees with bundling of projects and it is important to stick with a specific ask financially over a range.

Mr. Grant proposed working on items which are broken, Aurora Harbor, Taku Harbor and the Wayside Float. They can be listed as critical maintenance items. They are the three most visible for the public.

Mr. Ridgway asked how many people use the Wayside dock a year.

Mr. Creswell advised a lot of the public use the Wayside dock it is regularly utilized.

Mr. Leither agreed with bundling, but suggests Taku is not used as often and is not recognized by many members of the public.

Mr. Ridgway asked Mr. Uchytel if he sees any problems arising with the bundling idea?

Mr. Uchytel commented that the dredging may not be covered in the sport fishing grant for Wayside Float.

Mr. Etheridge commented there may be a large public weigh-in and turn out in support for the Wayside Float.

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Mr. Grant asked if there is any visual representation of the proposed projects which can be submitted to the Assembly?

Mr. Uchtyl advised the Assembly has never asked for convincing needs for the proposed projects for the 1% sales tax. He agreed to combine projects and name/itemize them as so.

Mr. Schaal asked if the \$5M includes all proposed projects.

Mr. Grant suggested Aurora, Wayside Park and Taku Harbor as a bundle with a total of \$5M. Asking for a project like the breakwater that is not shovel ready is risky.

Mr. Uchtyl asked for clarification if Aurora is both the floats and the building?

Mr. Grant said he has a concern with including the building because the building could be seen as feathering our own nest.

Ms. Smith asked how attached is the committee to the three proposed projects?
She advised the South Douglas steering committee feels the South Douglas waterfront is being ignored and it is not a costly project to take on.

Mr. Ridgway commented that the Committee is not putting on the request - things considered as improvements but more maintenance items.

Public Comment- None

Committee Discussion/Action-

MOTION BY MR. GRANT: RECOMMEND ADVANCING TO THE ASSEMBLY FOR THE 1% SALES TAX, AURORA HARBOR PHASE III/IV AS ONE ITEM AND THE TAKU HARBOR/WAYSIDE PARK REPAIRS BUNDLED AS ANOTHER ITEM WITH A TOTAL OF \$5M.

Mr. Wostmann objected to the motion.

Discussion – Mr. Ridgway recommended staff rewrite the letter to go to the Assembly and the details for the amounts would be up to staff to present at the next Board meeting.

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Mr. Wostmann withdrew his objection.

Roll Call Vote

Lacey Derr – Y

Don Etheridge – Y

Paul Grant – Y

David Larkin – Y

Matthew Leither – Y

Annette Smith – Y

Bob Wostmann – Y

Mark Ridgway - Y

Motion passed.

IX. Items for Information/Discussion

~~1. Live aboard working group—brief report~~
~~——Presentation by Paul Grant~~

~~Committee Discussion/Public Comment~~

2. Statter Harbor Phase IIIC – updated design

Mr. Schaal said this project is designed to improve the uplands, improve efficiency and build out the master plan proposed in 2006. This includes a bathroom, an enclosed waiting area, and a breezeway which leads to a new gangway, a concrete plaza, a designated bus dropoff zone, single use parking spaces and kayak launching.

A second story was proposed for the building but the Planning Commission advised city money cannot be used for the second floor development. There has been no interest from a private business to develop a second floor so we will discuss scaling back on that portion of the project. Architects proposed an 80' by 35' building. The project was proposed at \$4M, but there is only \$3.17M budget available. Restrooms are the number one priority for all staff, customers and the general public. Second is curb, gutter and paving. It takes about \$5K to \$10K to maintain the parking lot each year. Staff find it best to have one drop off location for buses along a curb with a covered waiting area. Third, the public have shared they feel all improvements have been made for the cruise ship industry. In response we have proposed improvements for the locals which include a Sportsman's Plaza. Ideas for the Sportsman's Plaza include a "show off your catch" sign, installation of an ice machine and reinstalling a hydrant to rinse off boats and trailers. For some of the next steps, there is an open work order with PND for phase IIIC which involves a sub-contract with an architecture firm and electrical engineering. A change order was signed to add more money for the rescoping of \$20K of work. The open PO is for about \$260K. Currently in discussion is how far the \$3.17M can go for this project.

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Once the new estimates come out staff will be bring this back to the Board for discussion on what elements are most important.

Committee Discussion

Mr. Leither asked about the location on the “show off your catch” sign. Typically charter fishermen use the signs and if they are at the top of the ramp they may not be used by them.

Mr. Ridgway asked if the work order with PND includes re-estimating the cost of the facility. Is that lot actively graded during the winter?

Mr. Creswell responded it is not maintained during winter, but it is beat up during the summer. There is fresh wrap brought in each spring.

Mr. Etheridge asked if any of the proposed project qualifies for cruise ship money?

Mr. Schaal responded the money received from the Assembly cannot be leveraged for match at this point. It is being used to make whole all of the past cruise money which has been received.

Mr. Uchtyl said the settlement agreement would not object up to a certain amount, which has been exceeded.

Mr. Ridgway asked if there is any supplemental funding available in case they are just shy of the full amount.

Mr. Uchtyl said the bidding process right now is worrisome.

Ms. Smith asked why the hose off location was not included in the local friendly portion of the design.

Mr. Schaal advised it was included and that they are looking to reinstall the hydrant for rinse off purposes.

Mr. Ridgway asked regarding the curb and gutter portion are there erosion issues?

Mr. Schaal responded the curb and gutter is proposed to be able to pave against for driving surfaces.

Mr. Leither asked what the total cost expected will be for this project.

Mr. Schaal responded the original proposal was \$4M but the Assembly afforded \$3M, so we are making due with that amount.

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Mr. Leither suggests that most of the improvements will benefit the cruise ship passengers and that additional funds needed for this project should come from cruise ship money and not Docks & Harbors budget.

Mr. Ridgway replied cruise ship money was used to dredge Statter Harbor. The launch ramps that came from that benefited locals. Though the new project seems to be fully commercial, if they could get cruise ship money from the Assembly they would.

Mr. Schaal said the ratio has been 25% local and 75% cruise industry. The cruise line industry agreed to not object to an overall total.

Mr. Leither asked to clarify if the money was for all of Statter project.

Mr. Schaal confirmed yes it was for all of Statter, being cruise related.

Mr. Ridgway said he would prefer to see one or two things done well, and not minimize design efforts for a curb, paved and guttered lot.

Mr. Leither suggests educating the public on the proposed plans as many do not know about the 75% funds from the cruise ship industry.

Mr. Uchytel clarified there was no head tax used for phase I/II but only phase III.

Mr. Schaal points out that all of the cruise ship money was being spent downtown until this project was proposed.

Paul Grant and David Larkin left the meeting at 6:30 pm.

Public Comment- None

3. Proposed Regulation Changes

Mr. Creswell said he and his team have been going through regulations which may need updating and he will be bringing the requested updates to the Board soon. He asks for advice on how to submit it for the Board.

Committee Discussion

Mr. Etheridge suggested to bring the entire set of questions all at once.

Another Board member agreed with Mr. Etheridge but wants to ensure it is done thoughtfully and deliberate.

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Mr. Brown suggests waiting to see what the issues are and then decide. If you would like to maximize public participation anything that requires the full Board may be best submitted separate.

Mr. Etheridge would like to see the whole package together.

Mr. Creswell clarified the chairman would like the package to be submitted to the Operations Committee.

Public Comment-None

X. Staff & Member Reports

Mr. Schaal reported - Hansen and Gress are the new lease holders for the Juneau Electronics Building. Jeremy Hansen has been in contact with staff regarding the issues they are having with upgrading the outside of their building with awnings and siding. He showed the Hansen and Gress building which is positioned on two parcels. CDD hates buildings that cross property lines. Hansen and Gress wants to update their siding, but they cannot add an awning as it crosses the property line. Mr. Schaal advised Hansen and Gress to go to City Lands division to apply for the purchase of city land. Their current yearly lease is \$5,048 based on a new appraisal done by Horan and Company. The asset values for Hansen and Gress is somewhere between \$250K-\$400K. It is unclear if Hansen and Gress wants to make the purchase if it is allowed or if they will move forward with the siding project with the building as is.

Mr. Wostmann asked if the land in question is contiguous with any other land owned by Docks & Harbors.

Mr. Schaal said it is separate from any other properties. He pointed out the DOT right of way is strange at this location and further investigation would need to be done to ensure complete ownership of said property.

Mr. Leither asked what CDD stands for and can Docks & Harbors buy just the 5' strip Hansen and Gress owns and lease it back to them?

Mr. Schaal said CDD is Community Development Department. Mr. Schaal also advised most business owners want to own the entire property.

Mr. Ridgway asked if Docks & Harbors was involved in the sale of this building which is almost entirely on Docks & Harbors property.

Mr. Uchytel said the leasee has the right to assign the property to someone else. They are allowed to assign and sell property as part of a lease agreement. Docks & Harbors does not own the building and only leases the land.

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Mr. Brown advised for an actual sell of land to happen Title 53 will be implicated, there is a code provision which requires the Assembly to make sure this is being done to the benefit of the City and Borough. He suggests Hansen and Gress put their proposal in writing which will allow the Board to respond.

Mr. Uchytel clarified Mr. Ridgway is asking how did Juneau Electronics make the sell to Hansen and Gress without any Board involvement?

Mr. Brown replied Juneau Electronics assigned it and he reviewed the assignment document. It was an assignment of the existing lease and there was no size or space difference.

Ms. Derr said she is not inclined to sell any Docks & Harbors property as there is not additional tidelands to purchase and getting rid of what they have is not in the best interest. She proposed a possible land swap instead.

Mr. Ridgway asked how much the building sold for.

Ms. Larson advised she did not know what it sold for.

Mr. Wostmann commented that there is a City ordinance that requires the purchaser of a commercial property to inform the city assessor's office of the purchase price. It should be public information which can be gathered.

Staff & Member Reports:

Mr. Creswell reported – He wanted to thank his staff for all of the hard work they have done.

Mr. Uchytel reported – He praised Mr. Creswell and his staff for the work accomplished in his two week absence. Docks & Harbors had the Blessing-of-the-Fleet event at the Alaska Commercial Fisherman's Memorial, the Statter Harbor Beer Fest, Maritime Festival, and the Alaska Association of Harbormasters scholarship program to name a few. He mentioned the Infrastructure Week celebration and ribbon cutting being held 5/20/22.

Mr. Uchytel mentioned Docks & Harbors base revenue is down 4%. The CIP projects fund balances are managed by the Finance Department portfolio manager. When the budget was presented back in April to the Assembly, the interest was \$21K in docks and \$27K in harbors but there was actually a deduction of \$133K in docks and \$111K for harbors and this is cutting into the bottom line.

Mr. Leither asked if there is an ETA on the rate study?

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Mr. Uchytel replied HDR is slowed down due to writing grants.

Mr. Creswell said he will be walking over to the AS Dock after the meeting to see the new medallion system used by the Princess ships. He invites others to join him.

Mr. Etheridge said he will be putting the Live-aboard study on hold until July.

Mr. Uchytel asked Board members that term is up to reapply as applications are due June 4th.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, June 22nd, 2022**

XII. Adjournment – The meeting adjourned at 7:02pm.

Regulations needing revision/modification

May 2022

1. 05 CBJAC 20.130 - Storage fees.

(a). A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is \$0.50 per square foot per calendar month, or portion thereof. ~~A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof.~~ The Harbormaster is authorized to issue permits and develop written procedures to implement this section.

- I wish to delete the portion of this that relates to the \$.25 rate. We are limited on storage space. Our staff spends a great deal of time using our equipment to move items around in the storage yard and the low rate encourages more use of an already full area. MTC

2. 85.25.090 - Prohibited acts.

(7). To allow or permit any dog or animal to be tethered or restrained to any part of a float, or to permit any dog to urinate or defecate on the floats. ~~If the dog or animal does defecate on the floats, it must be cleaned up immediately and disposed of in a proper trash receptacle. All pets must be leashed in such a manner that the owner is able to maintain positive control of the pet while on the dock. Only the dogs of owners of boats legally moored in the harbor, or the dogs of the guests of such boat owners, shall be permitted on the floats, but then only when on a leash and for such minimum time as is necessary to go between the boat and shore.~~

- As currently written, this language prohibits community members from enjoying our facilities and bringing their pet along. I request the section regarding only pets of boat owners moored in the harbor being allowed be struck and the language above in red be added. MTC

3. 05 CBJAC 20.090 - Statter Boat Harbor ~~Bus Lower Parking~~ Lot permit fee.

(a) Definition. The fee assessed to the owner of a vehicle for picking-up and discharging passengers for passenger-for-hire activities at the Statter Harbor ~~Bus Lower Parking~~ Lot.

(b) Requirements. The owner of a vehicle using the Statter Harbor ~~Bus Lower Parking~~ Lot to pick-up and discharge passengers for passenger-for-hire activities must apply to and obtain a permit from the Harbormaster. Applications are available at any of the

Docks and Harbor Department Offices. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and payment of fees.

(c) Fees. The Harbormaster shall assess permit fees to the owner of a vehicle using the Statter Boat Harbor ~~Bus Lower Parking~~

-Update name to reflect Bus lot vs Lower lot. JKN

4. 05 CBJAC 20.110 - Crane use fees.

(b) Crane use requirements. A person must obtain approval from the Harbormaster before using a hydraulic crane. ~~Crane use fees must be paid in advance.~~ A person may reserve use of the crane. **Charges shall be assessed through an electronic key card issued by Docks and Harbors.** ~~Payment of the crane use fee is required to obtain a reservation.~~ The Harbormaster will require a person using the crane to post a bond or other guaranty before using a crane when the Harbormaster believes such security is necessary.

-change made to reflect how crane use is billed. JKN

5. 85.25.020 – Identification.

If federal law, rule or regulation does not compel the numbering or other identification of any boat or vessel, the board shall establish by regulation how such boats shall be identified, and thereafter no such boat or vessel nor any other boat or vessel, shall be allowed in the boat harbor unless it is properly identified. **All vessels shall be required to display a current state registration.** Failure by any owner, operator or master to so identify any boat or vessel using the boat harbor shall be a violation of this chapter.

- Add language to ensure boats are in compliance with Alaska Statute 05.25.055. JKN

6. 05 CBJAC 20.160 - Parking lot fees.

(2) From May 1 through September 30 each year, the fee to park in designated pay spaces at Don D. Statter Harbor Facilities shall be \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portions thereof, ~~or \$100.00 per calendar month or portion thereof. The number of monthly parking permits shall be managed and issued by the Port Director or representative.~~ From October 1 through April 30, the off-season monthly fee shall be \$50.00 per calendar month or portion thereof. The applicable fee must be paid in advance.

- Remove monthly discount. MTC

- Potentially remove the winter parking fee. We haven't charged for this in many years. It may be nice to keep it though in the event we need it in the future. MTC

7. 05 CBJAC 15.035 - Reservation charge policy.

(d) Reservation confirmation and changes. Payment is required for the first day of moorage for each visit at the time of reservation confirmation and is non-refundable. Cancelling a reservation will result in forfeiture of the reservation fee. Reservation dates can be adjusted until May 1 in the year of requested moorage at no additional charge if space is available. Starting May 1, reservation payments cannot be transferred to other dates; any change in dates will require forfeiture of the original reservation payment, and payment of an additional non-refundable reservation fee for the amended first day(s) of moorage. Failure to arrive within 24 hours after a reservation begins will result in cancellation of the remainder of the reservation and forfeiture of the reservation fee. Reservation payments are not transferrable between Downtown and Statter Harbor. **All reservations made for more than a seven day period will be required to be paid in full at the time of reservation.** The director may impose moorage terms and conditions that are reasonable and necessary to effectuate the purposes of CBJ Code of Ordinances [Title 85](#) and CBJ Administrative Code Title 5.

- update payment policy for reservations for seven days or more. JKN

8. 05 CBJAC 20.050 - Residence surcharge.

(b) Residence surcharge period and duty to report. The residence surcharge will be assessed on a calendar month basis. The owner of the vessel is responsible for paying the residence surcharge. The owner of the vessel is responsible for immediately notifying the Harbormaster when their vessel is being occupied ~~or and~~ **used by the registered owner rented, or leased** as a place of residence. **Short term rental (i.e. AirBNB), long term rental, or subleasing is strictly forbidden.** Once a vessel is used as a residence, the Docks and Harbors Department will continue to assess the residence surcharge until the owner of the vessel gives written notice to the Harbormaster that the vessel is no longer used for a residence.

- Add language to prohibit rentals and subleasing. JKN

9. 05 CBJAC 20.060 - Recreational boat launch fees.

(a) Launch ramp permit required. A boat trailer owner or vehicle owner (when launching vessels without a trailer) will obtain any and all necessary launch ramp permits for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use of the Kayak Launch Ramp at Amalga Harbor **and Statter Harbor** is free and does not require a launch ramp permit.

-add Statter Harbor Kayak Launch. JKN

10. 05 CBJAC 20.190 - Auke Bay Loading Facility—Drive Down Float Fee.

~~Auke Bay Loading Facility Drive Down Float shall be accessed at a fee of \$5.00 per vehicle/truck occurrence. Charges shall be assessed through an electronic key card issued by Docks and Harbors.~~

- Strike whole regulation as it would be impossible to enforce. Charging by key card at the gate doesn't mean that will be driving down the float. JKN

11. 05 CBJAC 25.060 - Summer management.

Except for a loading zone, from May 1 through September 30 each year, a vessel may moor at the facility, including the breakwater, for up to ten consecutive calendar days, after which the vessel must clear the facility, **under their own power**, for at least six consecutive hours. **Exceptions to this rule may be made on a case-by-case basis with prior Harbormaster approval.** Unless directed otherwise by the Harbormaster in accordance with procedures established under this regulation, all moorage during this period shall be on a first-come, first-serve basis.

- Add language to move under own power as per sea trial regulation and an exception to the rule. JKN

12. 05 CBJAC 25.080 - Winter management.

(a) From October 1 through April 30 each year, the Harbormaster may assign moorage to vessels for all or part of this period. Moorage will be assigned as follows:

(1) During the month of ~~August~~ **September** each year, a person wishing to obtain a moorage assignment may **request via email or in person** ~~apply~~ on an application form provided by the Harbormaster. ~~The person shall submit a \$100.00 application fee, refundable if the person does not receive a moorage assignment and creditable towards docks and harbor department charges;~~

(2) During the month of September each year, the Harbormaster, **with consideration to vessel size and space availability** shall assign moorage **in the order of applications received** ~~by lottery~~ until all of the designated spaces **are** ~~is~~ assigned or all of the applications are processed.

~~(3) After assigning moorage by lottery, the Harbormaster may assign moorage if space is available at the facility.~~

- Change language to reflect how we manage winter hot berths by size. JKN

13. 05 CBJAC 07.011 - Inactive Vessel Management

- (b) Moorage areas designated for inactive vessels. Certain moorage within Douglas, Harris, and Aurora Small Boat Harbors is designated as moorage eligible for use by inactive vessels. Moorage includes the east side of the head float in Aurora Harbor, the area along the east side of the head float in Harris Harbor, and the west side of the area along the head float in Douglas Harbor, **as well as the National Guard Dock**. Maps showing the moorage designated for inactive vessels are available at any of the harbor offices.

- In an effort to better define the areas of the harbors that are considered “Inactive Vessel Zones”, I recommend adding the National Guard Dock as an Inactive Vessel Zone. The National Guard Dock is a remote facility that is only accessed through an easement through the Alaska Marine Lines parking lot and access is often limited due to the gate being locked. The Dock does not have year-round water service. One side of the dock is only accessed by transiting temporary float installed under the main dock structure. The condition of the dock is not suited for regular patron access due to its advanced age and potential safety concerns. MTC



City and Borough of Juneau Land Purchase Applicants

[← Go back](#)

Applicant Information HANSEN

GRESS

Mailing

Address: 1000

Harbor Way
Juneau, AK
99801

Legal Representative: Jeremy
Hansen **Phone:** (907) 463-6900
Email: jeremy@hansengress.com

Northwind Architects

Mailing Address:

126 Seward
Street Juneau, AK
99801

Legal Representative: Shannon
Crossley **Phone:** (907) 586-6150
Email: shannon@northwindarch.com

CBJ Land Information

Site Address: 1000 Harbor Way

Legal Description: LEASE TIDELANDS ADDITION BL 5

Map: [Map Link](#)

Have you mailed the \$500.00 filing fee?: Not Yet

Provide a brief description of your proposal:

The building Hansen Gress recently purchased at 1000 Harbor Way is partially on CBJ leased land and partially on their property at TIDELANDS ADDITION BL 51 LT 5. To permit any work that crosses that lot line, through the building they have purchased, the lots will need to be consolidated. The desire is to purchase the land on which the building is built so they can make major structural and architectural improvements to the aging building. Before acquiring the property, we also hope that CBJ will move the lot lines to allow for development on the water side of the building. With the setbacks in place for the waterfront commercial zone, the current lot lines do not allow for the building owner to put a deck or a canopy on the water side. We hope you consider our proposal of Hansen Gress purchasing Tideland addition Bl 5 to consolidate the lots and provide an avenue for the building owner to do the improvements necessary to protect their investment and visually improve a small portion of the Juneau waterfront.

[Delete Entry](#)

[Edit Entry](#)



NorthWind
Architects, LLC
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Anchorage, Alaska 99501
Ph: (907) 588-6150
www.northwindarch.com

1. THIS ARCHITECTURAL NOTE FOR
REPAIRS ONE INCH TO EXISTING
CONCRETE AND REINFORCING
REDUCES WEARTECH WALL LINE SIZES

1000 HARBOR WAY
JUNEAU, ALASKA

HANSEN GRESS RENOVATION

SHEET TITLE
SITE PLAN

CHECKED	J.B.
DRAWN	S.C.C.
DATE	02/15/2020

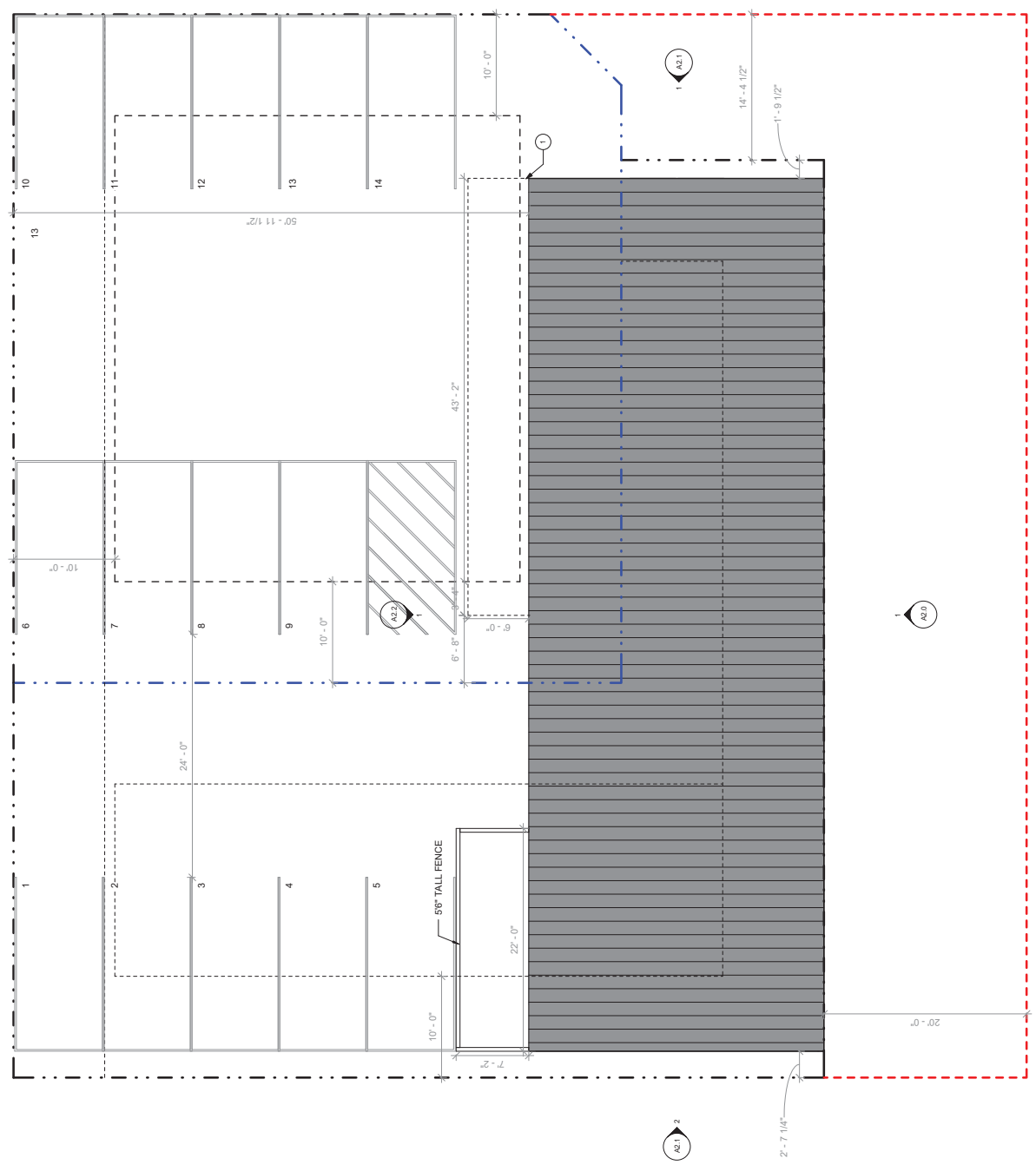
SHEET #
A0.1

ISSUE DATE
05.20.2022

GENERAL NOTES:
1. SITE PLAN INDICATES PROPOSED PROPERTY LINES.
CURRENT LINES ARE PROHIBITIVE OF DEVELOPMENT
AND CREATE A NON CONFORMING CONDITION BY
PASSING THROUGH AN EXISTING BUILDING

SITE PLAN NOTES:
1. ARCHITECTURAL FEATURE PROJECTING INTO SETBACK
4 INCHES FOR EVERY FOOT REQUIRED

LEGEND	
---	PROPERTY LINE
---	SETBACK
---	PROPOSED PROPERTY LINE
---	PROPOSED ELIMINATED PROPERTY LINE
---	EXISTING BUILDING



1 SITE PLAN
3/16" = 1'-0"

**PUBLIC NOTICE
UAS TECH CENTER PARCELS
DISPOSAL PLAN**

The Office of Land Management is seeking public comment on the proposed disposal plan for a sale or long-term lease of all or a portion of its property located near Egan Drive and Harris Harbor Way in Juneau Alaska, to the City and Borough of Juneau (CBJ). Potential options could include continued leasing of Parcel A, B, and/or C to CBJ, or sale of Parcel A, B, and/or C to CBJ, or sale of the whole property to CBJ.

Parties interested in commenting on this proposed disposal plan must submit written comments to the University through its Land Management office by fax at (907) 786-7733, by email at ua-land@alaska.edu or at one of the addresses listed below, by no later than **5:00 P.M. on Monday, June 27, 2022**, to be considered.

UNIVERSITY OF ALASKA
Land Management

Anchorage Office
1815 Bragaw Street, Suite 101
Anchorage, Alaska 99508-3438

<https://www.alaska.edu/ualand/>
ua-land@alaska.edu

Fairbanks Office
2025 Yukon Drive, Suite 106
Fairbanks, Alaska 99775-5280

DISPOSAL PLAN **SALE OR LONG-TERM LEASE OF UAS TECH CENTER PARCELS** Juneau, Alaska

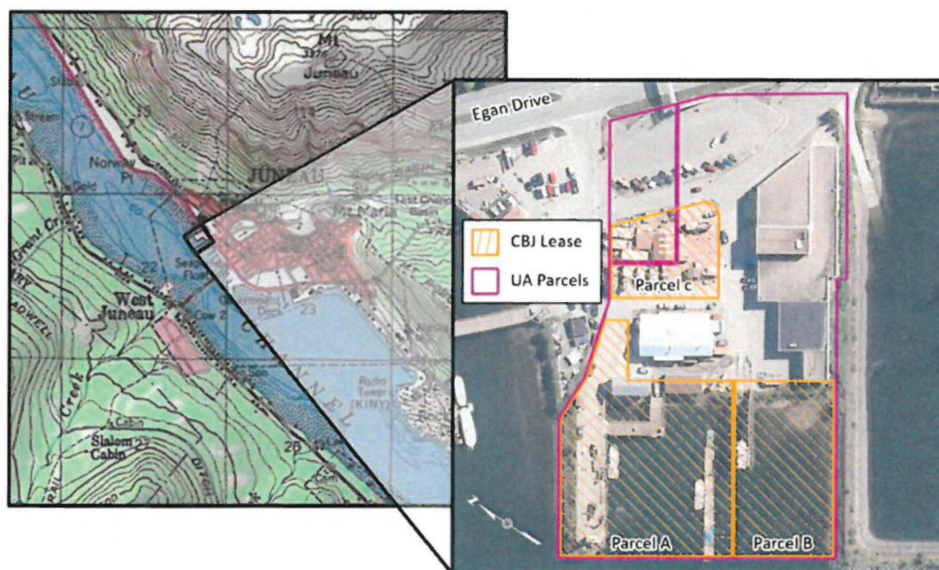
JUNEAU, ALASKA

**Township 41 South, Range 67 East, 7, Copper River Meridian
Plat 79-1W Juneau Recording District**

The University of Alaska ("University") intends to sell or enter into a long-term lease of all or a portion of its property located near Egan Drive and Harris Harbor Way in Juneau, Alaska, known as the University of Alaska Southeast ("UAS") Tech Center, to the City and Borough of Juneau (CBJ) at or above fair market value. The property is classified as educational for UAS. CBJ currently leases parcels A, B, and C from the University, so they are not being used currently as part of UAS educational curriculum. The University will determine whether to enter into two-party discussions with CBJ to negotiate terms of a sale or long-term lease after consideration of any comments received during the public comment period. It is the intent of UAS to sell the property or enter a long-term lease to best support its educational mission and campus master plan. Potential options could include continued leasing of Parcels A, B, and/or C to CBJ; sale of individual Parcels A, B, and/or C to CBJ; or sale of the entire property to CBJ. Educational programs currently located at the UAS Tech Center would continue to be operated at other UAS facilities on the Auke Lake campus.

These parcels will be leased or sold at or above fair market value in accordance with Board of Regents Policy.

PARCEL LOCATION



PARCEL DESCRIPTION



UA Parcel Number

JU.TC.4001

JU.TC.4002

Survey Information

Tidelands Addition, Block 51, Lot 2B

Tidelands Addition, Block 52 Lot 2

Note: Parcels leased by CBJ are referred to as Parcels A, B, and C. Parcel A and B are located within JU.TC.4002. Parcel C is located within JU.TC.4001 and JU.TC.4002.

Appraised Fair Market Value

Parcels A, B, & C

JU.TC.4001 & JU.TC.4002

Sale

\$2.88M

\$8.57M

Lease

\$230,400

Unknown



Office of the Mayor
155 S. Seward Street
Juneau, Alaska 99801
PHONE: (907) 586-5240
FAX: (907) 586-5385
Beth.weldon@juneau.org

March 7, 2022

President Pat Pitney
University of Alaska
via email: ua.president@alaska.edu

Dear President Pitney,

The City & Borough of Juneau – Docks & Harbors sincerely thanks the Board of Regents, the UA Lands Division and the University of Alaska Southeast for their thoughtful deliberation on disposing of property via fair market land sale. Docks & Harbors has enjoyed an extremely amicable relationship with UAS throughout the decades and desires to maintain that bond for many years to come. Both the City & Borough of Juneau and the Docks & Harbors Enterprise have demonstratively shown goodwill towards UAS both fiscally as well as willingness to provide maritime services at the Auke Bay Marine Station for marine dependent operations.

The downtown UA property which adjoins Aurora and Harris Harbors is particularly valuable as it links scarce uplands with road access to the Juneau waterfront. It would come as no surprise that Docks & Harbors would view this property as a long term strategic cornerstone in support of the two downtown public harbors. In the near term, Docks & Harbor board leadership views maintaining the existing 2.8 acre property which is currently under lease as critical in supporting a viable maritime industry in Juneau. There are no other suitable waterfront access solutions for commercial fisherman except for property provided for at the Juneau Fisheries Terminal. Additionally, the commercial boatyard exists only because leased property was dedicated for this activity. Together, the boatyard and the Juneau Fisheries Terminal operations do not generate sufficient revenue to cover appraised value lease expenditures. Nonetheless, the Docks & Harbors Board has communicated a willingness to support these activities through future subsidies. For Juneau to grow its maritime economic influence, it must invest in infrastructure and the Juneau Fisheries Terminal and boatyard are both essential to this goal.

Docks & Harbors is grateful that UAS extended the terms of the lease one year enabling CBJ to pursue funding opportunities. It was certainly not our intent to coerce a decision during the CBJ public process to secure funding, while adhering to the Alaska Open Meetings Act. CBJ is now positioned to enter into negotiations to preferably achieve a purchase and sales agreement. Docks & Harbors is committed to ensuring Juneau governmental partners will always be provided with waterfront access necessary for

each entity to be successful in their mission. UAS would have this same commitment for the property under consideration.

The City & Borough of Juneau and the Docks & Harbors Enterprise respectfully request that the University system enter in to negotiations for the ultimate transfer of 2.8 acres of property through sale at fair market value.

Respectfully,

A handwritten signature in black ink, appearing to read "Beth A. Weldon", with a long horizontal flourish extending to the right.

Beth A. Weldon
Mayor



Port of Juneau

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

From: Carl Uchtyl, Port Director (or Docks & Harbors Board)
To: University of Alaska – Office of Land Management
Date: June 27th, 2022
Re: UAS TECH CENTER PARCELS – DISPOSAL PLAN

1. This memo supplements Mayor Weldon's March 7th, 2022 letter to President Pitney. City & Borough of Juneau - Docks & Harbors is most appreciative of the University of Alaska's willingness both to extend the existing lease and for the consideration to enter into a purchase & sales agreement.
2. The City & Borough of Juneau - Docks & Harbors department functions as an *enterprise*, operated similarly like a private business, receiving no local municipal sales or property tax for operations. The reality is that Docks & Harbors subsidizes critical activities in which the private sector doesn't participate along the Juneau working waterfront. The scarcity of available Juneau industrial property, which is easily accessible to marine modes of transportation, challenges water-dependent small and independent businesses to operate profitably. The resulting economics is that Docks & Harbors provides public investment for commercial fishing vessels, commercial freight haulers and fish processing plants to access municipally managed cranes, loading docks, ice machines and vessel haul-out facilities which is not sustainable solely with private capital.
3. The UAS Tech 2.8-acre waterfront property (adjoining the two downtown harbors and boatyard) is absolutely critical to providing services for marine commerce and economic viability for the Juneau waterfront. Docks & Harbors has been pursuing grant opportunities to recapitalize this aging infrastructure for nearly a decade and is willing to continue efforts. The CBJ Assembly agrees that this property is a cornerstone for the maritime community and has committed a onetime \$2M appropriation to Docks & Harbors for purchase only. The reminder of the purchase price will be at Docks & Harbors expense. The Harbor Enterprise fund balance is approximately \$1M total. From the Docks & Harbors perspective, purchase of the offered property, with funds leveraged from the Assembly, is far better for our organization and the patrons we serve than extending a lease arrangement.
4. Docks & Harbors respectfully requests your thoughtful consideration to enter into a purchase and sales agreement for the 2.8 acre site at fair market value.

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Copy: Mayor Weldon